

2015 Bi-Fuel Chevrolet Impala Can Run On Leftovers, Table Scraps – Even Beer

Talk about one man's trash becoming another man's treasure.

Trash to fuel, the stuff of the 1980s sci-fi comedy movie trilogy, "Back to the Future," is now a reality.

The 2015 bi-fuel Chevrolet Impala – not a tricked-out DeLorean – really can run on leftovers, table scraps and, oh yeah, grains from brewing beer, said GM spokesperson Chad Lyons.

"We think this is important because it helps reduce our dependency on foreign fuel," Lyons said. "This is a domestically-produced product, and having a vehicle that allows you to take advantage of this locally-produced fuel is great."

A Cleveland-based quasar energy group uses organic waste to produce a renewable energy source known as biogas, which is then converted into Compressed Natural Gas (CNG) – one of two fuels that can power the 2015 Chevrolet bi-fuel Impala, Lyons said.

Biogas is the raw mixture of gases given off by the breakdown of organic materials kept in an oxygen-less environment. The resulting methane gas is then processed, removing all carbon dioxide and impurities to make Renewable Natural Gas (RNG).

When compressed, RNG is a direct replacement for CNG.

Since biogas can be made from most organic materials, the quasar group insources raw materials, otherwise considered waste, from a variety of industries.

For instance, its Columbus, Ohio, Renewable Energy Facility processes up to 25,000 wet tons of biosolids from the City of Columbus Department of Public Utilities for wastewater.

Progressive Field, home of the Cleveland Indians, contributes food waste for CNG-production after it's been macerated in an industrial-sized InSinkErator Grind2Energy garbage disposal.

And don't forget beer.

Anheuser-Busch's Columbus brewery provides an organic by-product to the quasar group for conversion to methane gas.

"If you can buy renewable fuel at \$1.95 per gallon while reducing greenhouse gas emissions, everybody wins," said Mel Kurtz, president of quasar energy group. "Quasar's Columbus facility can produce 1.3 million gasoline-gallon equivalents of CNG each year."

That's enough to fill the CNG tanks of 163,000 bi-fuel Impalas at least once.

Though CNG fueling stations are prevalent in states like California and Oklahoma, infrastructure in some states is scarce.

"To avoid feelings of range anxiety common in owners of CNG-only vehicles, we made the Impala bi-fuel, allowing our customers to drive on CNG when available and on gasoline when it's not," said Nichole Kraatz, Impala chief engineer.

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Fueling a 2015 Impala with CNG

Feds Urge 8 Million Owners of 10 Different Vehicle Models to Have Air Bags Repaired

By TOM KRISHER
AP Auto Writer

DETROIT (AP) – The U.S. government is now urging owners of nearly 8 million cars and trucks to have the air bags repaired because of potential danger to drivers and passengers. But the effort is being complicated by confusing information and a malfunctioning website.

The government's auto safety agency says that inflator mechanisms in the air bags can rupture, causing metal fragments to fly

out when the bags are deployed. The inflators are made by Japanese parts supplier Takata Corp.

Safety advocates say at least four people have died from the problem, which they claim could affect more than 20 million cars nationwide. On Oct. 22, the National Highway Traffic Safety Administration added 3.1 million more vehicles to an initial warning covering 4.7 million cars and SUVs.

Car owners might have difficulty determining if their vehicle is equipped with the potentially

dangerous air bags. The warning covers certain models made by BMW, Chrysler, Ford, General Motors, Mazda, Honda, Mitsubishi, Nissan, Subaru and Toyota.

Most of the 7.8 million vehicles are subject to existing recalls. But manufacturers have limited the recalls to high-humidity areas, excluding cars and trucks in states to the north.

NHTSA says owners in Florida, Puerto Rico, Guam, Saipan,

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SAE Convergence Looks 40 Years into the Future

by Jim Stickford

For David Goss, convergence means how mobile phone technology mixes with today's automobiles.

Goss, technical manager, Delphi Electronics and Safety, was at the recent Society of Automotive Engineers (SAE) event at Cobo Center in Detroit. He said Delphi is looking at the ways mobile electronic technology is converging with today's cars.

"We're looking at how you see the convergence of everyday devices such as a smartphone or a tablet with cars," Goss said.

"In the last five years, the standardization of systems and the rapid adoption of consumer handsets has really grown. Anything that interacts with these devices will have to operate in a standard way. And we're building vehicle infotainment systems designed to interact with these devices."

Goss said most people don't really think of their cars as something that is connected with their phones or tablets. But over the past couple of years, that's become a reality. He defines infotainment as radio, instrument clusters, backseat entertainment

and anything that connects phones and tablets to a vehicle's wi-fi or internal electronics.

