



GM employee-artists created this arch-like sculpture using old tires that were to be thrown away.

GM Artists Hit the Detroit Riverfront

by Jim Stickford

GM employs artists, sculptors, engineers and fabricators. Their efforts can be seen in the vehicles the company manufactures.

But during this year's Detroit River Days celebration, which took place the June 20-22 weekend, GM employees got to show

off their art created for art's sake.

GM spokesperson Pam Flores said that, as a part of the celebration, the Detroit Riverfront Conservancy holds The Detroit River ArtScape event. Artists from around metro Detroit present their works to be judged.

Flores said that GM takes its

role in improving the Detroit riverfront seriously. This year, various employees at the company got together to create a work of art that would be put on display at the ArtScape.

The actual piece, called, "Upcycle Detroit," was not an of-

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TACOM's New CO is a 33-Year Army Vet

by Jim Stickford

Army Major General Gwen Bingham took command of the TACOM base in Warren last week, replacing Major General Michael Terry.

Bingham, who will have been in the Army for 33 years this August, comes to TACOM with a wealth of experience in military logistics, including being the 51st Quartermaster of the United States Army and Commandant of the U.S. Army Quartermaster School in Fort Lee, Va.

Her previous assignment was as commanding general of the Army's White Sands Missile Range in New Mexico.

Bingham spoke to members of the media the day before she officially took command of TACOM on June 25.

"I am very excited to be here," Bingham said. "My husband Patrick and I came up here from the White Sands Missile Range a couple of weeks ago, and so far so good. I want to say I will be able to celebrate all the good work done by my predecessor Gen. Michael Terry at the hand-over ceremony."

Bingham said her time in the Army goes beyond her commission as an officer almost 33 years ago.

"I am the daughter of a First Sergeant in the Army," Bingham said. "There was never a time in my life when I didn't have an Army ID card. I went to college on an ROTC scholarship."

"My father pinned my Second Lieutenant bars on me when I got my commission. My time in the Army was supposed to be for four years and not a minute longer. I guess I failed on that account," she said with a smile.

Bingham also said that while Detroit isn't home, she's not a stranger to the region. She has a sister and several cousins who live in the area.

"I have a familiarity of Detroit and I will be surrounded by family during my time here," Bingham said.

She added that she brings with her years of experience in the Army and in logistics to her TACOM command. This includes time in the field in Afghanistan.

She believes that Detroit and the surrounding communities are linked.

"Nothing we do inside our own gates doesn't depend on the support of the people who work outside the gates," Bingham said.

"We all, from the president on down, understand that we are entering a new era of fiscal challenges. The Army might draw down to as few as 420,000 people. So we will be challenged to do the same mission with less. It's my job to be a good steward of TACOM's fiscal resources."

That means, Bingham said, making sure that everyone, both military and civilian, understands that cuts are going to happen and that the work still needs to get done.

"I am a people person," Bingham said. "My first job is to take care of the people under my command. Whatever assignments we receive, they can't be done without good people doing the work."

"I believe in being very transparent. I want to be up front with everyone so they can feel good about their work. I am an inclusive person, not exclusive. I want to hear from people and I want them to have a sense of stability."

Part of that means utilizing the "three Cs" – command, communicate and collaborate, Bingham said. "That's important," she added, "because TACOM extends far beyond Warren."

"There are about 20,000 people in the command spread out among facilities around the country. Right now, there are about

Chrysler's New Transmission To Improve Fuel Efficiency

by Jim Stickford

Sometimes something too good to be true is actually true.

That's what Jim Adams, chief engineer of Chrysler's eight-speed transmission program found out when examining whether or not to adopt the ZF HP transmission produced by ZF Friedrichshafen in Germany.

Adams was looking at transmissions because, in 2008, company officials realized that stricter mileage standards were only a matter of time.

Rather than waiting for the hammer to fall, these officials decided to get ahead of the problem and immediately began to look for better ways to improve mileage.

"Basically," Adams said, "we looked at the mandate as a clean sheet of paper. It was our job to write on that paper and come up with a solution to the problem of mileage."

So, Adams said, they began procuring transmission systems from auto suppliers around the world.

"We had a neutral third party test all the systems to see which one was best," Adams said. "They found that the architecture of eight-speed by ZF worked



Jim Adams

best. We tested the architecture ourselves by running numbers through fuel economy models and learned that the results exceeded the improvements we were aiming for – 6 percent – by giving us a mileage improvement of 10 percent."

The next step, Adams said, was to get the actual ZF transmissions into actual Chrysler products for testing.

"We took production models of the 300, took out the five-speed transmissions and put in the eight-speed ZF transmissions in

CONTINUED ON PAGE 2



Gen. Gwen Bingham

7,000 stationed in Warren."

She said she just tries to do the best she can and said that it would be foolish to think she achieved all that she has by herself.

"A lot of men and women have

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GM Names Clegg VP, North America Manufacturing

General Motors has appointed Cathy Clegg its new North America Manufacturing vice president, effective July 1.

Clegg will lead a team of more than 74,000 employees and have responsibility for 55 facilities, including assembly, stamping, powertrain and component operations in the United States, Canada and Mexico.

Clegg most recently was Global Manufacturing Engineering vice president with responsibility for automotive body, press, assembly, controls, paint, powertrain and global program management.

During her 31-year GM career, she held leadership positions across the manufacturing organization, including vehicle assembly, stamping and powertrain operations.

As vice president of Labor Re-

CONTINUED ON PAGE 3



Mark Fields unveiled the 2015 Ford Edge in Dearborn last week.

2015 Ford Edge Retooled for 'Higher Quality Expectations'

As the saying goes, go big or go home. Ford decided to go big.

To that end, the Ford Edge is about to expand its global footprint in a big way, said Ford's incoming president and CEO Mark Fields.

A new 2015 model arrives in North America early next year as a showcase of smart technology from Ford.

Sales in South America, Europe – now including Western Europe – and Asia Pacific will follow.

Eventually, Edge will be sold in more than 100 markets worldwide.

That's what happens when a leader gets better by every measure, said Fields.

Ford gave the world its first look at the new Edge at a special kickoff event in Dearborn last week.

Fields said the 2015 Edge has been completely transformed

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Detroit Auto Scene

31201 Chicago Road South
Warren, Michigan 48093

586-939-6800

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Info@DetroitAutoScene.com

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Jim Stickford, news

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GM Stops Sales Of Cruze Due to Air Bag Concerns

DETROIT (AP) – General Motors Co. said last week it told dealers to halt the sale of all new or used 2013-14 Chevrolet Cruze cars because they may have defective air bags.

GM said some of the vehicles may be equipped with a driver's-side air bag inflator module that may have been assembled with an incorrect part.

GM has sold 119,000 Cruze cars this year and 248,000 last year – though not all Cruzes sold last year were 2013 or 2014 models.

