

## Autonomous Driving Down the Road, Says GM

The future of autonomous driving isn't going to happen all at once.

That, according to GM spokesman Daniel Flores, is because it's going to occur in increments.

And, in order to make that possible, he said, GM has found a better way to test technology.

Flores said that includes adding lightning-fast refreshing of visuals inside General Motors' Research Driving Simulator.

This new system helps advanced technology developers study how drivers interact with Super Cruise, the semi-automated driving system that could be in Cadillac models later this decade, said Flores.

The upgrades to the simulator provide realistic road feel and responsiveness to driver actions, he said, reducing the feeling of disorientation associated with driving simulators, particularly during low-speed maneuvers.

A 360-degree high-definition projection screen integrated with a 2-terabyte-per-second image generator allows visuals to dynamically respond to steering and pedal force inputs within 70 milliseconds.

These enhancements let Super Cruise developers measure driver control interactions, eye-glance behavior, and evaluate

driver approaches before full system vehicles are available.

"Simulator testing helps our vehicle teams understand the consequences of design decisions quickly and early in the development cycle when it is cost-effective to do so," said John Capp, director of GM Electrical, Controls and Active Safety Research.

"Ultimately, the work done

here enables the rapid development of sophisticated systems like Super Cruise and leads to improved driving experiences for our customers."

The system can load vehicle concept designs and integrate new prototype controls in the test vehicle with minimum programming or preparation. Suppliers also can load their models to test some vehicle control sub-

systems before building them.

Advanced driver assistance and safety features will play an increasingly important role in keeping drivers alert during semi-automated driving, Capp said.

The system is designed to ease the driver's workload on free-ways only, in bumper-to-bumper

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A 360-degree high-definition projection screen allows visuals to respond to steering and pedal force inputs.



GM ignition assembly parts

## GM's New Ignition Switches Arrive In Dealerships

General Motors has shipped thousands of kits consisting of ignition switches, ignition cylinders and key sets for older model small cars subject to a safety recall.

Letters were mailed mid-April to about 1.4 million owners of 2003-07 models telling them to contact a GM dealer to make an appointment for repairs, which should take about 90 minutes, said GM spokesperson Juli Huston-Rough, who added that wait times may be longer depending on the busyness of a particular dealership.

Owners of 2008-11 models subject to the recall will receive a letter in early May confirming their inclusion in the recall, Huston-Rough said. Another letter

CONTINUED ON PAGE 2

## Detroit Automakers Give Back to Community

### GM's Role in FIRST Robotics Aids Engineering Students

Each spring, General Motors employees around the world engage in a program that combines the excitement of a Grand Prix race, the spectacle of Carnival, and the intellectual heft of a TED conference, said GM spokesperson Jennifer Ecclestone.

That program is the FIRST Robotics Competition (FRC), and GM, as a Founding Sponsor of FIRST – For Inspiration and Recognition of Science and Technology – sponsors or supports hundreds of teams involving thousands of students around the world.

FIRST is one of many programs and activities focused on science, technology, engineering and mathematics, or STEM, that GM and its employees support globally, Ecclestone said.

Each year, Global Manufacturing team members from 169 GM facilities in more than 30 countries participate in some 300 local education initiatives as part of the automaker's Driving a Better Tomorrow initiative.

"GM places a high priority on education – we are a leader in supporting STEM programs from elementary schools to post-graduate programs around the world," said Jim DeLuca, executive vice president of GM Global Manufacturing. "Our Global Manufacturing team works with students at all levels to spark their interest in careers that will benefit them."

Within FIRST, which has four programs for students in grades

K-12, GM employees serve as coaches and mentors for children ages 6 to 18. In the fall, the attention is on younger children, as part of the Junior FIRST LEGO League and FIRST LEGO League competitions.

During winter and spring, the focus shifts to FIRST Tech Challenge and the FIRST Robotics Competition (FRC), with FRC teams around the world competing in March and April to qualify for the FIRST Championship in St. Louis, which ran April 24-26.

More than two dozen GM-sponsored teams from around the world will be among the near-



Jim DeLuca

ly 400 FRC teams competing.

"Employees from numerous companies, including GM, play a

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### Chrysler's Robotics Program Supports High School Teams

The Chrysler Foundation awarded more than \$20,000 in booster funding to 12 Michigan high school robotics teams that are heading to the 2014 FIRST (For Inspiration and Recognition of Science and Technology) Robotics Championship April 24-26 in St. Louis.

The grants – roughly \$1,800 per team – helped offset costs associated with registration fees and travel expenses, said Chrysler Foundation spokesman Kevin Frazier.

In January, the Chrysler Foun-

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Jody Trapasso



The "Need for Speed" Mustang raised \$300,000 at a charity auction.

## Mustang Auction Benefits Henry Ford Health System

A custom 2013 Ford Mustang GT that starred in the blockbuster movie, "Need for Speed," was sold by Ford Motor Company for \$300,000 on April 19 at Barrett-Jackson Auction Company's West Palm Beach event.

John Felice, vice president of Ford U.S. Marketing, Sales and Service, drove the Mustang onto the big stage, said Ford spokesperson Jayson Demchak.

After the bidding was completed, Dave Flynn of Columbiana, Ohio, won the factory-special Mustang. Auctioned at no reserve – meaning that a certain price must be reached or the item is withdrawn – all proceeds

will benefit Henry Ford Health System (HFHS).

The nonprofit HFHS was founded by Henry Ford to support the Edith and Benson Ford Heart and Vascular Institute.

"Everyone has a Mustang story, and the new owner of this movie car now has one that is particularly special," said Steve Ling, North America car marketing manager for Ford.