"The question becomes how can we leverage user portals and connect with cloud content," Goss said. "The cloud is a buzz word that's been bandied about a lot lately. It just means any off-device computing."

"So if your tablet is connected to the cloud and you store, say, home videos on the cloud, your device sends recordings to a computer off-site and then accesses those videos that have been stored off-site."

So, Goss said, as personal de-

vice cloud connectivity improves, it will be possible to get away from the problem of having to get a new smartphone every six months. A driver's current phone will have strong cloud connections so it's the development of apps that will matter.

Goss said Delphi is looking at how to make these new electronically-connected cars safer as well. The company is developing a driver state sensor (DSS) that can see if the driver has his eyes

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U-M Director Calls Safety Key to Autonomous Driving

by Jim Stickford

Autonomous driving vehicles are just a matter of time.

At least that's what Steve Underwood, director of the Connected Vehicle Proving Center at U-M Dearborn said at the 2014 Society of Automotive Engineers (SAE) Convergence conference at Cobo Center on Oct. 21.

"The experts I talked to said that we'll be seeing some kind of autonomous vehicle by the year 2020," Underwood said.

Of course, there are different definitions of what autonomous means when it comes to cars, Underwood said.

"I believe the first system we'll have, that's available to the public," he said, "will be some sort of freeway technology. The driver will, say, push a button while on the freeway and the car will take over the driving. We're very close to that right now, but the technology isn't as safe as it has to be right now."

Safety will be the biggest hurdle autonomous driving technology will have to clear in order to be used on public streets, Underwood said.

"I believe that once a freeway



Steve Underwood

system becomes available, people will want it," he said. "The system will be defensive and non-aggressive and the only time this system will be able to be engaged is when it's safe to do so."

Once freeway technology is mastered, then vehicles will become more autonomous and perhaps able to handle even city driving, Underwood said.

"I believe autonomous driving will change the way people live their lives," Underwood said.

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Chrysler's Take on Technology in Vehicles

by Jim Stickford

The Society of Automotive Engineers (SAE) celebrated 40 years of helping minds meet at the group's annual Convergence gathering in Cobo Center last week by looking ahead.

One of the prime celebrants, Chris Barman, of Unit Responsible, Electrical and Electronics Engineering for Chrysler, helped organize the event.

"This event is going well," Barman said. "The numbers are great and the motivation, in part, is to celebrate the 40th anniversary of the event."

Barman said that the first SAE Convergence meeting was back in 1974. Then the term, "convergence," applied to the converging of electronics and mechanics.

"There was a GM engineer who had an SAE paper published 40 years ago by the name of Trevor Jones in which he made 40 predictions about how electronics

would be used to help cars run," Barman said.

"He predicted electronic fuel injection, standard air bags, oxygen sensor, and on and on. I think just about all of his predictions came true. That was back in 1974. The future is here and we're playing off that idea now."

But now, Barman said, convergence has a slightly different meaning. "At the 2014 conference, it means looking at the next 40 years and how the customer experience is evolving through the applications of technology to vehicles."

"The kind of electronics that are being added to vehicles now have more to do with improving the driving experience through the application of electronics instead of improving the mechanical functions of a vehicle."

"If you look at driver assistance technology over the last five years, you'll see that something like back-up cameras were



Chris Barman

rare and expensive, but we now include these on even our less expensive cars like the Dart. They'll be mandatory by 2018.

"This technology improves the drive, but isn't used to make the engine more efficient. A lot of

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Tech Center News

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Contact us:
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Deadline: Thursday 5:00 p.m.
for the next edition of Monday

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www.TechCenterNews.com

Chrysler's Take
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electronics are now connected to infotainment systems. At this conference, we're trying to provoke thought on what the next 40 years will bring."

Barman said one of the things she's been hearing about at the conference is the future of autonomous driving. "How far will that get?" Barman asked.

"When we get it depends on how we define autonomous. Look at our Cherokee with forward cruise warning and lane assist. Further down the road, we can have technology where the driver never has to take control of the vehicle. But as one panelist said, this technology must work 100 percent of the time because 99 percent won't cut it."

In the short term, Barman said, she believes that in the next five to 10 years there will be a lot of driver-monitoring technology added to vehicles, which will be able to tell if a driver has taken his or her eyes off the road. If the driver is looking at an electronic display that shows the radio, technology would be able to see that the driver is looking at the radio and light up the display to make it easier to see and interact with.

"I am most excited about the cross-industry participation between companies like Chrysler and IBM," Barman said. "We had someone from Stanford University at a forum on stage with someone from the semi-conductor industry and they were talking to a venture capitalist.

"Convergence no longer just means different parts of the auto industry getting together. It means all sorts of different industries coming together to help create the car of tomorrow."