It's not clear how many are currently in dealer hands.

GM spokesman Jim Cain didn't say if GM planned to recall the vehicles but noted that stop-sales are often ordered ahead of recalls.

He said he didn't know if there were any reports of crashes or injuries related to the issue. GM is currently working with its supplier to figure out what vehicles may have improperly assembled parts.

"Until we figure that out, we're not going to sell any of these vehicles," he said.

"We are working diligently with the supplier of the defective part to identify specific vehicles affected and expect to resume deliveries by the end of this week once those vehicles are identified."

Cain said he didn't know how many vehicles may be affected. Dealers were notified June 24.

It's the latest in a spate of recent problems with air bags. Seven major automakers have recalled more than 10 million vehicles for defective Takata air bags since last year.

The GM air bags at issue were also built by Takata but the issue is unrelated to the recent recalls announced for older vehicles by Toyota Motor Corp., Honda Motor Co., BMW AG, Ford and Chrysler, among others.

GM has recalled 20 million vehicles worldwide in 2014 in 44 campaigns, a record for the automaker.

It was fined a record \$35 million by the National Highway Traffic Safety Administration after it failed to recall 2.6 million older Cobalts, Ions and other cars linked to 13 deaths and 54 crashes for ignition switch problems.

GM's outside victim compensation adviser Ken Feinberg plans to announce as early as this week his compensation plan for the victims.

The Justice Department, Securities and Exchange Commission, more than a dozen state attorney generals and two congressional committees are investigating GM's handling of the delayed recall.

GM CEO Mary Barra fired 15 people and disciplined five after a former U.S. attorney found in an internal investigation a pattern of "incompetence and neglect" in failing to recall the vehicles for more than a decade.

Chrysler's New Transmission to Improve Fuel Efficiency

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them and gave the cars to executives to drive," Adams said. "What they found, in driving from places like Ann Arbor to Auburn Hills, was that with this particular eight-speed, they were getting great mileage – more than 30 mpg."

A lot of companies were putting new eight- or nine-speed transmissions into their vehicles, Adams said. These were replacing six-speed systems, but the new transmissions weren't really that much better than the old six-speeds.

Chrysler officials were aware of that problem, so to learn that the ZF delivered as advertised was a relief.

"It's one thing to have a system work well in computer simulation," Adams said. "That gives you confidence – a confidence we wouldn't have had 20 years ago when computer simulation

programs were new. But having them work on the street was great."

These transmissions became the basis of Chrysler's eight-speed TorqueFlite powertrains, Adams said.

"So between 2009, which is when we really got started, to 2011, only two years, they launched the TorqueFlite in a production model," he said. "That was the model year 2012 V6 Dodge Chargers and 2012 V6 Chrysler 300s."

More recently, it went into model year 2014 Dodge Durangos, V8 Chrysler 300s, Jeep Grand Cherokees, and V6 Ram 1500 3.0L trucks. TorqueFlites were placed in 2013 Ram 1500 3.6L V6s and 5.7L V8s in model year 2013.

Adams credits Chrysler's PMAT (Programs, Management Analytic and Technologies) for making the quick adoption possible. PMAT is a simulation tool

that reduces the need for physical testing by employing a reverse tractive, multi-state dynamic optimization process to deliver objective performance assessments. The simulation tool also automatically optimizes powertrain and vehicle combinations.

The TorqueFlite's wide .703 ratio spread enables engines to operate at peak efficiency, Adams said, under a broader range of driving conditions. Combined with state-of-the-art computer technology and programming, Adams said Chrysler has been able to achieve great fuel mileage in the vehicles in which it is installed.

Chrysler is licensed to produce the ZF 8HP at the company's Kokomo Transmission Plant and the Kokomo Casting plant in Indiana.

"The biggest fear we had when we started putting the transmissions in the cars was that we

would need a computer box to see what the results would be," Adams said.

"We were flabbergasted by the mileage improvements. We thought any improvements would be incremental and would be difficult to track and measure. That wasn't the case."

Adams said Chrysler enjoyed a real advantage by starting with a black page.

Other OEMs were so invested in the architectures that they had been developing for years, he said, they didn't look at ZF. By keeping an open mind, said Adams, Chrysler was able to leapfrog ahead of the competition.

Adams said the quest for better mileage and technology to deliver that mileage is never-ending.

"We will continue our fuel efficiency upgrades," Adams said. "You're always looking to do better."

Warren Stamping to Install \$63M High-Speed Press Line

Chrysler confirmed last week that it would invest \$63 million in its Warren Stamping Plant to expand capacity at the facility.

The announcement comes following the Warren City Council's approval in May of the company's tax abatement request, said Chrysler spokesperson Jodi Tinson.

The investment will be used to purchase and install the latest high-speed Servo Tandem Press technology (a 180-inch press line), Tinson said.

Construction for the new press line has already begun with production targeted to begin December 2015.

The new press line will increase capacity by up to 12,000 hits per day or approximately 3.6 million parts per year.

The plant currently operates 12 major press lines and three large progressive press lines, producing 80 million parts annually, with nearly 2,000 employees.

Tinson said a progressive press line is a single press with one slide in which a single die with multiple "progressive" stations produce parts at high speed from a single coil of steel directly.

The Tandem Press is multiple presses in line in series, under which a single die is positioned in each press to perform an incremental function to make the stamped part.

"As production at our Chrysler Group assembly plants has nearly tripled in the past five years,

we have been pushing our stamping facilities to keep up," said Mauro Pino, vice president and head of Chrysler Manufacturing.

"This much-needed investment for a new press line will help us continue to meet demand and maintain the quality that our stamping plants have worked so hard to achieve."

Brian Glowiak, Chrysler's director of State Relations, said, "Chrysler Group wants to thank Mayor Fouts and the Warren City Council for their support of this investment."

"For many years, the City of Warren has been a true partner in helping the company grow our operations at our local facilities. With the city's support, we can implement state-of-the-art processes that will contribute to the long-term success of the Chrysler Group and enhance our presence in the community."

The new Servo Tandem Press, said Tinson, will increase the output rate, reduce complexity of the press, and improve reliability and maintainability, while also reducing energy usage.

The press's servo drive allows for 100 percent programmable control and movement of the ram speed at any position in the press stroke, unlike a mechanical press that operates at a fixed speed.

The Warren Stamping Plant, which has been in operation since 1949, provides parts stamped from sheet metal, in-



Chrysler Warren Stamping plant employees polish door panels.

cluding hoods, roofs, liftgates, side apertures, fenders and floor pans, for a variety of vehicles built at several of the company's U.S. and Canadian facilities.

These parts are delivered to the assembly plants, then welded together in the body shops to

form the frame of the vehicle.