"Snagging such a high-profile car right now – 50 years after the birth of America's first pony car – is something to be cherished. And helping such an important

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## GM's New Ignition Switches Arrive In Dealerships

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alerting them when parts are available will follow.

GM's 4,300 dealer service departments are replacing ignition switches that may fail to meet GM's torque specification. The ignition switch may unintentionally move from the "run" position to the "accessory" or "off" position with a corresponding reduction or loss of power, Huston-Rough said.

Dealers also are replacing ignition cylinders that can allow removal of the ignition key while the engine is running, leading to a possible rolldaway, crash and occupant or pedestrian injuries.

The vehicles covered are model years:

- 2003-07 Saturn Ion;
- 2005-10 Chevrolet Cobalt;
- 2006-10 Pontiac Solstice;
- 2007-10 Pontiac G5;
- 2007-10 Saturn Sky;
- 2006-11 Chevrolet HHR.

Until recall repairs are made, it is very important that customers remove all items from their key rings, leaving only the vehicle key, Huston-Rough said.

If there is a key fob, it also should be removed from the key ring.

Owners of manual transmission vehicles should be sure the ignition is in the "Off" position and set to reverse gear with the parking brake set before removing the key.

Owners of vehicles with automatic transmission should be sure the vehicle is in "Park" before removing the key.

## Japanese Supplier Nabbed by Justice For Price Fixing

Showa Corp., an auto parts manufacturer based in Saitama, Japan, has agreed to plead guilty and to pay a \$19.9 million criminal fine for its role in a conspiracy to fix prices and rig bids for certain steering assemblies installed in cars sold in the U. S. and elsewhere.

According to a one-count felony charge, Showa engaged in a conspiracy to suppress and eliminate competition in the automotive parts industry by agreeing to rig bids for and to fix, stabilize, and maintain the prices of certain pinion-assist-type electric-powered steering assemblies sold to Honda Motor Co. Ltd. and certain of its subsidiaries in the United States and elsewhere. In addition to the fine, Showa has agreed to cooperate with the ongoing investigation. The plea agreement is subject to court approval.

"Today's guilty plea marks the 27th time a company has been held accountable for fixing prices on parts used to manufacture cars in the United States," said Bill Baer, assistant attorney general in charge of the Department of Justice's Antitrust Division.

# Two GM Global Engineering Groups Emerge from One

General Motors is restructuring its Global Vehicle Engineering organization.

The move, said Mark Reuss, executive vice president of Global Product Development, Purchasing and Supply Chain, is to improve cross-system integration, deliver more consistent performance across vehicle programs and address functional safety and compliance in its vehicles.

"A vehicle is a collection of 30,000 individual parts," said Reuss. "Fully integrating those parts into cohesive systems with industry-leading quality and safety is key in this customer-driven business."

Global Vehicle Engineering is being restructured to form two new organizations: Global Product Integrity and Global Vehicle Components and Subsystems, said GM spokesperson Jim Cain.

The Global Product Integrity organization, which is effective immediately, will build on specific actions GM has taken in recent years to lead the industry in vehicle dynamics, including ride and handling, steering and braking, Cain said.

GM is applying the same approach to overall quality and safety performance to ensure the highest levels of execution across all its vehicles, said Cain.

Ken Morris, currently executive director, Global Chassis Engineering, has been named vice president, Global Product Integrity.



Ken Morris

The newly created role and organization will include vehicle, powertrain and electrical systems engineering, as well as vehicle performance, industrial engineering and validation.

It also includes the recently formed Global Vehicle Safety organization led by Jeff Boyer, who is overseeing the addition of 35 product investigators.

Supplier Quality will now become part of the new Global Product Integrity organization.

Ken Kelzer, currently vice president, GM Europe Powertrain Engineering, has been named vice president, Global Vehicle Components and Subsystems.

His new role and organization includes engineering operations, components development, advanced vehicle development and other engineering business initiatives.



Ken Kelzer

The Global Product Integrity organization will use advanced analysis tools and processes to flag and prevent issues during vehicle development, while also mining field data to react quickly to safety and product quality issues customers may experience, Cain said.

Morris joined GM in 1989 as a brake systems engineer from BorgWarner Automotive Transmission Systems where he was a test engineer.

He has held several key engineering roles at GM, most recently executive director for Global Chassis Engineering, where he was responsible for design and execution for the fuel systems, suspensions, steering, brakes, tires and wheels, as well as powertrain interface systems for all GM vehicles.

Morris previously was execu-

tive director for Global Vehicle Performance, Proving Grounds and Test Labs.

Morris holds a bachelor's degree in Science from Purdue University in Mechanical Engineering.

Kelzer joined GM as an intern in 1982. Some of Kelzer's prior roles include executive chief engineer of full and midsize vehicles, global vehicle chief engineer for rear-wheel-drive and performance vehicles, and global functional leader of chassis and accessories.

Kelzer holds a bachelor's degree in Mechanical Engineering from the University of Minnesota and a master's in Business from the University of Michigan.

With the restructuring, John Calabrese, vice president of Global Vehicle Engineering, has elected to retire after more than 33 years with GM.

Calabrese began his GM career in 1981 as an experimental engineer, and has served in a variety of leadership roles in Engineering and Purchasing. He will remain with the company through August to assist with the transition.

"Under John's leadership, GM has developed industry-leading vehicles in practically every segment in which we compete," Reuss said.

"He raised the bar in Engineering and has us well-positioned for the future. We thank John for his many contributions – and I thank him for his friendship – and wish him the best."

