

# Tech Center News™

WARREN, MICHIGAN

VOL. 38 NO. 30

Covers the Tech Center and the Immediate Area

MARCH 31, 2014

## Students Job-Shadow GM Engineers at Warren Transmission Plant

There's nothing like hands-on learning.

That's what some students discovered recently when GM's Warren Transmission plant held two job-shadowing events for college and high school students with engineering aspirations.

After Ohio State University students visited the plant, GM executives partnered with three local Warren-area high schools to give their students the tour.

Both activities allowed students to be paired with plant engineers for a day-long experience on the manufacturing floor.

These events are the result of ongoing partnerships the plant has with universities and Macomb Science Olympiad, which focuses on increasing students' interest in the fields of science and engineering, as well as developing their problem-solving and teamwork skills.

Both plant visits focused on providing students a realistic experience of a plant engineer, said GM spokesman Kevin Nadrowski. Plant activities included setting a network communications hub, understanding a broach tooling change, and troubleshooting why the assembly line was down.

The General Motors University Engineering Job Shadow Program is in its eighth year of partnering with colleges. Students

have the opportunity to spend time at a prospective employer's site, observe engineers, and learn about professional roles in the automotive industry.

Feedback from the visiting OSU Manufacturing Engineering students was very positive, Nadrowski said.

"Thank you for the opportunity to meet with you during the GM Transmission Plant Job Shadow event," said student Rich Ekenrode. "I was very excited to learn more about the day-to-day responsibilities for engineers at General Motors."

Student Luke Moore's comment: "I want to say thank you to everyone at GM for letting me experience a day in the life of an en-



Dan Deeds, manufacturing engineering director, left, and GM Warren Transmission Plant Manager Mike Dulaney, third from right, with Ohio State University engineering students.

CONTINUED ON PAGE 3



Grace Lieblein

## GM Awards 68 'Suppliers of the Year'

General Motors recognized 68 of its best global automotive suppliers during its 22nd annual Supplier of the Year awards ceremony in mid-March.

"Our suppliers play an important role in helping GM deliver compelling vehicles to our customers," said Grace Lieblein, GM vice president, Global Purchasing and Supply Chain.

"Supplier of the Year winners have outstanding track records

for consistently meeting our business needs while also supporting our cultural priorities."

Fewer than 1 percent of GM's suppliers around the world receive the Supplier of the Year award.

Winners are recognized for delivering "innovative technology, superior quality, timely crisis management and competitive, total-enterprise cost solutions," said Lieblein.

In addition to presenting its Supplier of the Year awards, GM also honored four suppliers with its Overdrive Award, recognizing suppliers who have undertaken "extraordinary initiatives and driven exceptional results" for GM's business.

"The Overdrive Award is given to those world-class suppliers that have gone above and be-

CONTINUED ON PAGE 3



Marilyn Anderson and Wade Mullins with final V6 small block engine

## Romulus Engine Plant Heads into New Era

Romulus Engine Operations recently completed buildout of the Small Block engine program at the plant. The last of the old model of small block engines was built on March 7.

More than 17.4 million V6 and V8 small block engines were produced at the plant during the 26-year production run, said GM spokesperson Kevin Nadrowski.

Decommission and construction activities are now under way at the plant as it prepares for upcoming engine and transmission programs, Nadrowski said.

Plant officials are making plans for the previously announced all-new, fuel-efficient V6 engine pro-

gram. In addition, the plant recently announced an all-new 10-speed automatic transmission program.

"The accomplishment of having produced a total of 17.4 million of The World's Best Small Block V6 and V8 Engines represents a proud moment for the men and women of Romulus Engine Operations," said Clark Freeman, Romulus Engine plant manager.

"Their level of team engagement has become synonymous with outstanding quality and performance in building great powertrains for General Motors."

The 26-year Small Block journey began at Romulus in 1988,

when the plant began producing the 4.3L Gen 1e V6. Eight years later in 1996, the plant launched the Gen 3 V8 Small Block, followed by the Gen 4.

"The number of engines that have been shipped from our facility is truly phenomenal," said Bob Crumley, UAW Local 163 chairman.

"Our success story is due to the commitment of our membership as well as our leadership. As a result, we were awarded two new products that ensure a positive future for many years to come."