With this latest announcement, Chrysler Group has invested more than \$5.3 billion in its U.S. manufacturing facilities since June 2009. Of that amount, more than \$1.8 billion has been spent in Michigan.

Retail Car Sales Look Strong in June

The seasonally adjusted annualized selling rate (SAAR) for new light-vehicle retail sales in June will result in the fifth consecutive month of year-over-year growth, according to a monthly sales forecast developed jointly by J.D. Power and LMC Automotive.

The retail SAAR in June is expected to be 13.3 million units,

up slightly from 13.2 million in June 2013, and the second-highest monthly SAAR of 2014, trailing only May's SAAR of 14.1 million.

Retail light-vehicle sales in June 2014 are projected to reach 1.1 million units, 6 percent higher than in June 2013 on a selling-day adjusted basis.

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Cathy Clegg

GM Names Clegg VP, North America Manufacturing

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lations in 2011, Clegg successfully led GM's negotiations for the UAW-GM National Agreement.

She succeeds Gerald Johnson, who recently was named vice president, Operational Excellence.

"Cathy's proven track record in key labor and manufacturing roles and her passion for innovation will be an asset to GM and her team," said Jim DeLuca, executive vice president, GM Global Manufacturing.

"Her demonstrated commitment to employees and customers will help ensure our continued focus on safety and quality."

In a related move, Kurt Wiese has been named Global Manufacturing Engineering vice president, replacing Clegg.

Wiese has 36 years of experience in manufacturing and manufacturing engineering. His most recent position was executive director in Global Product Development.

Earlier, he led operations at Oshawa Truck Assembly and Manufacturing Engineering Vehicle Body Systems.

"From the plant floor to global enterprise operations, Kurt brings valuable perspective to support our production teams around the world," DeLuca said.

"His strong reputation for relationship-building and inspiring creativity will serve him well in his new role."

Tech Center Engineers Work to Keep Buick Interiors Clean

It ain't easy being clean. That's why Buick interiors get a protective coating to help keep them looking new.

That includes protection from sun exposure and perspiration – and from the sunscreen and bug repellent that can be transferred to vehicle surfaces from human skin, said Buick spokesperson Lauren Indiveri.

The General Motors Materials Test and Engineering group conducts a battery of durability experiments to help ensure that a vehicle's carpet, leather and fabric seat upholstery, wood and metal trim, plastics and other materials are less subject to fading, discoloration or premature wear from these and other substances.

Some of the experiments take many months to complete, Indiveri said.

"Our group tests for durability and resistance to natural and artificial elements on materials you see and don't see inside your Buick," said Doug Pickett, engineering group manager for the Materials Test and Engineering Group.

"We test not only for sun exposure or humidity, but commonly spilled things like ketchup and mustard and even stronger substances like sweat, sunscreen and DEET, a chemical often found in bug repellent."

To test how well protective coatings on the dash, steering wheel or upholstery offer resistance to sunscreen and DEET, the substances are applied to the materials and baked in an oven.

After baking the materials that are being tested, the engineers evaluate the effects on the materials.



GM Tech Center employees Vicki Reece, left, and Diana Foghel

To test for material durability in heat and ultraviolet light, Indiveri said lab engineers at the GM Vehicle Engineering Center in Warren use artificial light similar to that of a tanning booth for two to six weeks before analyzing results.

"The simulated UV light allows us to do the testing much faster and it allows us to do more experiments to improve the materials," Pickett said.

"But to absolutely confirm the durability, we have found we still need to use the natural sunlight test."

Following initial tests in the lab, the materials are then exposed to natural sunlight in Arizona by placing them in special glass boxes that rotate with the sun for as much as

seven months at a time.

Sweat tests using a synthetic perspiration solution also are an important component of material durability, Pickett said. These tests are conducted on areas that have high skin contact, such as steering wheels and control knobs.

General Motors engineers apply perspiration solutions to material samples for two-and-a-half hours before letting the materials dry off.

Once dried, the sample is scraped to determine if the material was softened or damaged during the testing process. After the scrape test, the material is exposed to artificial light to assure it can withstand the combination of sun and sweat.

After examining the results,

the Materials Test and Engineering group works with material suppliers to fine-tune protective coatings on a particular material to achieve the maximum protection possible.

"While it is easy to make leather resistant to chemicals or abrasion, it is very difficult to find the balance of durability while maintaining the desirable look and feel that a Buick customer expects," said Pickett. "The texture is an important factor, so it can't be too hard, too slick or too sticky."

The GM Materials Test and Engineering group consists of 13 engineers, Indiveri said, all of whom perform a wide range of experiments on interior materials.

Mayco Purchases Industrial Building In Sterling Heights

Sterling Heights automotive supplier Mayco International purchased a 533,000-square-foot industrial building at 42400 Merrill Road, between 18 and 19 Mile Roads.

The building was formerly owned by Gladstone Commercial Corp. out of McLean, Va. It was built in 1979 and sits on 22 acres of property.

Mayco specializes in making instrument panels, door panels and HVAC controls for the automotive industry.

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GM Artists Hit The Detroit Riverfront

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ficial entry, Flores said, but the creators were given a GM Award of Excellence for their efforts.

Overall, Flores said, 31 GM employees – artists, sculptors, engineers and fabricators – participated in the creation of “Upcycle Detroit.” They were led by Deadra Bell-Smith, a sculptor for Chevy’s car studio where she is sculpting model manager for passenger and small cars.

“The project started, from inspiration, back in February,” Bell-Smith said. “There is a core group of us that were in charge. We belong to a group called ‘Art Cafe.’ We meet during lunch – hence the name – and talk about how we can together create art.”

The four members are Bell-Smith, Jeff John, Jenna Grabowski and Jennifer Cagle. They rode herd over the rest of the volunteers.

“This was a very collaborative process,” Bell-Smith said. “We were each given a shadow box kit that included a tire. Once it was decided what the sculpture would look like, we then had to build it.”

“Upcycle Detroit” drew its inspiration from the display dome at the Tech Center, Bell-Smith said. Having engineers on the project ended up coming in very handy.

“The engineers were glad to show that they could be creative and artistic,” Bell-Smith said.

Overall, it took about a month-and-a-half to create “Upcycle Detroit.”

The artists liked the idea of using old tires in the design. They were just going to be thrown away, but instead, they were turned into a piece of art.

2015 Ford Edge Retooled for ‘Higher Quality Expectations’

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from wheels to roof. Based on Ford’s successful global midsize vehicle architecture – which also underpins the Ford Fusion sedan in the North America market – Edge has been reshaped to be more “visually athletic, retooled to meet higher expectations for quality around the world and reengineered with more advanced technologies to make the driving experience more rewarding,” Fields said.

“Great product development is driven by innovation,” he said. “At Ford, our job is to understand how global consumers are changing, anticipate their needs, and ultimately deliver the great products they want. This new Edge is an excellent example of Ford at its best.”