## Court Battle Looms Over Old GM vs. New GM Liabilities

by Tom Krisher and Dee-Ann Durbin

DETROIT (AP) – General Motors and a battalion of trial lawyers are preparing for an epic court fight over whether GM is liable for the sins of its corporate past.

The company is asking a U.S. bankruptcy court to shield it from legal claims for actions that took place before the company's 2009 bankruptcy.

But lawyers who are suing GM say it shouldn't get the usual benefits of bankruptcy protection because it concealed a deadly ignition switch problem when the court was making bankruptcy decisions.

They also say the company's motion is part of a broader strategy to force settlements in dozens of lawsuits alleging the ignition switches caused deaths and injuries.

GM filed a motion April 21 in New York asking the court to bar claims that GM small cars lost value because of the ignition switch problem, which has led to the recall of 2.6 million older small cars worldwide. The automaker has admitted knowing about the problem for more than a decade, yet it failed to start recalling the cars until February to replace the defective switches.

The faulty switches, which GM says have caused at least 13 deaths, can move unexpectedly from the "run" position to "accessory" or "off," shutting down the engine and knocking out power-assisted steering and brakes.

GM's behavior has brought allegations of a cover-up from members of Congress, who earlier this month held hearings on the recall. The National Highway Traffic Safety Administration, the government's road safety watchdog, and the Justice Department also are investigating GM's delayed recall.

The Detroit automaker contends in its motion that under the bankruptcy, which ended on July 10, 2009, assets and liabilities of the old General Motors Inc. were split in two, with good assets sold under court order to "New GM" and bad ones and

most liabilities going to the "Old GM," which was left behind. The recalled cars were made and sold by the old company.

The new GM, the motion asserts, took on only three categories of liabilities after bankruptcy: Those for post-bankruptcy crashes involving cars made by "Old GM" that caused injuries, deaths or property damage; and warranty and lemon law claims.

"Plaintiffs assert claims for liabilities that, under the sale order and injunction, were retained by Old GM," the motion states. It asks the court to dismiss about 50 class-action lawsuits seeking damage for lost car values, and for an order stopping similar new claims.

But Robert Hilliard, a lawyer who has several wrongful death lawsuits pending against GM, says the motion is an implied threat to those who have filed such lawsuits against GM: Either settle or risk getting nothing because the company will argue that claims should go against the Old GM, which has few assets.

GM has hired Kenneth Feinberg – who handled the fund for the victims of the Sept. 11, 2001, terrorist attacks, the Boston Marathon bombing and the BP oil spill in the Gulf of Mexico – to explore ways to compensate victims. No decision has been made yet on just what GM will do.

"It's completely strategic," said Hilliard, of Corpus Christi, Texas. "Better take the Feinberg money because there's no telling what they're going to do tomorrow."

GM spokesman Jim Cain would not comment on Hilliard's assertions. He said GM hasn't decided on whether it will seek bankruptcy court protection in the wrongful death lawsuits from incidents that happened before bankruptcy. The motion filed last week, he said, is focused solely on lawsuits alleging economic loss from a drop in value of the recalled cars. "We've acknowledged that there were accidents and injuries. That's precisely why Feinberg has been retained," Cain said.

After GM filed its motion, a group of trial lawyers concerned that the court will bar them from

seeking damages quickly filed a class-action lawsuit with the bankruptcy court. The lawsuit says that since GM knew about the defective ignition switches before its 2009 bankruptcy, it should have informed the court of its potential liability. The lawsuit also says GM can't use the bankruptcy as a shield because the same employees worked for the company both before and after the bankruptcy.

The lawsuit says GM is claiming that its malfeasance can't be challenged because of the bankruptcy, and that the government may not have bailed out the company had officials known about the ignition switches. "GM's argument suggests that the U.S. Government would have agreed to extend \$40 billion of taxpayer money for GM's restructuring, and supported shielding it from liability through the sale order, had it known of GM's intentional

misconduct," the lawsuit stated.

Among those petitioning the court for damages are Dr. Steven Groman of Roslyn, N.Y., who bought a new Chevrolet HHR in 2008. The vehicle's engine shut down four times while he was driving – including two times on the Long Island Expressway – before he traded it in at a loss in 2011. He didn't learn about the defective switch until last month.

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## Kids Visit Parents' GM Jobs, Watch Movies, See Birdhouses Made of Volt Battery Cases

by Jim Stickford

The GM Tech Center's April 24 "Kids Day/Earth Day" celebration drew 3,600 kids.

"We expected about 3,000 kids to show up," said Perry Kuey, design director for the VEC building.

Kuey was in charge of this year's event, which was spread out among several buildings in the Tech Center. The main action, Kuey said, was in the VEC building, but there were also events being held at other buildings – Cadillac Design, Engineering, Manufacturing and the Alternative Energy Center (AEC).

"We called the day's events Kids Day/Earth Day," said Kuey, "and it was so successful, we're going to call it that again next year."

There were all kinds of activities for kids, Kuey said. The SAE set up "A World In Motion" (AWIM) room where young children could build paper wind skiffs or watch rockets in action. The Buick crew set up an interactive seat testing safety display.

Cadillac set up a display where children could interact with infotainment systems, Kuey said. There was even some karaoke.

"What proved to be very popular was the movie, 'Frozen,' which was shown during the lunch hour," Kuey said. "It was just nice to have something that the kids and the parents could chill out with."

The event was called "Kids Day/Earth Day" because the two national days were so close together, Kuey said. In addition to the children being able to see some of the things that their par-

ents do at GM, there were some Earth Day activities as well.

"A group put together bird houses made out of old Volt battery cases," Kuey said. "And we put on our annual 'Unbelted Egg' demonstration."