Production of the V8 engine

CONTINUED ON PAGE 6

## Mustang Reaches New Heights – 86th Floor

As Jimmy Cagney once said, "I'm on top of the world."

That's not exactly where the 2015 Mustang will be when Ford celebrates the 50th anniversary of the car's introduction.

But, almost.

Ford will celebrate the event by placing the new Mustang on top of the Empire State Building.

The selected Mustang convertible actually will sit on the 86th floor observatory, allowing visitors to join in the festivities April 16-17.

Ford is re-creating the same feat it achieved nearly 50 years ago – displaying the Mustang at the world-famous attraction – once again making history, said Ford spokesperson Angie Kozleski.

Right now, a technical team is hard at work disassembling a Mustang into sections so that it will fit into the elevators of the 1,454-foot-tall international

landmark, Kozleski said.

"New York is one of the greatest cities in the world, and it's the place where the Ford Mustang story began 50 years ago," said Mark Fields, Ford chief operating officer.

"We're thrilled to be visiting the architectural landmark that has been the heart of the Manhattan skyline for 83 years with the newest generation of the car that is the soul of Ford Motor Company."

Taking a car 86 stories above the densely populated streets of Midtown Manhattan is no simple task, Kozleski said. No portable crane can reach the 86th floor observatory, and the spire towering above the relatively narrow deck makes helicopter delivery impossible.

That leaves the elevators as the only viable option.

When the Empire State Building opened in 1931 as the world's

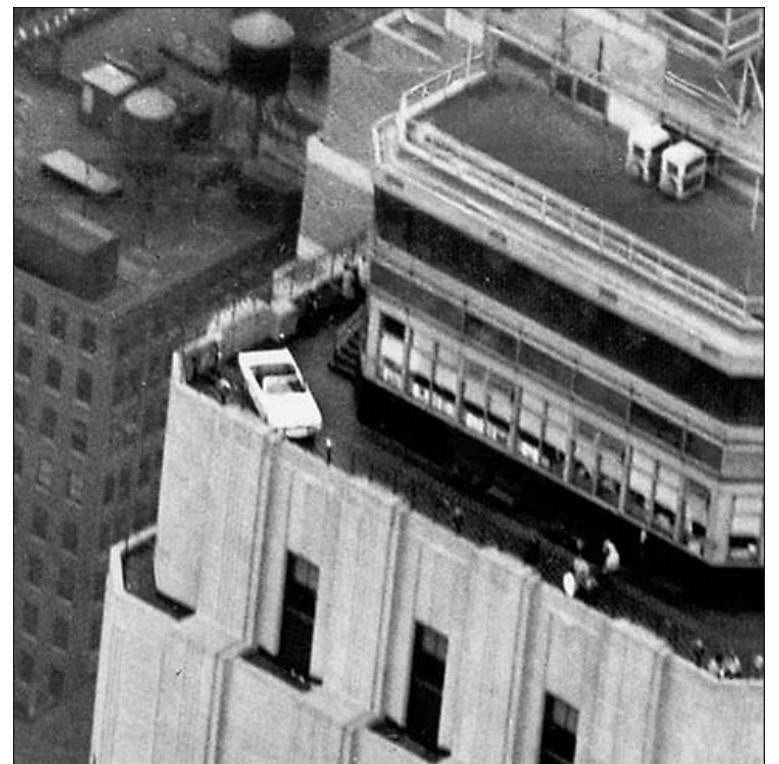
then-tallest building – a title it held for nearly 40 years – no one would have envisioned trying to transport a car up in the original elevators, Kozleski said.

But in 1965, a prototype Mustang convertible was sliced into three main sections plus windshield so that the sections would fit into those elevators.

"Like all good craftsmen, our team is measuring twice and cutting once to make sure we can get this Mustang up in the elevators," said Dave Pericak, Mustang chief engineer.

"Like the team that did this in 1965, the current crew visited the Empire State Building before starting and took careful measurements of its new elevators and doors before cutting up the car."

The 2015 Mustang is nearly seven inches longer and four



CONTINUED ON PAGE 6

A Mustang sits atop the Empire State Building in this 50-year-old photo.

Contact us: [info@techcenternews.com](mailto:info@techcenternews.com)