With its December 2006 launch in North America – the biggest utility vehicle market in the world – Fields said the Edge helped to define the segment and establish the term, “crossover SUV.” The car-based vehicle delivered better on-road comfort, fuel efficiency and overall driving dynamics than traditional truck-based SUVs, he said.

“It was proof a utility vehicle could meet the demanding needs of an everyday commuter, and customers quickly embraced Edge as a cross between SUV and traditional sedan,” Fields said. “Strong sales ensued.”

In North America, Edge is consistently the top-selling vehicle in its segment, posting near-record sales in 2013. Edge is also sold in Russia, select markets in South America, as well as Eastern Asia, including China.

Edge helped make Ford the top-selling utility vehicle brand in North America for a third consecutive year in 2013.

Ford utility vehicle sales are

strong elsewhere as well, increasing nearly 20 percent in Europe last year, and growing exponentially in China, where Ford’s share of the utility vehicle segment grew to 4.5 percent from less than 1 percent in 2012.

The new Edge is slightly larger than the model it replaces, but retains its familiar four-door, five-seat configuration.

It will be available for the first time with front-camera technology to help drivers see better in certain instances, an enhanced active park assist system to enable perpendicular and parallel parking in tight quarters, and an advanced adaptive steering system to make Edge easier to maneuver and more fun to drive, said Ford spokesman Mark Schirmer.

In North America, Edge will come standard with a 2.0-liter EcoBoost engine, tuned to deliver “a balanced mix of fuel economy and performance,” said Schirmer. A normally aspirated, 3.5-liter V6 engine will also be available.

Smart technology is available on Edge to improve efficiency, Schirmer said. Auto Start-Stop can improve fuel economy by turning off the engine when it is not needed, such as when the vehicle is stopped at a traffic light.

Edge also features smart air inlets at the front that can direct air along the vehicle sides – creating an “air curtain” – to enable greater aerodynamic efficiency at high speeds, said Schirmer.

Other technology features include Ford’s hands-free liftgate, SYNC with MyFord Touch, adaptive cruise control and inflatable rear safety belts. A heated steering wheel along with heated and cooled front seats will be available as well.

The all-new Edge will be the

newest utility in Ford’s global family of utility vehicles, which includes Expedition, Explorer, Everest, Escape (known as Kuga in Europe and Asia) and EcoSport, among others.

The all-new Edge is not only more luxurious and comfortable, but also quieter, Schirmer said.

In wind tunnel tests, Edge proved to be more than 1 sone (a unit of loudness) quieter than its predecessor. This quietness is due to better sealing of the body, sound insulation improvements, and powertrains that are better isolated from the cabin and operate in a quieter manner, said Schirmer.

Acoustic windshield glass is standard on every model. Select Titanium models are even quieter, incorporating acoustic glass on driver and passenger side doors.

The twin-scroll 2.0-liter EcoBoost engine, for example, has reduced vibration levels when idling compared with the previous version, and is 2 decibels quieter.

In moments of heavy acceleration, the revamped engine emits a quieter, more refined sound.

This is due to multiple changes, including an acoustic wrap to the intake manifold, upgraded heat shield that provides additional sound management and modified oil pump.

The new Edge will be built at Ford’s Oakville Assembly Complex, near Toronto, where a \$700 million (U.S.) renovation has delivered significant improvements to the facility, Fields said.

In preparation for 2015 Edge production, the plant has been fitted with more than 250 new, more advanced robots to improve the build quality and repeatability performance of the equipment.

“Some unique technologies have come into the plant, all of them designed to bring a higher level of quality at a rate that is capable of being repeated,” said William Cowell, Oakville Assembly plant manager.

“The higher level of complexity in the build process means employees are interfacing with more advanced systems and technology that can significantly improve quality in ways that our customers will be able to see and feel.”

Automakers Join to Offer Hands-Free Connectivity

Their goal is to create a connected car.

That’s why Chrysler and several other automakers and electronics companies recently joined the Open Automotive Alliance (OAA) – a coalition of tech companies and auto industry leaders committed to bringing the Android platform to cars.

New OAA members include Alpine, Bentley, Clarion, CloudCar, Delphi, Fiat-Chrysler, Freescale, Infiniti, LG, Maserati, Mazda, Mitsubishi, Nissan, Panasonic, Parrot, Pioneer, Renault, Renesas, Škoda, Subaru, Suzuki, Symphony Teleca, Volkswagen and Volvo.

These new members, who join OAA founding members Audi, GM, Google, Honda, Hyundai and NVIDIA, hail from around the world and reflect the global reach of Android.

The goal of the Alliance, said Chrysler spokesperson Alyse Tadjewski, is to bring all of the benefits users have grown to love about Android into their cars, creating a safer and more convenient way to check the traf-

fic, map out a route, or pick a playlist – but without needing to use your hands.

At the June 25 Google I/O developer conference, Google and OAA automakers showcased the first integrations of Android Auto.

Android Auto brings many of the apps drivers know, like Google Maps and Spotify, to an interface that’s built for driving. After connecting an Android phone to a compatible car, drivers will be able to use Android apps and services specially designed for use in a car and accessible through in-dash display and controls.

Drivers can expect to see the first cars with Android Auto roll off the assembly lines in 2014.

“Becoming a member of the Open Automotive Alliance offers us a great opportunity to explore how we will bring a familiar set of Android features into our Chrysler Group, Abarth, Alfa Romeo and Fiat Uconnect systems globally,” said Alan Amici, Chrysler’s head of Uconnect Systems and Services.

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Mopar Funny Car Driver Ron Capps Wins Nationals

Don Schumacher Racing (DSR) driver Ron Capps drove his Dodge Charger R/T from a tenth place qualifying position to a Funny Car title victory at the second annual National Hot Rod Association (NHRA) New England Nationals June 22 earning a 42nd career win, his first of the season, and enabling him to move up into fourth place in the championship standings.

Capps' efforts at New England Dragway also gave DSR and Mopar back-to-back victories after teammate Tommy Johnson Jr.'s scored the team's first win of the 2014 Mello Yello Drag Racing series season last weekend at Bristol Dragway.

"Congratulations to Ron Capps from everyone at Mopar on the win at the New England Nationals," said Pietro Gorlier, president of Mopar, Chrysler's service, parts and customer-care brand. "It's wonderful to see the HEMI-powered Dodge Charger R/T package in the winner's circle at consecutive events, and we appreciate Ron and the Don Schumacher Racing team's continuing efforts to contend for wins and a championship to celebrate the 50-year legacy of the 426 Race Hemi."

"The guys have been working so hard and we struggled on race day at Bristol and (crew chief Rahn) Tobler was real upset with himself after qualifying here yesterday and he stayed here late with Eric (Lane) until they got it sorted out in what they wanted to do today," said Capps, who knew his Mopar was back in the hunt after laying down a 4.064-second run in the first round for a hole shot win over Tim Wilkerson.