**"We put on our 'Unbelted Egg' demonstration (in two toy Hummers)."**

**– Perry Kuey**

"That's when we take two eggs and place them in toy Hummers. One egg is taped down and one egg isn't. The kids see what happens to the unstrapped egg when the vehicle it's in crashes into the wall."

But what really impressed Kuey was that the new system for registration worked.

"We had no lines," Kuey said. "We had a new registration system where people had printed out the forms earlier and didn't have to wait in line."

"Paws, the Tigers mascot, was there for a while. The kids loved him."

Some events, Kuey said, were so popular that they had to hold a raffle to determine who could participate.

"It seems like everyone wanted to go into our Climatic Wind Tunnel experience," Kuey said. "We had room for 571 people and about 3,000 expressed interest."

That's why we held the raffle."

Katherine Murphy, a GM employee and president of Club GM, said, I liked that there were a lot of cool things for the kids to see and do," Murphy said.

"There was even a 'Teens' room where the teens could relax. We had people there talking about college prep courses."

Club GM was able to create 50 raffle baskets that were given away, Murphy said. The kids loved them and all the proceeds went to charity.

Kuey said that the event gets bigger every year, with more departments wanting to get involved.

And more departments means more parents, which means more children.

"We're looking at what worked and what didn't work," said Kuey, "so we know what to plan for next year's event."



At the GM Tech Center, 7-year-old Gabby Dudzic enjoys a little play time.

## Autonomous Driving Down the Road – GM

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traffic and on long road trips, but driver attention is still required.

Traffic crash data seems to suggest a need for automated driving systems. According to the National Highway Traffic Safety Administration, human error causes more than 90 percent of all crashes, a figure that could be lowered with widespread use of automated driving systems.

"We are looking for driver interaction with the Super Cruiser technology," Flores said. "We're looking to debut the tech in a Cadillac before the end of the decade."

Flores said Super Cruiser technology is only semi-autonomous. It is being designed to assist drivers under very specific traffic conditions such as highway driving, which has fewer entrances onto roads and very little cross-road traffic to watch out for. Urban driving is much more complicated and will require much more research and testing before it becomes a reality, he said.

"The issue with semi-au-

tonomous driving is keeping the driver engaged with the vehicle and the road so when an instance occurs where the driver has to take over, the driver is alert and ready to do so.

"That's not easy," Flores said. "I mean, just look at how people drive today in vehicles with no semi-autonomous technology."

"I drive down I-75 and I see people eating with both hands. Apparently, they're steering with their legs."

"I see people on their cell phones all the time while they're driving. How engaged are they?"

One of the benefits of GM's simulator, Flores said, is that it can be used to develop the best ergonomics for setting up a dashboard. Designers can know the best way to configure where all the buttons go before actually having to build a prototype.

"Simulators are incredibly helpful in the planning process," Flores said.

"This system is valuable because it has the capacity to create simulations for a variety of situations. Automated driving is years away and this simulator is part of the process that will make that possible."

## GM Supports FIRST Robotics

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critical role in helping mentor FIRST team members around the world," said FIRST president Don Bossi.

"By taking what they experience each day on their jobs, these employees help youth learn and develop engineering and problem-solving skills that can be applied in FIRST competitions and future careers."

While STEM studies are important, other educational outreach by GM Manufacturing includes literacy and reading programs,

environmental awareness and leadership and social skills mentoring, Ecclestone said.

These initiatives often include in-kind donations, such as books, supplies and employee volunteer hours.

Manufacturing teams from Hungary to Argentina regularly donate engines and vehicles to support training programs in local technical schools. GM facilities in Germany, Mexico and other countries routinely offer students a behind-the-scenes view of the manufacturing world.

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# Chrysler Robotics Program Supports High School Teams

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dation kicked off the 2014 FIRST Robotics' design and build season by awarding \$5,000 grants each to 41 teams based in the United States and Canada.

Subsequently, the teams were challenged to build robots capable of competing in Aerial Assist, a game played by two competing Alliances (teams) of three robots. Each Alliance attempts to score as many balls as possible into their opponents' goals during a two-minute-and-30-second match. Points are also awarded for teamwork.

"The Chrysler Foundation and Chrysler Group are proud to play a role in encouraging students to explore the worlds of science, technology, engineering and mathematics education," said Jody Trapasso, senior vice president of Chrysler External Affairs and president of the Chrysler Foundation. "We wish all of the teams the best of luck as they embark on this exciting and rewarding challenge."

"We are equally proud of our employees who generously share their time and talents as mentors and competition coordinators. In the U.S. alone, 70 Chrysler Group employees serve as mentors for teams sponsored by The Chrysler Foundation."

The following teams, Frazier said, received booster funds from the Chrysler Foundation:

- Bishop Foley Catholic High School – Foley Freeze;
- Bloomfield Hills High School – Bionic Black Hawks;
- CSM Tech Academy and Clarkston High School – Team RUSH;
- Goodrich High School – Martians;
- Goodrich High School – More Martians;
- Grand Blanc High School – EngiNERDs;
- Macomb Academy of Arts and Sciences – Fighting PI;
- Notre Dame Preparatory School – Killer Bees;
- Oxford Community Schools – TORC;
- Pontiac High School – Wings of Fire;
- Romeo Community Schools – Biting Bulldogs;
- Waterford Kettering High School – The Captains.

This year, the Chrysler Foundation has awarded \$229,000 to robotics teams and organizations in Arizona, Illinois, Indiana, Michigan and Ontario, Canada.