SAE Looks Into
The Future

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on the road. If not, it would be possible for an audible alarm to sound or perhaps for the driver's seat to vibrate letting the driver know that his or her eyes are off the road.

Delphi also has developed systems that, if installed in a vehicle, can charge a smartphone or interact with the phone so that graphics that would normally appear on the phone's touch screen appear on the vehicle's touch screen.

So it is possible to listen to the song list of someone's smartphone but have the sound come from the car's speakers, Goss said.

This trend of consumer electronic devices finding a home in modern automobiles will only continue, Goss said, because people like their technology and the automobile is just the biggest piece of tech they own.

Anything, he said, that can help auto buyers stay connected has a future in this industry.

8 Million Vehicle Owners Urged to Have Air Bags Repaired

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American Samoa, the U.S. Virgin Islands, Hawaii and "limited areas near the Gulf of Mexico in Texas, Alabama, Mississippi, Georgia, and Louisiana" should pay special attention to the warning.

Worse yet, the regulatory agency has twice corrected the number of vehicles affected and acknowledged that a list it released Oct. 20 wasn't completely accurate. The agency urged people to use its website to see if their cars are affected.

Automakers have been recalling cars to fix the problem for several years, but neither Takata nor NHTSA have identified a firm cause.

The agency opened a formal investigation into the problem in

June, and a theory put forth in agency documents suggests the chemical used to inflate the air bag can be altered by high humidity, making it explode with too much force while deploying.

"It's in a total state of uproar right now," said Clarence Ditlow, executive director of the Center for Auto Safety, a nonprofit advocacy group founded by Ralph Nader.

NHTSA Deputy Administrator David Friedman said in a statement that responding to the recalls is essential to keep people safe.

"It will aid in our ongoing investigation into Takata air bags and what appears to be a problem related to extended exposure to consistently high humidity and temperatures," he said.

The agency, he said, is tracking

down the "full geographic scope" of the issue.

Kathryn Henry, a spokeswoman for the safety agency, said it is unclear whether a high number of inquiries caused its website to malfunction. Until it's repaired, she urged car owners to go to manufacturer websites or call their car dealer.

General Motors, which sold two models with the faulty air bags, planned to notify about 10,000 customers by overnight mail. The models covered are 2003 to 2005 Pontiac Vibes in high humidity areas and Saab 9-2X models. The cars were made by other manufacturers - Vibes by Toyota, Saabs by Subaru.

The rare warning by regulators comes three weeks after a Sept. 29 crash near Orlando, Fla., that claimed the life of Hien Thi Tran,

who suffered severe neck wounds that investigators said could have been caused by metal fragments flying out of the air bag on her 2001 Honda Accord. Her Accord was among the models being recalled.

One police agency concluded that the air bags caused her wounds, while another is still investigating. NHTSA is seeking information in the case.

On Oct. 20, Toyota issued a recall covering passenger air bags in 247,000 older model vehicles including the Lexus SC, Corolla, Matrix, Sequoia and Tundra. Like many earlier recalls, Toyota's recall covers vehicles only in areas that have high absolute humidity. GM and Toyota each told customers not to let anyone sit in the front passenger seat until repairs are made.

U-M Director Calls Safety Key to Autonomous Driving

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"There are two reasons people tend to drive aggressively. The first is that they're late and are trying to get somewhere fast. The second is where the driver says, 'I hate driving on the freeway and I want to get this experience over as quickly as possible.'

"In the first instance, the vehicle will disengage if the driver is going too fast, so I think people will learn to be more adept at planning how long it takes for them to get somewhere."

In the second case, Underwood said, the vehicle will do all the heavy lifting of driving on the freeway, so the driver's experience won't be so stressful and the car will travel in a less aggressive manner.

So as technology advances, he added, the question becomes what can the government do to

help promote the technology.

"That's some question," Underwood said. "I don't believe we need vehicle-to-vehicle (V2V) equipment in cars for autonomous driving, so no standards have to be set for that technology. Where the government can help is in the support of standards that the tech has to meet and the mandating that this technology be included in vehicles."

One of the biggest standards that must be set by the government, he said, revolve around privacy.

"There's no question that privacy is a big problem that must be addressed," Underwood added, "especially with connected cars. These vehicles will be able to do more things, but they will leave an electronic trail, so there are real privacy concerns."

Ultimately, he said, auton-

ous vehicles could end up not only destressing drivers, but helping automakers reach their mandated mileage requirements.

"If you have autonomous cars and they work to end collision, then you can save huge amounts of weight on a vehicle," Underwood said. "Much of the weight in today's vehicles comes from driver-safety requirements. But if these cars can avoid collisions, then you can get rid of a lot of weight."