Capps chased down Cruz Pedregon and beat Courtney Force to advance to his first final round showdown of the season to face Alexis DeJoria. He led the race from start to finish to earn his first Wally since the Brainerd national event in 2013.

"This is a car that will go down the return road if we have to," Capps said of the confidence he has in his Dodge Charger R/T's ability to adapt to race track conditions, "and it's going to be a lot of fun the next few races."

While Capps carried the banner for DSR through the elimination rounds, his teammates didn't fair quite as well.

After beating Bob Tasca III, loss of traction in the second round of eliminations ended Tommy Johnson Jr.'s hopes of repeating his winning performance from last weekend. He sits fifth in points right behind Capps.

In a marquis first-round matchup, Matt Hagan, who qualified his Mopar Express Lane Dodge Charger R/T eighth, posted a 4.119-second pass with a .062-second reaction time only to lose to John Force who beat him on a hole shot with a 4.129-second lap and a .048-second reaction.

"He (Force) was in deep and it comes up on the board as a hole shot loss but the reality is that they just outran us a little bit and that's how it goes," said Hagan, who finished runner-up to Force in the 2013 NHRA championship but currently sits tenth in points. "It was a close drag race but that's how it falls sometimes. We'll just regroup and get ready for the next one. There's no doubt that we have a good car, a good team but we just need to get some round wins and get our season turned around."

Mopar teammate Jack Beckman similarly missed out on advancing past the first round with a hole shot loss (.094 to 0.74 sec. reaction time) to Del Worsham with an e.t. of 4.123 seconds to his competitor's 4.127 seconds.



Dick Huvaere's One Pay Headquarters!

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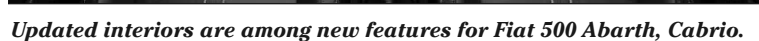
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off gear hold, as well as a more aggressive pedal map. "Accessible performance has

It was the brand's sixth consecutive month of year-over-year sales gains.

It was the brand's sixth consecutive month of year-over-year sales gains.



GM is adding solar panels like these to two Michigan sites.

GM’s Solar Arrays Rock World of Energy Boosting

General Motors is increasing its renewable energy use with three acres of new solar arrays at two Michigan facilities.

The company’s processing center in Swartz Creek and engine plant in Flint will feature 150-kilowatt ground-mount solar arrays expected to generate a combined 400,000 kilowatt hours of renewable energy per year to the facilities’ grids, said GM spokesperson Sharon Basel.

The hours generated by the solar array are equivalent to the annual energy use of 25 homes.

After the projects are complete this fall, GM will house more than 38 megawatts of solar power at 13 facilities around the world and more than 60 megawatts of renewable energy globally when combined with its landfill gas and biomass energy use.

The new installations bring GM closer to reaching its goal to increase renewable energy use globally to 125 megawatts by 2020, Basel said.

“Ever since our first solar array in 2006, GM has realized the benefits of renewable energy,” said Rob Threlkeld, GM global renewable energy manager.

“Not only does it reduce our emissions and lessen our dependence on petroleum, it makes a statement about the role businesses can play in securing a cleaner energy future.”

GM announced its plans for the installations last week in Boston at the annual PV America East Expo, a conference bringing together professionals, manufacturers and service providers in the photovoltaic energy industry.

Conference organizers Solar Energy Industries Association (SEIA) and Solar Electric Power Association recognized GM with a Project of Distinction Award – the highest achievement for a photovoltaic solar energy project – for the integrated solar microgrid system at the company’s plant in Baltimore, Basel said.

GM, OnStar and energy service company TimberRock Energy Solutions, Inc., partnered to use aggregation software and solar charging canopies with integrated storage to manage the flow of

solar power to benefit the electric grid, operated by PJM Interconnection.

The site also is home to a 1.237-megawatt rooftop solar array – one of the largest in Maryland – that generates nearly 6 percent of the facility’s electric consumption.

“It reduces our emissions and lessens our dependence on petroleum.”

– Rob Threlkeld, GM Global Energy

“Through collaboration and innovation, GM, OnStar, PJM and TimberRock have teamed up to give Americans a peek into the future,” said SEIA president Rhone Resch.

“The advanced, solar microgrid at GM’s Baltimore site is a state-of-the-art union of electric vehicle, solar power and battery storage technologies. This project’s unique vehicle-to-grid integration, utilizing a solar microgrid, makes it a worthy recipient of the 2014 Project of Distinction Award.”

According to SEIA, GM leads all automakers in the number of solar installations in the U.S. and ranks among the top U.S. corporate solar users in 2013 and 2012. It named GM a “Solar Champion” for the company’s significant impact on establishing a strong solar industry.

Other GM U.S. solar installations:

- A 1.8-megawatt installation at Toledo (Ohio) Transmission;
- A 1-megawatt array at its Rancho Cucamonga, Calif., distribution center;
- A 516-kilowatt installation at Detroit-Hamtramck Assembly;
- A 900-kilowatt rooftop array on its Fontana, Calif., parts distribution warehouse;
- A 350-kilowatt ground-mount array at Orion Assembly;
- A 49-kilowatt ground-mount at Technical Center in Warren.

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GM Receives a \$41 Million Tax Refund After Lawsuit

By DAVID EGGERT
Associated Press

LANSING, Mich. (AP) – Michigan paid more than \$85 million last fiscal year to people and companies that sued the state, ranging from \$42 to mediate a case involving a lakeside road to a \$41 million tax refund to General Motors.

The total payouts were \$9.5 million, or 12 percent more, than in the previous budget year – mainly because a yearly settlement installment to female prisoners who alleged they were raped and groped by male guards went up, as did court-ordered tax refunds to companies.

Of 71 lawsuits that ended with the state paying, 27 – more than a third – came from the Corrections Department, according to a report released this month by the Senate Fiscal Agency. The agency's \$20 million payment to current and former female inmates and their lawyers was part of a five-year, \$100 million settlement reached in 2009 to resolve a class-action suit alleging hundreds of women were sexually assaulted and harassed by male prison staff.

The department also paid:

- \$347,000 after a 64-year-old employee at the St. Louis Correctional Facility sued for age and disability discrimination when he was not allowed back to work supervising inmates in the prison's building trades program because of a back injury in 2007.

- \$60,000 in back pay and benefits to a parole/probation manager at the since-closed Tuscola re-entry facility in Caro, who said he was demoted after filing a discriminatory harassment complaint against his female supervisor in 2011 for a profanity-laced tirade accusing him and other male staff of leaving the toilet seat up in a unisex bathroom.

