

Chevy Silverados Add Choices for Customers' Fuel Savings

Chevrolet is expanding its availability of bi-fuel versions of the new 2015 Silverado 2500HD and 3500HD trucks.

The different versions, said Chevrolet spokesperson Tom Wilkinson, give customers and fleet managers more choices for cleaner-burning compressed natural gas-powered models – and savings at the pump.

With CNG currently priced about 62 percent less per gallon than gasoline, a work truck driven 26,000 miles a year can save more than \$2,000 annually based on 75 percent CNG usage and comparable efficiency to gasoline, Wilkinson said.

“With CNG capability to be offered on all Silverado HD cab configurations, customers have a wider range of choices when it comes to selecting the alternatively fueled truck that matches their needs,” said Ed Peper, U.S. vice president, GM Fleet and Commercial.

“And for companies and municipalities that maintain multiple trucks in their fleet, the fuel cost savings of CNG can really add up in a year.”

The CNG option is available on all Silverado 2500HD configurations and Silverado 3500HD models with single rear wheels, Peper said. The 2500HD double cab and crew cab models are on sale now, with 2500HD regular cab and all 3500HD models going on sale in July.

With the additional driving range enabled by a separate CNG tank, Silverado HD bi-fuel models have a total range of up to 650 miles, meaning less time needed for fill-ups, Peper said. When equipped with a 4.10 axle ratio, the maximum conventional trailering rating is 13,000 pounds on gas or CNG.

GM warrants and validates the fuel systems of the 2015 Silverado HD bi-fuel trucks, Wilkinson said, meaning its five-year/100,000-mile powertrain limited warranty covers CNG fuel systems.

All major components associated with the CNG system also carry GM service part numbers, for availability throughout the largest dealer network in the United States. That’s not the case with some other manufacturers’ available bi-fuel trucks, said Wilkinson.

“Silverado bi-fuel pickups are

available through any of Chevrolet’s more than 3,000 dealerships across America, just like any other model,” said Peper. “It’s one of the industry’s most seamless integration of OEM-delivered CNG vehicles.”

The unique version of the 6.0L engine – identified by an LC8 engine code – features special hardened valves and valve seats that enable it to run on CNG or gasoline, Peper said. It is rated at 360 horsepower and 380 lb.-ft. of torque on gas, and 301 horsepower and 333 lb.-ft. of torque on CNG.

A separate CNG fuel tank enables the driver to switch between fuels at the flip of a switch, Peper said. When the CNG tank is depleted, the system automatically switches to gasoline.

A GM Tier I supplier installs the CNG fuel tank and complementing fuel system upgrades at a secondary location. Chevrolet dealers deliver the trucks as they would with any optional content, Wilkinson said.

CNG is cleaner burning than conventional gasoline or diesel, Peper said. Today, most of the natural gas used in the U.S. comes from domestic or other North American sources. Depending on their usage habits, many customers can recoup the incremental investment in CNG vehicles within a few years, and the lower fuel cost enables a significant reduction in daily operating costs.



Silverado HD bi-fuel models have a total range of up to 650 miles.

The trucks are available with new, stronger 6’6” and 8’ cargo boxes with standard Corner-Step bumpers, EZ Lift-and-Lower tailgates, and other features to ease cargo handling, Wilkinson said.

He added that available updates for 2015 include:

- New cabs and interiors with increased comfort and extensive storage space tailored to the way customers use full-size trucks;
- Chevrolet MyLink, which provides connectivity for work or family with simple, intuitive controls;
- Integrated cruise control and Auto Grade Braking to help make trailering easier;
- Standard StabiliTrak with Trailer Sway Control on all mod-



The CNG “on” switch

els, including 3500HD duallys;

- Models equipped with CNG system add cargo tie-downs on the tank cover and a single fuel gauge that displays fuel levels for gasoline and CNG.

Experts Say Auto Sales Will Increase in 2014

Huntington Bank’s Second Annual Midwest Economic Index reveals that 22 percent of consumers in the Midwest are considering buying or leasing a vehicle in 2014.

Consumers in the states of Michigan, Ohio, West Virginia, Indiana and Western Pennsylvania were interviewed.

The results represent a 1 percentage point increase over last year as analysts forecast one of the best years in auto sales since before the recession.

“We’re projecting an increase in auto sales in 2014 as consumers’ needs align with a buyer’s market,” said Rich Porrello, director of Huntington’s Auto Finance division.

“And we’re witnessing tremen-

dous consumer enthusiasm at sponsored auto shows across the Midwest in response to the increasing sophistication among manufacturers that are pushing to define a whole new generation of cars and trucks on the road today.”

Of respondents considering a vehicle, 55 percent report they will buy or lease a new car – up from 52 percent last year, Porrello said.

Thirty percent of respondents – down from 32 percent last year – will choose a used car.

New auto sales, after hitting a low of 10.4 million units in 2009, have rebounded to four con-

secutive years of increases.

The expected increase in 2014 would be the first time since the 1930s the industry would have five years of consecutive growth, Porrello said.

With the average age of all light vehicles on the road at a record-high of 11.3 years, according to data released by automotive research firm Polk (recently purchased by IHS), consumers’ needs are growing, Porrello said.

This data, combined with consumer optimism about the U.S. economy, forecasts another strong year for the automotive industry.

Chevrolet Teams With Colleges to Reduce Emissions

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electricity from a cleaner energy infrastructure is a win-win for our customers and the environment,” Tulauskas said.

“The Chevrolet carbon-reduction initiative is about supporting the ingenious ways people are reducing their carbon emissions, like the efforts of leaders driving the higher education sustainability movement.”

For the last two years, Chevrolet has been the largest U.S. corporate buyer of voluntary carbon credits by volume, according to the nonprofit Forest Trends Ecosystem Marketplace.

The brand has supported many projects, said Basel, from helping a landfill heat a hospital with methane gas to helping truckers avoid idling their engines at rest stops.

The initiative is part of Chevy’s voluntary goal set in 2010 to prevent up to 8 million metric tons of carbon emissions from entering the earth’s atmosphere.

“That’s like the annual carbon reduction benefit of a mature forest the size of Yellowstone,” Basel said.

With this next phase, Chevrolet aims to spur even more carbon-reduction activities that benefit college campuses and their communities, Basel said.

To develop the new methodologies, Chevrolet worked with an advisory team led by the Climate Neutral Business Network with support from the Bonnevill Environmental Foundation, the U.S. Green Building Council and the Association for the Advancement of Sustainability in Higher Education, Tulauskas said. The methodologies have been approved through the Verified Carbon Standard.

Ball State University in Muncie, Ind., and Valencia College in Orlando, Fla., are among the first to apply these new methodologies with pilot projects, confirming that funding such as Chevrolet’s is strategic to their other efforts to reduce greenhouse gases, Tulauskas said.

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