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"FIRST IN THE HEART OF DETROIT SINCE 1933" NEW CENTER NEWS

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Detroit-area high school students work on community service projects such as this park cleanup.

Students Clean Up in Joint GM/UDM Project

General Motors executives, University of Detroit Mercy (UDM) administrators and GM Student Corps members last week gathered at UDM's McNichols campus to celebrate the conclusion of the GM Student Corps internship program.

Introduced in May, the program provided 108 Detroit-area high school students the opportunity to give back to their neigh-

borhoods, working together on community service projects they planned and executed themselves.

Sixty GM retirees and 11 GM student interns from UDM mentored the high schoolers, who attend 11 United Way Network of Excellence schools.

The GM Student Corps tackled community park cleanup, park and athletic field restoration,

building repairs and painting, among other projects, learning teamwork, leadership skills and developing a deeper connection to their communities and each other along the way.

"The program is a wonderful way to show young people in our community the GM family cares about them and their future,"

CONTINUED ON PAGE 3

Ram Debuts New HEMI 1500 Concept—A Honey of a Truck

by Jim Stickford

Ten years ago, the Ram Truck Brand introduced the Rumble Bee, a popular model inspired by the Super Bee muscle car of the late '60s.

Ram last week continued the trend by unveiling a new HEMI-powered Ram 1500 Rumble Bee concept to celebrate the 10-year anniversary and the heritage of Ram's unique truck designs that include the Lil Red Express, Warlock and Power Wagon at the 2013 Woodward Dream Cruise.

"The Ram 1500 Rumble Bee continues to have a strong fan

base and what better place to celebrate its 10-year anniversary than Woodward Dream Cruise," said Reid Bigland, president and CEO—Ram Truck Brand.

"There's a lot of energy surrounding concept trucks and buzz models, and the Ram Design Team revels in creating something that is unique for our customers to enjoy."

The Rumble Bee concept began life as a 2013 Ram 1500 R/T. Keeping with tradition, the lightweight, two-door, 2WD configuration is covered in "Drone Yellow"

CONTINUED ON PAGE 3



The yellow Ram Rumble Bee concept truck



Vladimir Mulukha, of St. Petersburg Polytechnic University in Russia, shakes hands with "Justin," a robot used by Ford.

Space Communications Help Ford's Telematics Systems

Ford isn't sending a man into space—it's using robots that are already there.

The Dearborn automaker is utilizing robots sent into the vast reaches of the universe by the Russian space industry to study communications.

Specifically, Ford is researching communications between space robots and Earth to enhance future applications of the connected car communications protocol.

Craig Daitch, Ford's Smart Communications manager, said the research furthers the company's commitment to industry leadership in the development of connected vehicle communications. The research is intended

to help reduce traffic congestion and aid in the advancement of emergency vehicle communications methods.

Just one way Ford is making good on this commitment is through the launch of a three-year research partnership with the telematics department of St. Petersburg Polytechnic University in Russia in its association with that country's space industry.

The goal of Ford's relationship with the university is to analyze space-based robotic communications systems for vehicle mesh networks to aid in mobility solutions.

CONTINUED ON PAGE 2

Protecting the Warfighter with New Systems Is Goal of Defense Technology Symposiums

by Jim Stickford

Times are tough for the military, but the demand for quality vehicles to protect the troops hasn't changed.

That's what makes events like the Ground Vehicle Engineering & Technology Symposium held in Troy last week have more value than ever.

Bruce Huffman, Public Affairs officer for the Tank Automotive Research, Development and Engineering Center (TARDEC) at the Army's TACOM facility in Warren, said events such as the symposium are important.

"This event is for government ground vehicle experts," Huffman said. "It offers them the chance to collaborate with their private sector counterparts and help plan for the future."

Dr. Paul Rogers, TARDEC's director, who spoke at the symposium, elaborated on the importance of interaction between the government and the private sector.

"Our goal at the end of the day is to produce a strategy that changes the way our warfighters fight and change what they experience," Rogers said.

The problem is that the warfighter of today experiences combat much the same way his father and his grandfather did, Rogers said. TARDEC's goal is to develop a strategy and share it with the private sector that looks 30 years into the future.

"Of course, things change and we have to change with them," Rogers said.

But TARDEC has spent the last 12 years supporting the coun-

try's war efforts in Afghanistan and Iraq, which is only natural, Rogers said. But it's now time to look forward and develop systems that the soldier of tomorrow can use.

"The ultimate goal is to develop systems of such fundamental superiority that the enemy knows they've lost the battle before it's even begun," Rogers said.

Developing these systems begins with TARDEC coming up with specifications and sharing those specs with private contractors, Huffman said. These contractors can then put their engineers to work developing systems to meet these specs, with the goal of creating newer and better systems that help keep the peace.

A prime example of this, Huffman said, is the Auxiliary Power Unit (APU) project.

The APU was developed by Marvin Land Systems (MLS) at General Dynamics Land Systems' Maneuver Collaboration Center (MC2) in Sterling Heights.

The center is designed to bring them can work closely with government people at the nearby TARDEC and TACOM facilities to develop systems to government specifications.

In this case, the government needed an APU to help the Army's Abrams tanks save fuel, Huffman said.

Many of the tanks' electronics systems, such as the radio, need power, which the current tank generates by idling—meaning the tank can be burning fuel while standing still.

Huffman said that has resulted



Paul Rogers

in tanks being relatively low on fuel when going into battle. He is aware of incidents in Afghanistan where tanks have had to leave the field of battle to go to the rear to get more fuel.

By developing an APU separate from the regular engine system, electronic systems can remain powered up while the tank isn't moving and the main engine doesn't have to be idling.

This can save a brigade of tanks the equivalent of two tankers of fuel in one day.

The MLS APU works similar to the Chevy Volt's gas engine. When the Volt's battery charge is down, the gas engine kicks in, but it doesn't power the car's drive system, it generates electricity that is used to power the Volt. The MLS APU burns diesel fuel to generate electricity to power the tanks' electronic systems, Huffman said.

This new system can reduce

CONTINUED ON PAGE 2

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