Thirty-four of those teams are based in the U.S., Frazier said: One in Arizona; one in Illinois; two in Indiana; and 30 in Michigan, which has more registered FIRST Robotics teams than any other state.

# Mustang Auction Helps Henry Ford Health System

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cause makes the sale even more memorable."

Sandy Hudson, HFHS's chief development officer, said, "Watching the car cross the block in support of Henry Ford Health System was very rewarding. Dave Flynn did much more than just purchase a new car. His purchase will help so many people get access to healthcare."

The "Need for Speed" Mustang was used in filming and was displayed at all promotional stops for the movie, Demchak said.

It boasts a custom-designed, wide body rolling on unique, Forgiato 22-inch alloy wheels.

With a V8 engine, the Mustang is finished in silver paint with Kona Blue racing stripes.



Closed lanes, barricades and barrels are starting to dot Warren roads.

# Road Work Begins in Warren

Here come the barrels. The Winter of Our Discontent was tough on local roads, and the coming of spring also means the coming of road and sewer repair season.

Warren city engineer Jim Van Havermaat said that besides just general pothole repair, there will be three major repair projects in Warren this summer.

Currently, Van Dyke is undergoing major resurfacing, Van Havermaat said.

The project is being overseen by MDOT.

"Right now, they have taken out the two easterly lanes of Van Dyke," Van Havermaat said. "They take off the asphalt by grinding it down to the concrete and make whatever repairs they may need to the concrete and then put on a new coat of asphalt."

Later, the crews will work on the westerly part of Van Dyke, Van Havermaat said. The work will run from Center Line at Helen Street to just north of 13 Mile Road.

"Road construction on various

parts of Van Dyke will continue until the fall," Van Havermaat said.

"The other big road work is taking place on Mound Road. That's a county road and last year they did the southern lanes."

"This year, they're doing the northbound lanes from about 11 Mile to 14 Mile."

"They're telling me the work should be done by the end of July."

The city will be working on storm drains at Schoenherr and 12 Mile this year as well, Van Havermaat said. While they aren't working directly on the roads themselves, the work does affect traffic, he said.

That project, said Van Havermaat, should last until August or September, depending on the weather.

"Then, they move down to 10 Mile Road, where they will be doing some tunneling," he said.

He added, "The construction will affect traffic, but roads eventually have to be repaired, so this is going to happen from time to time."

# Corvette Z06 Auctioned Off For \$1M; Karmanos Benefits

The auction of the first regular retail production 2015 Chevrolet Corvette Z06 has already helped raise more than \$2.5 million for the Barbara Ann Karmanos Cancer Institute's 32nd Annual Dinner, which was to be held April 26 in Detroit.

Donated by Chevrolet, the Corvette Z06 went for \$1 million at the Barrett-Jackson Collector Car Auction in Palm Beach, Fla., on April 12, said GM Foundation spokesperson Maria Mainville.

The winning bid came from Hendrick Automotive Group Chairman and Hendrick Motorsports owner Rick Hendrick, an avid Corvette collector and preservationist.

Proceeds from the auction will assist with the renovation of the Karmanos Cancer Institute's infusion center, providing a more comfortable and soothing setting for patients to receive chemotherapy treatments, said Institute spokesperson Patricia Ellis.

GM president Dan Ammann and his wife Pernilla, chief operating officer of Mother New York, will chair the 2014 Annual Dinner, hosted by Cadillac, at Detroit's Fox Theatre.

This will be the fourth consecutive year that a member of General Motors senior leadership has chaired the event, Mainville said.

"We thank Rick Hendrick for his ongoing, generous support that will help Karmanos Cancer Institute provide better care and treatment for cancer patients," said Ammann.

"We are humbled by all those who are supporting the Annual

Dinner and who are giving generously to help us exceed last year's fundraising total of \$2.5 million."

Chevrolet's donation of the 2015 Z06 demonstrates the brand's outstanding commitment to the Karmanos Cancer Institute, said Mainville.

Last year, Chevrolet raised \$1 million through the auction of the first 2014 Corvette Stingray Convertible that was also purchased by Hendrick.

In addition, General Motors and the GM Foundation's support of Karmanos totals nearly \$7.3 million over the last 17 years.

"The remarkable support from our chairs, Pernilla and Dan Ammann, GM, the GM Foundation, host sponsor Cadillac and Chevrolet is unprecedented," said Gerold Bepler, M.D., Ph.D., president and CEO of Karmanos.

"We are also extremely grateful to Barrett-Jackson, Rick Hendrick and all of our sponsors for making this a tremendous year in the fight against cancer."

"We will continue the fundraising momentum behind the Annual Dinner to assure that our cancer patients have the best possible chance of beating their disease."

The 1920s-inspired black tie event will feature a strolling cocktail reception, entertainment provided by the Detroit Symphony Orchestra, a seated dinner and live auction.

To reserve tickets, contact 313-576-8106, [koltuncl@karmanos.org](mailto:koltuncl@karmanos.org), or visit the Karmanos 2014 Annual Dinner website to reserve tickets online.

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# ELR Drivers Now Have Access To 16,500 Charging Stations

Cadillac has entered into a partnership with ChargePoint, the largest and most open electric vehicle-charging network in the world.

The collaboration brings Cadillac ELR drivers immediate access to more than 16,500 charging locations on the ChargePoint network, said Cadillac spokesman Donny Nordlicht.

“The ELR electrified luxury coupe went on sale at the end of 2013,” Nordlicht said. “It embodies Cadillac’s Art & Science design philosophy, combining provocative design with progressive technology. All 2014 and 2015 ELRs include a ChargePoint Driver Kit in the owner’s manual, providing access to its 16,500 EV charging stations. Many are located where EV drivers work, eat, shop and play.”

