



The 2015 Colorado uses lightweight materials to improve mileage.



Colorado skeleton shows use of high-strength steels and aluminum.

New Colorado Boasts Driving Fun, Greater Fuel Efficiency

Proving there is more than one way to shed pounds, the 2015 Chevrolet Colorado uses engineering techniques and lightweight materials to create true pickup capability in a mass-efficient midsize package.

The 2015 Colorado 4x4 crew cab, expected to be the most popular version of the new truck, weighs 880 to 1,400 less than a full-size truck, said Chevy spokesperson Tom Wilkinson.

This weight saving is a result of the slightly smaller overall dimensions of the Colorado, along with extensive use of lightweight materials, including high-strength steels and aluminum, Wilkinson said.

The outcome is a truck de-

signed to be the most fuel-efficient in its segment, he said. Chevrolet expects EPA fuel economy estimates for Colorado this summer.

The Colorado will begin arriving in showrooms this fall at the same time as the new Ford F-150, setting up a sharp contrast between two strategies for reducing the weight of pickups, said Otie McKinley, Chevrolet truck and crossovers spokesperson.

“When it comes to building lighter pickups, there is more than one answer,” said Jeff Luke, executive chief engineer.

“Building on our experience with the new Silverado, we engineered the Colorado to be highly mass-efficient, while still provid-

ing the performance, capability, dependability and features that midsize truck customers are asking for.”

In overall size, Colorado fits below the Silverado 1500 in the Chevrolet lineup, Wilkinson said. The short-bed crew cab is 212.76 inches long, 17 inches shorter than a comparable Silverado 1500, making it an easier fit in many garages.

Colorado’s overall width of 74.3 inches is five inches narrower than Silverado and two inches wider than the Equinox, providing easier maneuverability, said Wilkinson.

Based on GM’s latest testing, Colorado is expected to lead the midsize segment with up to 6,700

pounds of available towing capability, McKinley said.

“For many customers, a midsize pickup is simply a better solution,” said Luke. “You get the versatility and capability of a truck in a package that is fun to drive and easier to maneuver and park.”

“Colorado will meet the unique needs of midsize pickup customers, while also providing an attractive, cost-effective alternative for anyone seeking a more fuel-efficient pickup.”

In creating Colorado, GM engineers chose materials that would make the most of the strength, safety and refinement of the

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Karmanos to Gain From ‘Vette Z06 Auction Results

The first retail production 2015 Chevrolet Corvette Z06 will be auctioned to benefit the Karmanos Cancer Institute.

The Barrett-Jackson auction house will offer the car during its Collector Car Auction in Palm Beach, Fla., on April 12.

The auction, said GM Foundation spokesperson Maria Mainville, extends General Motors’ long-standing support of the Karmanos Cancer Institute, one of 41 National Cancer Institute-designated comprehensive cancer centers in the country, which last year raised \$1 million by auctioning the first 2014 Corvette Stingray Convertible at Barrett-Jackson.

This year, Chevrolet is donating the new Corvette Z06 in support of Karmanos Cancer Institute’s 32nd Annual Dinner.

The event takes place Saturday, April 26, at the Fox Theatre in Detroit.

All proceeds from the auction will go to the renovation of the Institute’s infusion center, providing a more comfortable and soothing setting for patients to receive chemotherapy treatments.

GM president Dan Ammann

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William Clay Ford, Sr., Dies at 88

William Clay Ford, Sr., who helped steer Ford Motor Company into the modern era as an employee, director and influential member of the Ford family, died of complications from pneumonia on Sunday, March 9, at his home.

Mr. Ford, 88, served as Director Emeritus of Ford Motor Company and was the last surviving grandchild of the company’s founder, Henry Ford.

Mr. Ford served Ford Motor Company for 57 years as an employee and board member, playing a pivotal role in shaping the company for more than half of its 110-year history.

He was elected to the Board of Directors on June 4, 1948, and began his employment with the company after graduating from Yale University in 1949.

In 1957, he was elected chairman of the Design Committee, a post he held for 32 years. Throughout his career, he was instrumental in setting the automaker’s design direction, overseeing the development of a number of classic vehicles, including the Continental Mark II, considered by many to be one of the most iconic cars ever built.

In 1978, Mr. Ford was elected

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William Clay Ford, Sr.

Ford Sets \$1M in Scholarships To Honor William Clay Ford

The Ford Motor Company Fund will award \$1 million in automotive design scholarships during the next 20 years to commemorate the late William Clay Ford’s contributions to the design legacy of Ford Motor Company.

Throughout his 57 years as an employee and board member, Mr. Ford was instrumental in setting the automaker’s design direction, overseeing development of a number of classic vehicles, including the iconic Lincoln Continental Mark II. He served as

chairman of the design committee at Ford for 32 years.

“Design was Mr. Ford’s passion, and his creative vision transformed vehicle design at Ford,” said Jim Vella, president, Ford Motor Company Fund and Community Services.

“We are honoring William Clay Ford’s legacy by encouraging and supporting the next generation of innovative automotive designers through this scholarship.”

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UPS Goes Propane with Powertrain Integration

by Jim Stickford

Madison Heights’ Powertrain Integration just completed a deal that has the 10-year-old company providing 1,000 liquid propane gas engines to UPS.

Company President Bob Pachla said Powertrain Integration will equip 1,000 Freightliner Custom Chassis Corporation medium-duty delivery vehicles with propane autogas (LPG) powertrain packages for the national delivery service.

The packages consist of GM 6.0L V8 LC8 engines, CleanFuel USA Liquid Propane Injection (LPI) fuel systems, and Allison automatic transmissions, said Pachla.

“UPS bringing 1,000 of these units online is proof the medium-duty sector has embraced the LC8 propane autogas engine as a

gasoline and diesel replacement,” Pachla said.

“This is the biggest propane autogas adoption to medium-duty delivery vehicles I’ve seen during my 30 years in the alternative fuel business. We look forward to imminent builds and ongoing support.”

Pachla said Powertrain Integration was established to sell GM’s “on-highway” engines.

“GM is set up to sell hundreds of thousands of vehicles, not hundreds,” Pachla said. “That’s where we come in. We are a private company that works closely and exclusively with GM to sell their ‘on-highway’ engines to the public.”

Pachla said while GM makes the engines, Powertrain Integration, as the company name indi-

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Power Integration execs, from left, Brad Shantry, Chris Grasso, Robert Pachla, Marcin Niecalek and Ed Garola