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2015 Cadillac Escalade

Technology Lights the Way For Cadillac Escalade Design

The new 2015 Cadillac Escalade's exterior design uses architecture-influenced approaches to take its appearance to a new level of sophistication, said GM's Exterior Lighting Design Manager Martin Davis.

At the same time, he said, the brand's heritage and the powerful appearance of modern urban buildings inspired a bold new interpretation of Cadillac's vertical light signature.

"The 2015 Escalade exterior light signature draws inspiration from a variety of sources, begin-

ning with Cadillac's heritage of vertical exterior lamps and extending into architecture," said Davis.

"Iconic buildings, like the Hearst Tower in New York City, were a big inspiration due to the interplay of glass and metal."

Vertical lighting, a Cadillac signature since 1948, remains a vital and ever-evolving theme for designers today, said Davis. He and his team studied Cadillacs from history, especially the 1967 Eldo-

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Chevy Goal: Prevent Tons of Emissions From Entering the Earth's Atmosphere

For Chevrolet, going green means more than supporting the Michigan State Spartans.

Chevy is investing in clean energy efficiency initiatives of U.S. colleges and universities through its voluntary carbon-reduction initiative.

The brand helped develop a formula where campuses can earn money for certain upgrades that reduce greenhouse gas emissions.

This marks the first time college campuses can use carbon performance methodologies to make money via greenhouse gas reductions that result from energy efficiency, said GM spokesperson Sharon Basel.

As carbon emissions continue to contribute to the warming of the earth, such funding enables universities to reduce their impact and save money on utility bills while engaging and educating students in their efforts. The funding opportunity is timely, given that 675 campuses have pledged to reduce their carbon emissions.

"Historically, campuses purchased other organizations' carbon credits to help achieve carbon neutrality," said Eban Goodstein, director of Bard College's Center for Environmental

Policy in mid-New York state.

"Now, they're earning revenues for the carbon reductions achieved right on their own sites, where the long-term clean energy benefits lie for their community."

Campuses are increasingly pursuing aggressive clean energy efficiency efforts from installing more efficient building equipment to using renewable energy to help power operations, Basel said.

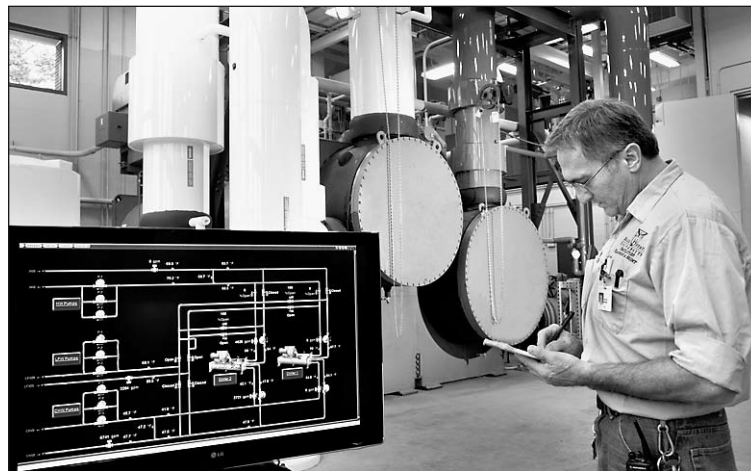
With this initiative, Chevrolet will buy and retire carbon credits resulting from some campuses' greenhouse gas reductions from

either their Leadership in Energy and Environmental Design (LEED) certified buildings or other campus-wide energy-saving initiatives.

Chevrolet is dedicated to securing a cleaner energy future through efficient vehicles, responsible manufacturing and supporting community-based carbon-reduction projects, said David Tulauskas, GM director of Sustainability.

"Electric cars like the Chevrolet Volt and Spark EV drawing

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New carbon-reduction methodologies at work at Ball State University.



Nishantha Bandara

LTU Engineer Sees A Light at the End Of Potholed Roads

Potholes are like the weather in that everyone talks about them. But unlike the weather, something can and is being done about potholes.

Help is on the way, thanks to modern road construction technology. That's the word from Nishantha Bandara, assistant professor of civil engineering at Lawrence Technological University. The reason there are such large and expense-producing potholes is the simple fact that ice takes up more space than water.

"All roads have cracks, so water seeps through those cracks and stays under the road," Bandara said. "When water freezes, it expands. The volume of ice is greater than the same amount of water. So you see this heaving effect in the early part of winter when temperatures drop below freezing."

Ice pushes up the road surface

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Sinkhole Eats Up 8 Corvettes at National 'Vette Museum

by Jim Stickford

Eight Corvettes, including two on loan from the GM Heritage Center, were swallowed up by a sinkhole that formed under the floor of the National Corvette Museum in Bowling Green, Ky., during the early morning hours of Feb. 12.

Museum executive director Wendell Strode said that no was hurt because the museum was empty at the time. Security cameras recorded what happened. The timing on video indicates that the floor started collapsing at 5:38 a.m.

In a press statement, Strode said, "We received a call at 5:44 a.m. Feb. 12 from our security company alerting us of our motion detectors going off in our Skydome area of the museum."

"Upon arrival, it was discovered that a sinkhole had collapsed within the museum. No one was in or around the museum at the time. The Bowling Green Fire Department arrived on the scene and secured the area. The fire department has estimated the size of the hole is 40 feet across and 25-30 feet deep."

Strode reported that eight Corvettes were affected by this incident. Those from the GM Heritage Center are:

- 1993 ZR-1 Spyder;
- 2009 ZR1 "Blue Devil."

The other six vehicles were owned by the National Corvette Museum, including:

- 1962 Black Corvette;
- 1984 PPG Pace Car;
- 1992 White 1 Millionth Corvette;
- 1993 Ruby Red 40th Anniversary Corvette;
- 2001 Mallett Hammer Z06 Corvette;

- 2009 White 1.5 Millionth Corvette.

None of the cars affected were on loan from individuals, Strode said. The Skydome exhibit area of the museum is a separate structure connected to the main museum.

Strode said they called in structural engineers and geologists to determine the totality of the damage caused to the museum's structure and to help in determining the cause of the sinkhole.

"We have no official report yet from our geological expert," Strode said. "But I will say that is a huge sinkhole area. There are thousands of buildings in the area and it's unfortunate that the sinkhole formed where it formed."

"But remember, we are only about 25 miles from the

Mammoth Cave National Park."

The park, Strode said, has more than 300 miles of underground caves and he added that people are discovering more caves in the park all the time.

Greg Wallace, manager of the GM Heritage Center, said he heard about the sinkhole opening up fairly early on the morning of Feb. 12.

"I was notified by email," Wallace said. "After the official notification, I started receiving emails from people asking if I heard about the incident."

"The main thing is that I'm happy no one was hurt. It makes you think about how this happened at a time when no one was in the museum. We can always make more cars, but if someone was hurt or killed, that would have been a true tragedy."

Wallace said that he only has preliminary reports on the damage caused to the vehicles. They won't know the full extent of the damage until they remove the vehicles from the sinkhole.

"The main problem is finding a way to remove the vehicles from the hole," Wallace said. "It's trickier than you think because they have to get heavy equipment into the building and they have to make sure that the ground holding this equipment is stable. We've seen pictures of the vehicles, but that won't tell us everything. We don't want anyone to get hurt removing the cars from the hole."

Wallace said the two vehicles from the Heritage Center – the ZR-1 Spyder and the ZR1 "Blue

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Eight Corvettes – two from GM Heritage Center – fell 30 feet when a sinkhole opened at the Corvette Museum.

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