“ChargePoint is thrilled that Cadillac, a marquee brand in the luxury car industry, has developed an electric vehicle for its customers,” said Pasquale Romano, ChargePoint CEO.

“With the ELR, Cadillac is helping drive the rapid growth of EVs by offering an innovative and premium vehicle. We are confident that, as more EV options come out, more people will make the switch to electric.”

The charging kit is a simple packet of information to provide new car owners info about the EV lifestyle – how and where to charge, said ChargePoint spokesperson Erin Mellon.

“They get a ChargePoint RFID card which they can use to initiate and pay for sessions,” she said. “The other ways to initiate and pay for a charging station is with a credit card, by calling a 1-800 number or through a phone app.

“The price to plug in on the ChargePoint network varies. We give station owners flexible pricing options. This is important because it makes EV charging good for business.

“Each location I list has a different reason to offer charging. A workplace might want to give free electricity to attract and retain employees.

“A retailer, on the other hand, may give free charging for an hour or two to attract new customers who stay longer and therefore spend more money.



ChargePoint station pass

Often times, they set a fee after the first hour or two to encourage drivers to move their car once they are done shopping to free up the station. Parking garages may want to wrap charging into the cost to park.

“Many stations on the ChargePoint network are completely free to the drivers. I should also mention that we don’t own the stations so, not only do station owners set pricing, they also keep the money from drivers.”

Drivers, Mellon said, can use the ChargePoint mobile app and website to find charging stations. They both have real-time data, including availability updates so drivers don’t navigate to a station in use.

By choosing ChargePoint as a partner for the ELR, Cadillac ensures that car buyers know there is a robust charging network to support the growth of electric vehicles, Nordlicht said.

The ELR has a total range of 340 miles and an all-electric range of 37 miles – which more than covers the average daily commute, he said.

By providing a ChargePoint card with every ELR, Nordlicht said, drivers can immediately sign up for free and get access to ChargePoint’s network.

“We strive to provide Cadillac buyers with the highest level of customer care and ease of use for their vehicles, which is why we chose to partner with ChargePoint for the ELR,” said Uwe Ellinghaus, Global Cadillac chief marketing officer.

“ChargePoint’s large network with advanced technology ensures the smoothest charging and greatest driving experience for ELR drivers.”

ChargePoint users have helped combat global warming by saving over 3.8 million gallons of gas and over 25 million pounds of CO2 emissions, Nordlicht said.

## Seminar on Home Buying

MSU Extension is offering a free “Make Macomb Your Home” homeownership seminar focusing on consumer protection during the home-buying process.

The seminar will be held 6-9 p.m. on Tuesdays, May 6 and 13 at MSU Extension, 21885 Dunham Road (entrance E), Clinton Township. Registration is required. For more information, or to register, contact michele.boczkowski@macombgov.org or call 586-469-7614.

Attendees will learn how to finance a home, decide between various types of loans, understand the closing process and more, said county spokesperson Helena Fleming. Research has shown that people who attend pre-purchase housing education are more likely to make on-time payments and are less likely to default on their loans, she said.

The class is open to the public and is for people who are thinking about purchasing a home.



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GM retiree mentors Jim LaLonde, left, and Jerry Leman, right, welcome Flint Southwestern Classical Academy students to the GM Student Corps.

## GM Paid Internship Program Expands to Include Flint

The GM Student Corps kicked off its second year by expanding the summer internship program to include a new team of 10 students from Flint Southwestern Classical Academy high school.

General Motors made the announcement at the annual meeting of the Flint and Genesee Chamber of Commerce last week.

This year's Student Corps will provide 120 Detroit-area and Flint students from 12 high schools with paid internships and the opportunity to give back to their neighborhoods, said GM spokesperson Maria Raynal.

Teams of 10 students from each school will select and complete community service projects throughout the summer, supported by GM retiree mentors and GM interns from the

University of Detroit Mercy.

Student Corps in Detroit is an extension of GM's partnership with United Way's Network of Excellence Schools.

Once again, the teams will tackle restoration, repair, landscaping and cleanup projects at neighborhood parks and schools, developing teamwork, leadership skills and a service mindset, Raynal said.

All of this year's high school students are new to the program. The teams are selecting their projects now. Work begins in mid-June and concludes in mid-August.

"Last year, the bright young people in the GM Student Corps learned valuable skills that will help them succeed as professionals and citizens, and many of

them told us it was a life-changing experience," said Mark Reuss, executive vice president of GM Global Product Development, Purchasing and Supply Chain.

"Expanding the program to Flint reflects our deep commitment to the city and its people. We look forward to seeing what these terrific students will accomplish."

Former GM executive and University of Detroit Mercy economics professor Mike DiGiovanni returns to co-lead the retiree mentors with retired GM executive Larry Hice, who participated in the Student Corps' first year in 2013, Raynal said.

While Student Corps serves as the first paid job for many of the students, it offers more than

work experience – it is a comprehensive professional development program, Raynal said.

Students will work with their mentors to manage all aspects of their projects – budgeting, planning, problem-solving and execution.

Students also attend a financial planning seminar, engage in life-skills sessions about topics such as decision-making and resume writing.

They tour GM facilities and UDM for exposure to a variety of career and educational opportunities.

The schools selected the students based on leadership potential, dedication, determination and grit, school activities, citizenship and academic performance, Raynal said.

## Anti-Tank Gunner To Tell His Story At WW II Forum

From France to Germany in an anti-tank platoon comes a story told in first person.

He was there.