- \$53,000 in fees and costs to Michigan State University law school's civil rights clinic, which successfully represented a prisoner who alleged a First Amendment violation after being prevented from making overseas calls to family in Jordan and Romania.

- \$47,000 in attorney's fees and costs after an inmate sued when the Michigan Parole Board discharged him from parole early and then, recognizing the mistake, reinstated his parole without a hearing.

- \$10,000 after two inmates at an Upper Peninsula prison said they were put into segregation for talking with an *Esquire* magazine reporter who wrote about their escape attempt.

Corrections spokesman Russ Marlan said the department "is, and historically has been, the most-sued individual in the state of Michigan."

If the \$20 million sex-abuse payment is factored out, payouts were third-lowest in the past decade, he said.

Michigan's largest payout by far was \$41 million to GM, which claimed a use tax refund paid on demonstrator vehicles that were later sold.

A 2007 state law was enacted to keep automakers and dealerships from getting refunds dating back 11 years after they won court rulings, but the law's retroactivity was declared unconstitutional.

The smallest payout – \$42.22 – was a court-ordered mediation payment from the Department of Natural Resources in a couple's suit to remove from a map private roadways that were never built near Silver Lake in Grand Traverse County.

The state also had to pay up after losing some higher-profile

challenges to state laws or policies.

Secretary of State Ruth Johnson's department paid \$103,000 in fees and costs to a coalition of advocacy groups that successfully sued in 2012 to stop her from putting a citizenship check-off box on ballot applications. Gov. Rick Snyder later signed a law requiring voters to sign a statement that they are a citizen.

The check box was "meant to ensure that only qualified voters were casting ballot . . . to make sure we have secure and fair elections," said Johnson spokeswoman Gisgie Gendreau.

Attorney General Bill Schuette's office paid \$80,000 in fees and costs unsuccessfully defending a state law that banned panhandling in public places.

Federal courts struck the anti-begging measure down as unconstitutional.

Two Grand Rapids men sued with help from the American Civil Liberties Union of Michigan. James Speet was arrested for holding up signs seeking "work or help." Ernest Sims pleaded guilty to panhandling after asking for spare change.

The Streetcars, They're a-Comin' – Again

DETROIT (AP) – Work on Detroit's light rail project is scheduled to start next month following City Council's approval of construction and operating agreements.

M-1 Rail President and CEO Matt Cullen said last week that groundbreaking and construction details will be announced in the coming weeks.

Cullen says a public information campaign will prepare people living along the Woodward corridor and area businesses for the work.

The 3.3-mile streetcar line is to start running along Woodward Avenue in 2016. It will extend from Detroit's downtown riverfront to the city's New Center area. Below-ground utility relocation began late last year.

Cullen says in a release that the \$140 million mass transit system will play a major role in shaping Detroit's future "and will ignite tremendous new economic development and job creation."

TACOM's New CO Is a 33-Year U.S. Army Veteran

CONTINUED FROM PAGE 1

coached and mentored me," Bingham said. "I stand on the shoulders of my father. I've had Vietnam veterans come up to me and shake my hand and tell me they never thought they'd see the day that an African American woman would be a two-star general."

Finally, Bingham said, part of her job is interacting with the local community. TACOM's STEM education programs are important, she said, and she will be active in the Southeast Michigan Advisory Council, which is made up of business people, military people and academics from the region.

"TACOM had \$2 billion in contracts here last year," said Bingham. "And that doesn't include payrolls and other factors. That should give everyone a sense of what we inject into the local economy. It only makes sense for all of us to work together. I want to be involved in the local community."



GM's Incheon, South Korea, site meets the U.S. Green Building Council's gold standard for energy use.

GM Continues 'Green Practices' Globally

The General Motors Korea Design Center has received Leadership in Energy and Environmental Design, or LEED, Gold certification from the U.S. Green Building Council.

It is the first automotive facility in South Korea and GM's seventh worldwide to achieve LEED certification, said GM spokesperson Sharon Basel.

"Earning the Gold LEED designation isn't easy," Basel said.

Elements of the facility's environmental design include:

- Adopting energy-efficient technology and LED lighting throughout the facility, reducing energy cost by 26 percent;
- Reusing rainwater for toilets and landscaping, cutting overall water consumption in half;
- Installing a chlorofluorocarbon, or CFC-free, cooling system;
- Using recycled and regional materials for construction, and

monitoring construction waste disposal;

- Using storage and collection facilities for recyclables;
- Installing a ventilation system, using low-volatile organic compound, or VOC, paints and adhesives, and removing indoor air contaminants through high-efficiency filtration systems.

According to the building council, LEED-certified buildings are designed to have healthier, cleaner indoor environmental quality, which means health benefits for occupants.

"Green buildings with increased ventilation and better lighting support the health and productivity of employees," said Doug Ravas, General Motors senior manager, Global Facilities. "With seven LEED-certified facilities, GM is demonstrating its long-term commitment to its employees and the environment."

Worldwide, GM pursues green

building design and construction practices on all projects, Basel said. Whether constructing new facilities or upgrading existing ones, it uses LEED design and engineering guidelines for resource efficiency, conservation and sustainable materials.

The \$40 million GM Korea Design Center opened in April 2014. It houses exterior and interior vehicle styling, digital design and studio engineering operations that support GM's global vehicle programs.

The GM Korea Design Center joins these GM facilities in receiving LEED certification: GM China Advanced Technical Center (Silver), GM China Headquarters (Gold), GM Enterprise Data Center in the U.S. (Gold), Joinville Engine Plant in Brazil (Gold), Lansing Delta Township Plant in the U.S. (Gold) and Milford Proving Ground Administration Building in the U.S. (Gold).

'Teens in Cars' Covers Importance Of Buckling Up

More teens die in motor vehicle crashes than from any other cause of death – about 2,500 a year, according to a recent Safe Kids Worldwide study.

Fatalities are split between teen drivers (56 percent) and passengers (44 percent).

In half of the fatal crashes, the teen was not wearing a seat belt, said GM Foundation spokesperson Maria Mainville.

To develop strategies to drive down the number of teens killed in cars – responsible for one in four of all preventable injuries among children, Safe Kids Worldwide conducted the survey among teen passengers and drivers.

The report, "Teens in Cars," was funded as part of a \$2 million grant from the General Motors Foundation, Mainville said. It was based on a national survey of 1,000 teens between 13 and 19.

"It can be uncomfortable for anyone to speak up when they feel unsafe riding in a vehicle, and perhaps even more so for teens riding with their peers," said Mike Robinson, GM vice president of Sustainability and Global Regulatory Affairs, who serves on the boards of both Safe Kids Worldwide and the GM Foundation.

"The results of this research further underscore the importance of reaching teens with the life-saving messages to buckle up during every ride and to speak up when they don't feel secure."

