

Detroit Auto Scene

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Jeep to Debut The 'Dragon'

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hara, the Dragon Edition has numerous unique exterior and interior styling cues consumers will appreciate, said Hespren. Available only in black and as a four-door Unlimited model, the Jeep Wrangler Dragon Edition features bronze satin gloss trim inside and out.

The U.S. Manufacturers Suggested Retail Price (MSRP) for the Jeep Wrangler Dragon Edition is \$36,095. Through August, Jeep Wrangler sales are up 12 percent in 2013, Hespren said.

The Jeep Wrangler Dragon Edition is painted black with a black body-color three-piece hardtop. From there, the designers incorporated numerous bronze satin gloss details found inside the front grille slats, headlamp surrounds and on the Jeep badging. The unique 18-inch five-spoke alloy wheels are matte black with a satin bronze high-gloss outer edge, Hespren said.

The exterior also features gloss-black appliques on the front and rear bumpers, and a dark charcoal dragon decal that starts on the hood and runs along the driver's side of the vehicle.

Final exterior touches include a Mopar fuel-filler door and a black spare tire cover with dragon decal.

The black-and-bronze theme continues inside with heated black Nappa leather seating surfaces with satin bronze dragon scale on the outer bolster surfaces, center console armrest and steering wheel.

Other interior touches include high-gloss black instrument panel bezels and door handles and satin bronze accent trim on the steering wheel spokes and passenger-side dashboard grab handle, Hespren said. Finishing the interior modifications are matching bronze bound floor mats and a unique dragon graphic overlay in the gauge cluster.

Chevy Tops In NHTSA Ratings

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Passive safety features, such as Cruze's 10 standard air bags and the available industry-first front center air bag in the Traverse, are designed to help protect occupants during crashes and rollovers, Basel said.

Sonic was the first subcompact to have 10 standard airbags. On-Star, available on all Chevrolet models, enables occupants to get help from emergency services after a crash through automatic crash response.

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U.S. Army Testing Platform for Future Military Vehicles

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hypothetical 5,000-unit production run.

TARDEC's Ground System Survivability group partnered with non-traditional defense contractors to bring the engineering expertise of both to the project. In only 16 months, the team moved from design to prototype, Karaki said.

"The Army's approach was to create synergistic survivability," explained TARDEC GSS Associate Director Steve Knott.

"Soft deliverables – such as data and lessons learned – and hard deliverables – such as test assets and spare automotive components – will help shape, inform and support tactical vehicle programs, technology demonstrator efforts and/or TARDEC innovation projects to maximize the overall return on investment."

The team produced three vehicles: two will be used for mobility, mine blast and ballistic survivability testing and the third is moving into TARDEC's Ground Systems Power and Energy Laboratory (GSPeL) for mobility and fuel efficiency testing.

Results are expected to be available in early 2014, Huffman said.

Vehicle information – including specifications, photos and videos – is located at www.tardec.army.mil/ulv.

Highlights of ULV's powertrain, design, communications and protection, focusing on mobility and survivability, include:

- Powertrain – With two elec-

tric motors (front and rear), the ULV's hybrid powertrain improves both mobility and survivability.

By eliminating the need for a driveshaft, the underbody can be designed to perform well in a blast event, Karaki said. And either of the electric motors can power the vehicle, providing redundancy.

A lightweight diesel engine powers the electric motors and also enables:

- Immediate launch;
- Stealth drive;
- Silent watch;
- Exportable power generation;
- High torque at low/near zero speeds;
- Improved fuel economy.

The ULV's final design was developed by lead contractor Hardware LLC, Huffman said. The cab provides more interior space than similarly equipped tactical vehicles.

Remote-mounted and remote-controlled vehicle electronics reduce HVAC loads and create space.

"Clamshell" front and rear doors open away from the B-pillar, creating a protected area for soldiers to exit.

"The cab is designed to have seven egress points facilitated by quick-release and removable components, stowage space for personnel and mission-specific items, and 360-degree situational awareness through front- and rear-mounted ultra-wide-angle thermal imagers," explained TARDEC engineer Vladimir Gendlin.

Chrysler Names Garberding Fiat CP0; Pino to Head NAFTA Manufacturing

Scott Garberding has been named chief purchasing officer and member of the Group Executive Council (GEC) for Fiat S.p.A. He will also be responsible for Group Purchasing EMEA (Europe) region.

In a statement to the public, Chrysler representatives said Garberding joined Chrysler in 1993 and has held a series of positions with increasing responsibility in Manufacturing, Quality and Purchasing. Prior to his most recent assignment, he was head of Purchasing for Chrysler Group.

In addition, Mauro Pino has been named Chrysler Group's head of NAFTA Manufacturing/World Class Manufacturing.

In his new position, Pino is responsible for all Assembly, Stamping, and Powertrain Manu-

facturing operations as well as implementation of the World Class Manufacturing system.

He joined Chrysler Group in 2010 as head of Manufacturing for the Toledo Assembly Complex. Previously, Pino served as plant manager at Fiat's Termini Imerese facility in Sicily, Italy.

Both appointments are effective immediately.

The GEC is the highest executive decision-making body within Fiat outside of its board of directors, Morgan said. It is responsible for reviewing the operating performance of the businesses, setting performance targets, making key strategic decisions and investments for the group and sharing best practices, including the development and deployment of key human resources.

The ULV features lower-weight command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) technologies focused on warfighter needs.

The ULV's hybrid design allows for a "clean underbody" through the elimination of various automotive components potentially allowing for blast-mitigation technologies to perform uninhibited during a blast event, Huffman said.

This design provides added opportunities to integrate various blast-mitigating kits under the hull for higher threat levels.

Interior technologies include a crushable floating floor system that decouples the crew's feet and legs from the steel hull and absorbs energy, adjustable stroking seats, five-point restraint systems, and spatial accommodations to mitigate head impacts and flail injuries.

The ULV also utilizes high-strength steels and advanced composite materials offering lightweight ballistic protection from a number of threats to include a newly developed transparent ceramic armor system to keep the vehicle's overall weight down.



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