Now, Doug Harvey is here at the Michigan Military Technical & Historical Society talking about his experiences in World War II.

The U.S. Army veteran's May 3 appearance at the "WW2 Roundtable of Detroit" will begin at 4 p.m. in the Society's museum at 16600 Stephens in Eastpointe.

"Doug was drafted in 1943 and originally was assigned to the 78th Infantry Division, but was later transferred to fill out the 84th Infantry Division, 'the Rail Splitters,'" said Society spokesman Steve Mrozek.

"Doug was assigned to the Anti-Tank Platoon of the First Battalion of the 334th Infantry Regiment. He was a crew member on a towed 57mm Anti-Tank gun.

"He was also with the 84th when they shipped overseas and when they landed in France at Omaha Beach in November of 1944. Doug Harvey participated in the Rhineland, Ardennes, and Central Europe campaigns."

The events of the Second World War have had a profound impact on shaping the world as it is known today, Mrozek said.

The ripple effect of those events, he said, was felt in every community and in every state of the nation.

Mrozek said it's safe to say that most families know someone who participated in gaining the ultimate victory. As the generation who shouldered the responsibility for winning the war passes with time, these veterans' stories will endeavor to relate their experiences and remember those who served, said Mrozek.



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# Chevy Models Win Extreme Testing Battle

While the testing facilities at General Motors' multiple proving grounds around the world are state-of-the-art, getting a test vehicle out into the real world is just as important as navigating simulated challenges.

Three engineers assigned to Chevrolet products recently took that to the extreme, said GM spokesperson Leslie Rajewski.

When testing for the effects of cold weather on the fuel economy of the Cruze Clean Turbo Diesel, energy and powertrain integration engineer Tessa Baughman needed to make the drive from her hotel outside of Quebec City to GM's Kapuskasing cold weather testing facility.

Along the way, she experienced whiteout conditions, large snow drifts and frigid Canadian January weather.

Nothing Baughman put the Cruze Diesel through seemed to phase the car, whether extreme cold weather or snowy roads, said Rajewski, adding that despite needing to use more energy – and therefore fuel – to get the 2.0L turbocharged clean diesel engine warm, Baughman still averaged 42.4 mpg over the course of the frigid trip.

"The trip gave me the chance to see what it's like to drive a Cruze Diesel in everyday cold weather situations," said Baughman. "It's hard to replicate in a controlled testing environment."

Nate Sumner, a vehicle dynamics-ride and handling engineer, was tasked with running up the odometer on a development model of the Spark small city car, Rajewski said.

Instead of around-town commuting and errands, Sumner loaded the Spark with his 20-year-old sister and 14-year-old brother, and enough ski equipment for all three and headed to Boyne Mountain, a ski resort in northern Michigan.

Not content with a mere 500-mile round trip, Sumner and his siblings then settled in for a 730-mile one-way trip south on I-75 to see their parents in Atlanta.



A new Chevy finds the winter-going rough at Canadian test facility.

Over the course of the 10-and-a-half-hour trip, the Spark's MyLink system allowed the siblings to simultaneously sync their phones – both iOS and Android devices – to MyLink, Rajewski said.

During the course of the trip, the Spark's built-in USB ports kept the passengers' phones charged, Rajewski said, no matter how much Pandora streaming they put them through.

Then there was Tahoe and Suburban ride-and-handling engineer Greg Stamm. To assure the full-size SUV's suspension could handle more than just potholed pavement, Stamm took a 2015 Tahoe test vehicle to McPherson Pass outside Yuma, Ariz.

McPherson is 16-18 miles of two-track off-roading intended for specialty vehicles and includes a ramp made of piled stones that must be scaled to complete the course.

Stamm took the course at speed once, then repeated it two more times, Rajewski said. The Tahoe's independent coil-over shock with twin-tube shock absorbers in the front and solid axle with five-link location and coil springs in the rear proved greater than the task, Rajewski said.

"While our proving grounds have off-road sections, they're not as rugged as true two-track

trails," said Stamm.

"Running the trucks on a course with real off-road conditions allowed me to test the extreme conditions I wanted to make sure the trucks could handle."

## GM Ups Goals for Chinese Market

**BEIJING (AP)** – The president of GM said April 20 that the company and local partners are boosting production capacity for GM-brand vehicles in China to 5 million.

Speaking at the Beijing auto show, David Amman said the company also expects sales of its Cadillac luxury cars to double to 100,000 next year.

GM and its Chinese partners are in the midst of what the company has said is an \$11 billion investment program through 2016.

Amman said that includes three factories due to open this year and two more next year. He said that would raise the "total scope" for production of GM-brand vehicles in China to 5 million.

## Buick to Continue China Connection with Enclave

Buick will begin exporting the latest edition of its award-winning Enclave luxury crossover to China.

"Last year, we set the brand's global sales record, topping 1 million units," said Duncan Aldred, U.S. vice president of Buick and GMC. "We want to continue to push that growth where appropriate, and the crossover market in China is rapidly expanding."

Redesigned for 2013, the Enclave is the U.S. industry's best-selling three-row luxury crossover. It features fresh styling, new safety technologies, in-vehicle connectivity and a more refined driving experience, said Buick spokesperson Lauren Indiveri.

And Buick's exporting of vehicles to China is nothing new.

"We have exported the Enclave to China since 2008," Indiveri said. "However, due to import regulations and duties on American sedans and SUVs with engine displacement larger than 2.5L, between December 2011 and December 2013, export of the redesigned Enclave was delayed. Buick is a top-selling brand in China."