Safe Kids Worldwide is a global network of organizations dedicated to providing parents and caregivers with practical and



The GM Foundation helps ID strategies to get youths to buckle up.

proven resources to protect kids from unintentional injuries, the number one cause of death to children in the United States, Mainville said.

Throughout the world, almost one million children die of an injury each year, and almost all of these tragedies are preventable.

Safe Kids works with an extensive network of more than 600 coalitions in the United States

and in 23 countries to reduce traffic injuries, drownings, falls, burns, poisonings and more.

Since 1988, Safe Kids has helped reduce the U.S. childhood death rate from unintentional injury by 55 percent.

Since its inception in 1976, the GM Foundation has donated hundreds of millions of dollars to American charities, educational organizations and to disaster relief efforts worldwide.

Rosie the Riveter's 'Back in Town'

DETROIT (AP) – An aviation museum has signed an agreement to buy a 144,000-square-foot slice of the Michigan factory where the original Rosie the Riveter worked during World War II.

The Yankee Air Museum, through the Save the Willow Run Bomber Plant campaign, raised close to \$8 million by the May 1 deadline set by the factory's owner, the Revitalizing Auto Communities Environmental Response Trust. The trust took over sites around the U.S. left behind in GM's bankruptcy.

Organizers want to convert the factory – where Rose Will Monroe and others built B-24 bombers – into the new home of the Yankee Air Museum, dedicated to aviation and all the other Rosies who toiled at other U.S. plants.

"We are now in a pre-closing inspection period," the museum said in a statement June 22. "During inspection, we are trying to identify and address any issues that could complicate making a new home for the Yankee Air Museum in the bomber plant."

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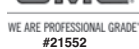
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Sierra, Silverado Boast 6-Ton Towing Ratings

For those who have to do the heavy pulling, GM has the vehicles that can do the job, said GM spokesman Tom Wilkerson.

The 2015 GMC Sierra and the 2015 Chevy Silverado 1500 were just rated by Society of Automotive Engineers (SAE) as being able to maintain a 12,000-pound maximum trailering rating.

“For 2015, the GMC Sierra 1500 builds on the strong foundation introduced with the redesigned 2014 model to offer uncompromising strength, capability and confidence,” said Jeff Luke, executive chief engineer.

“The implementation of SAE J2807 levels the playing field among all manufacturers, affirming the capability customers depend on from GMC.”

He said that Chevy engineered the new Silverado 1500 to be its “most capable light-duty pickup ever.”

“For 2015, we will build on that strong foundation to implement SAE J2807 while maintaining robust towing capability across the lineup,” Luke said.

“The 2015 Silverado 1500 will continue to offer trailer weight ratings up to 12,000 pounds. And, we will offer a number of configurations with trailer weight ratings of 9,000 pounds or more, enabling light-duty pickup customers to choose exactly the right truck for their towing requirements.”

Both the Sierra and Silverado now offer 6.2L EcoTec3 V8s, which are the most powerful engines offered in any light-duty pickup, Wilkerson said, with 420

horsepower and 460 lb.-ft. of torque.

Like other EcoTec3 engines, Wilkerson said, it “combines proven performance with advanced fuel-saving technologies, seamlessly switching to four cylinders to improve efficiency in light-load driving.”

The Sierra and Silverado can also come with an available NHT max trailering package that includes a 9.76-inch rear axle, heavy-duty rear springs, revised shock tuning for increased control, enhanced cooling, and an integrated trailer brake controller.

Also included is an automatic locking rear differential, trailer hitch, and bumper-mounted 4- and 7-pin connectors.

Sierra’s standard 4.3L EcoTec3 V6 and available 5.3L EcoTec3 V8 also will offer significant towing capability for 2015, said Wilker-

son, with maximum available trailer weight ratings of 7,600 pounds for the V6 and 11,200 pounds for the 5.3L.

The Silverado’s standard 4.3L EcoTec3 V6, Wilkerson said, and available 5.3L EcoTec3 V8 also will offer significant towing capability for 2015, with maximum available trailer weight ratings of 11,200 pounds for the 5.3L V8 and 7,600 pounds for the V6.

The foundation for all 2015 Sierra and Silverado 1500 models and their trailering capability is a fully boxed, high-strength steel frame, Wilkerson said.

Extensive use of high-strength steels in the frame and body structure also contributes to a quieter interior and more solid feel, said Wilkerson, and helps Sierra earn a 5-Star Overall Vehicle Score for safety in the newest government crash tests.

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Annual Concours To Feature Classic Cars, Auto Auction

The 36th annual Concours d'Elegance of America is set for Sunday, July 27, at the Inn at St. John's in Plymouth.

The Concours d'Elegance has its roots in 17th-century France, when the aristocracy would parade their horse-drawn carriages through the parks of Paris, said event spokesman Jim McCarter.

With the advent of the automobile, Concours d'Elegance events evolved into competitions between automobile manufacturers, custom coachbuilders, and owners, whose vehicles were judged on the beauty of their design.

The Concours d'Elegance of America at St. John's continues this tradition of exhibiting prestigious collector cars and also offers an automotive art exhibition, a vintage car auction, Mode du Concours and many other social events.

For its first 32 years, the Concours d'Elegance of America was held at Oakland University's Meadow Brook Hall, the historic home of Matilda Dodge Wilson, widow of automotive pioneer John Dodge. In 2011, the event moved to the beautiful grounds of the Inn at St. John's in Plymouth.

A special emphasis on American class pre-war automobiles, pre-1916 motorcycles and pre-war European classic will highlight the show, along with the Duessenberg Model J.

Vehicle classes highlighting the history of the Ford Mustang and the Lamborghini will be featured in celebration of their anniversaries.

In addition to the Sunday show, a special auction will be held on Saturday, with a preview on Friday evening.

For \$90, car connoisseurs may take a tour of the Roush Automotive Collection and Museum, which houses more than 110 vehicles and is dedicated to the preservation of Roush's automotive heritage.

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2015 Sierra Denali Offers ‘Refined Ride’

Magnetic ride control is an all-new, exclusive feature on the 2015 GMC Sierra Denali.

It’s the first time the advanced, electronically controlled damping system has been offered on a full-size truck, said GM spokesman Brian Goebel.

Magnetic ride control provides more precise body motion control that correlates with a more refined ride while maintaining payload and trailering capability, Goebel said.

The feature is standard on all Sierra Denali half-ton models, whether equipped with the standard 5.3L V8 (355 hp) or the available 6.2L V8 (420 hp) – the segment’s most powerful engine.

“With magnetic ride control, the 2015 Sierra Denali delivers a smoother, more confident driving experience without sacrificing the capabilities customers expect from a GMC truck,” said Jeff Luke, executive chief engineer.

“The responsiveness of the system makes this full-size truck feel and drive like a luxury vehicle – and one that’s more comfortable on long trips, especially when trailering.”