Because of the importance of the Chinese market, it was always Buick's goal to again start exporting the Enclave to that market, Indiveri said. She declined to say how many Enclaves Buick expects to export to China, but the previous-generation Enclave was exported to China from 2008 to 2013 and sold more than 25,000 units.

New safety features include

available camera-based Forward Collision Alert and Lane Departure Warning, along with the industry's first front-center side air bag system that helps protect drivers and front passengers in far-side impact crashes.

Enclave owners in the U.S. consistently list things like "overall quality of vehicle," "ride comfort" and "overall exterior styling" as their top reasons for purchase.

Indiveri said the Enclave in the U.S. is the same as the one sold in China.

"The only difference is that we only offer the seven-passenger version of the Enclave in China," Indiveri said. "The U.S. market has the option of a seven- or eight-passenger model. There are no changes or preferences that are different than the U.S. model."

Last year, the luxury crossover achieved its best U.S. retail sales year ever, growing 7 percent. It was also Buick's top-selling U.S. retail vehicle, with 54,330 deliveries.

The cost of Enclave in China is between 509,000 and 649,000 RMB, Indiveri said. With current exchange rates, that amounts to between \$81,000 and \$104,000.

"The Buick Enclave enjoys a strong reputation in China and people are happy to pay that price," Indiveri said.

The Enclave is manufactured at GM's Lansing Delta Township Assembly/Lansing Regional Stamping facility. Those sites employ 3,297 people, Indiveri said.

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## 'Chevy Lineup Best in History' – Sweeney

Edmunds.com has recognized seven Chevrolet models with nine awards for 2014.

The Corvette Stingray and Traverse were named Top Rated Vehicles, and the Corvette Stingray, Traverse, Colorado, Camaro, Impala, Silverado 1500, and Tahoe were named Most Popular for their segment.

"Today's Chevrolet lineup is the best in the brand's history and these awards from Edmunds.com are further proof that we are delivering the expressive designs, easy-to-use technologies, safety and performance that consumers want," said Brian Sweeney, Chevrolet's U.S. vice president.

The Top Rated Vehicle award is selected from a field of 200 cars, which are all subjected to a standardized test loop and go to Edmunds' test track for instrumented testing in controlled conditions, said GM spokesperson Otie McKinley. Each car is then given a grade in relation to its direct competition in its segment and price range. Those that earn an "A" rating are awarded the Top Rated Vehicle Award.

The Most Popular Award is tied to the number of unique visitors to each model's research and inventory pages on Edmunds.com, McKinley said.

The number of visitors to the model's detail page, reviews, build and price tools, and new car inventory pages are tabulated, and the top three models are given the Most Popular Vehicle Award.

In the car category, the Camaro was named Most Popular Entry Sport Car of 2014, the Impala the Most Popular Large Car of 2014, and the Stingray the Most Popular Midrange Sports Car of 2014.

Among trucks, the Colorado, Traverse, Silverado 1500, and Tahoe were named the Most Popular Compact Truck, Large Crossover SUV, Large Truck, and Large SUV of 2014, respectively.

Edmunds called the 2014 Chevrolet Corvette Stingray "outlandishly quick and capable of generating such fierce acceleration that you'll be forgiven if you erroneously think that Chevy secretly strapped a rocket motor underneath the car. The V8, especially with the optional dual-mode exhaust, sounds so glorious under full throttle that you'll want to uncork at every tunnel or highway underpass opportunity."

The site said of the 2014 Traverse, "overall, the 2014 Chevrolet

let Traverse delivers a smooth, confident and quiet highway ride."

As to the Colorado, Edmunds stated that "the Chevy's affordable price made it particularly appealing to budget-minded truck buyers, but that's largely where the positives stopped. The Colorado (and its GMC Canyon twin) suffered from lackluster four- and five-cylinder engines, an abundance of cheap cabin plastics, inconsistent build quality and a general lack of refinement."

Edmunds also had good things to say about the Camaro. "No matter which engine you choose, no one will ever accuse your 2014 Chevrolet Camaro of being slow. Buying a V6 Camaro isn't the stigma it used to be.

"The V6 is responsive and revs freely, and the exhaust note is

pleasingly sporty. Still, the V8 better fits the Camaro's tough guy persona with its tire-shredding power and thundering sound. All of that goes double for the supercharged ZL1."

Of the Impala, Edmunds said the 2014 improved design puts it at the top of the list of full-sized sedans. The site praised the Silverado 1500's competitive V6 engine, saying that it was needed in the pickup truck market.

Edmunds said of the Tahoe that "everything that buyers liked about the previous Chevy Tahoe is still here in the redesigned 2015 Chevrolet Tahoe: handsome truck styling, three rows of seats with accommodations for as many as nine people and a strong V8 engine that Chevrolet certifies for an 8,600-pound tow rating when properly equipped."

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## Fiat Readies Jeep Production Plan For China Market

ROME (AP) – Fiat and Chrysler announced plans April 19 to build three new Jeep models in China for that market, the biggest for the vehicles outside the United States, as they attempt to boost sales in a country where they lag behind their competitors.

The automakers said they will expand their joint venture with China's Guangzhou Automobile Group Co. Ltd., and increase the portfolio of Jeeps, which are currently imported to China.

Production is expected to start in late 2015 in Guangzhou, the companies said in a statement, adding that they are considering a Jeep model "uniquely designed for China."

Chrysler spokesman Gualberto Ranieri declined to provide details on that model. He said in an email that more information will be announced at an "appropriate time." The joint venture involving Chrysler, Fiat and Guangzhou Automotive makes the Fiat Viaggio in China, but no Jeeps are produced there now.

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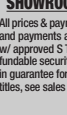
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