The 2015 Sierra Denali’s maxi-

mum payload is 1,940 pounds (4WD with 5.3L and 5’8” box) and the max trailering capacity is 9,400 pounds (2WD with 5.3L or 6.2L and 5’8” box).

The third-generation magnetic ride control’s sensors “read” the road every millisecond, triggering damping changes in as little as five milliseconds in electronically controlled shock absorbers that replace conventional mechanical-valve shocks, Luke said.

They’re filled with a magneto-rheological fluid containing minute iron particles, and under the presence of a magnetic charge, the iron particles align to provide damping resistance. Changes in the magnetic charge alter the damping rate of the shocks almost instantly.

Magnetic ride control complements chassis and suspension enhancements introduced across the Sierra 1500 range for 2014:

- A stronger, fully boxed frame with the main rails and major cross members formed from high-strength steel, providing a rigid base for maximum hauling capability, great noise and vibration isolation and excellent crashworthiness, according to

the promotional materials. The stiff chassis enables more precise tuning of the front and rear suspensions, for a more responsive feel with smoother performance and less vibration and shake, particularly on harsh terrain.

- A wider rear track and half-inch wider wheels improve that stability and ride smoothness. The geometry also contributes to flatter, more confident-feeling cornering, particularly when hauling heavy cargo or towing.

- An electric variable-assist power steering system enhances handling and reduces steering effort at low speeds. The variable assistance enhances overall handling with reduced steering effort in parking lots and a higher rate on the highway that provides a more solid, direct and on-center feel.

The Sierra Denali is backed by GMC Pro Grade Protection, with two years of scheduled maintenance, a three-year/36,000-mile bumper-to-bumper warranty and a five-year/100,000-mile powertrain warranty, Goebel said.

“As GMC’s ultimate expression of its professional grade philoso-



2015 Sierra Denali with magnetic ride control

phy and the best of its capabilities, the Denali nameplate has become synonymous with performance, refinement and technology,” Goebel said.

“It represents more than 20 percent of all GMC retail sales and is offered on Terrain, Acadia, Yukon and Sierra models.”

“Denali has earned a reputation for uncompromising refinement with capability after more than 15 years of premium vehicles that take truck and SUV ownership experiences to higher levels,” said Duncan Aldred, vice president of GMC Sales and Marketing.

“It’s a symbol that embodies the finest of GMC’s engineering,

technology and attention to detail.”

More than 675,000 Denali models have been sold since the introduction of the 1999 Yukon Denali. In fact, Denali models alone outsell the entire product lines of some premium auto brands such as Land Rover, Jaguar and Porsche.

The light-duty Sierra Denali is made in GM’s facility in Silao, Mexico. The heavy-duty version is made in Flint.

“The Denali really represents the best thinking at GMC,” Goebel said. “We’re excited to bring magnetic ride control to the vehicle. We already have it on the Yukon Denali.”

‘1.0-Liter EcoBoost Engine is Fine Example of Powertrain Engineering’ – Engine Technology Magazine

Ford Motor Company’s 1.0-liter EcoBoost engine last week was named 2014 International Engine of the Year for an unprecedented third straight year.

Ford spokesman Aaron Miller said that when Ford won the award for a second time last year, it was the first company to do so two years in a row.

“Now, we’re the first company to win the Engine of the Year award three years in a row,” Miller said.

The 1.0-liter EcoBoost, which Miller said lowers fuel consumption without sacrificing power, is available for Ford Fiesta and slated as a power offering for the 2015 Focus later this year. In the competition for Engine of the Year, the 1.0L EcoBoost fought off competition from premium brands and supercar contenders to win the award for its driveability, performance, economy, refinement and technology, Miller said.

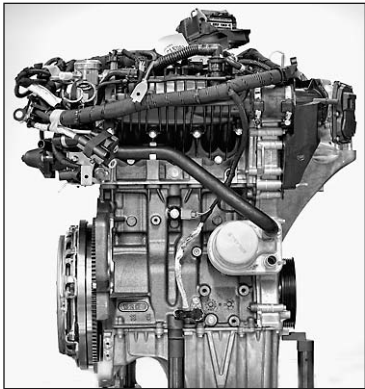
A panel of 82 automotive journalists from 35 countries also named the engine “Best Engine Under 1.0-Liter” for the third year in a row at Engine Expo 2014 in Stuttgart, Germany.

“To deliver the complete package of eye-popping fuel economy, surprising performance and real refinement, we knew this little 1.0-liter engine would have to be a game-changer,” said Bob Fascetti, vice president of Ford Powertrain Engineering.

“Through our One Ford approach to development, EcoBoost continues to set the benchmark for power combined with fuel efficiency from a gasoline engine.”

The 1.0-liter EcoBoost has now won 13 major awards, Miller said. In addition to collecting seven International Engine of the Year awards in three years – including Best New Engine in 2012 – the 1.0-liter EcoBoost also was awarded the International Paul Pietsch Award 2013 for technological innovation in Germany; the Dewar Trophy from Royal Automobile Club in Great Britain; and the Breakthrough Award from *Popular Mechanics* in the United States. Ford is the first automaker to win a Ward’s 10 Best Engines trophy for a three-cylinder engine.

“This year’s competition was the fiercest yet, but the 1.0-liter EcoBoost continues to stand out for all the right reasons – great refinement, surprising flexibility



Ford’s 1.0L EcoBoost engine

and excellent efficiency,” said Dean Slavnich, co-chairman of the 16th International Engine of the Year awards and editor, *Engine Technology International* magazine.

“The 1.0-liter EcoBoost engine is one of the finest examples of powertrain engineering.”

Ford vehicles equipped with the 1.0-liter EcoBoost engine are now available in 72 countries worldwide. Later this year, U.S. customers will be able to buy the new Focus 1.0-liter EcoBoost. The Focus is made at Ford’s Michigan Assembly Plant in Flat Rock. The Fiesta 1.0-liter EcoBoost is in dealerships now, Miller said.

More than 200 engineers and designers from Ford research and development centers in Aachen and Merkenich in Germany, and Dagenham and Dunton in the United Kingdom spent 5 million-plus hours developing the 1.0-liter EcoBoost engine, Miller said.

“This is one of our global engines,” Miller said. “They are built in Germany and it made its North American debut in 2013.”

The engine’s compact, low-inertia turbocharger spins at up to 248,000 rpm – more than 4,000 times per second and almost twice the maximum rpm of the turbochargers powering 2014 Formula 1 race car engines, Miller said.

With an engine block small enough to fit in the overhead luggage compartment of an airplane, the 1.0-liter features a cylinder head with an integrated and cooled exhaust manifold that lowers exhaust temperatures for optimizing the fuel-to-air ratio. An innovative flywheel and front pulley design delivers improved refinement compared with traditional three-cylinder engine designs.

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