"But that's in the future. I really believe that once you address questions of liability and insurance, we'll be seeing some sort of

push-button autonomous driving system in cars."

Much of the technology that would be used in such a system, he said, already exists and is already in vehicles.

"People already have tech line lane departure warning, front and rear collision warning," Underwood said. "So the hardware is already in today's vehicles."

"What we have to do is develop the software that can combine these different techs into one system for autonomous driving."

"That's not as far away as a lot of people think."

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GM Proving Grounds Grew in Australia, England Years Ago

(EDITOR'S NOTE: This is the third in a series of three articles on GM's proving grounds across the globe, after which articles on Chrysler and Ford proving grounds will be featured. The first two articles covered GM's proving grounds in Michigan and Arizona.)

GM's development of proving grounds didn't end with North America.

Two very important proving grounds sprung up in Australia and England in the '50s and '60s.

In 1955, according to the GM subsidiary Holden's annual report, construction of "Australia's first automotive proving ground" began.

The report stated that "it has been evident for some time that a properly laid out and equipped proving ground is essential for the effective testing of the company's vehicles and the carrying out of the experimental work associated with the development of new mechanical and body features.

"Toward the end of 1955," the report continued, "a suitable area of land comprising 2,152 acres was located near Lang Lang, on the Bass Highway, 56 miles from Melbourne, and arrangements were made to procure it.

"This land, consisting of a relatively flat area and some hilly scrub country is ideally suited for the purpose intended – the construction of a modern and completely equipped proving ground modeled after the well-known GM proving ground in Milford, Michigan."

The facility would remain with GM even after "profound" changes were made with Holden in 2014.

In a statement to the media in May of this year, Holden declared that "the Lang Lang team will remain plugged into GM's global engineering department, with on-

going input into product programs that reach beyond Holden and influence GM vehicles around the world."

The statement added that the Lang Lang facility was finally up and running by August of 1957 and has been the testing ground for every locally-produced Holden from the FC model of 1958 through the "current world-beating VF Commodore" that was launched in 2013.

The Lang Lang facility currently includes 44 kilometers of sealed and unsealed roads that are designed for vehicle development and general durability testing.

This road system includes a 4.7-kilometer banked, high-speed track, a "twist" course for steering and chassis testing, a "noise" road for vehicle refinement and development, and a hill test road.

In England, GM's Millbrook proving ground in Bedfordshire got its start in 1968.

According to the official history of Millbrook, "In the mid-1960s, Vauxhall and Bedford decided that, while the new and almost deserted M1 motorway close to Luton presented some very interesting testing opportunities, a better policy for future vehicle development was to learn from the GM experience and build a dedicated proving ground.

"With the importance of hills now well-established, a task force scoured the UK for a site that was both flat and hilly, unfortunately ruling out the traditional choice of a former airfield.

"At last, the Millbrook site was located, coincidentally but usefully close to Luton and London, and a smaller version of the North American General Motors Proving Ground was constructed.

"The new facility replicated many of the most successful fea-



An aerial view of the Millbrook proving ground in England

tures of the Milford site and benefited from the accumulated wisdom of more than 50 years.

"Construction work began in April 1968. To sculpt the necessary track features into the existing but barren landscape, 2,600,000 cubic yards of earth were moved.

"At the height of the earth-moving work, 51 machines were moving 125,000 cubic yards of earth each week. Many ammonites (shell-like fossils around 150 million years old) were unearthed. The 0.9-mile Belgian pave circuit was formed by 3,500 tons of hand-laid granite blocks.

"73,000 tons of aggregate and 9,000 tons of cement went into the five-lane high-speed circuit. 20,000 cubic yards of hardcore, 1,450 tons of cement, 4,500 tons of aggregate and 25,000 tons of sand were used to make the mile straight.

"The circular steering pad required 6,000 cubic yards of hardcore, 1,300 tons of cement and 6,000 tons of aggregate. Over 200,000 trees were planted, including both conifers and indigenous deciduous varieties, help-

ing nature to return to an area that for many years had been notably lacking in natural beauty."

Millbrook has an interesting history.

In 1988, the site was transferred to a new company – Millbrook Proving Ground Ltd – as part of Group Lotus and began to offer its facilities to non-GM companies as well.

With the sale of Lotus in 1993, Millbrook was transferred to GM Holdings UK Ltd as an independently managed company and began to diversify into all aspects of vehicle testing, including emission control.

Ignition Switch Death Rate Climbs to 29

DETROIT (AP) – At least 29 people have died and 27 people have been seriously injured in crashes involving General Motors cars with defective ignition switches.

Attorney Kenneth Feinberg, who was hired by GM to compensate victims, updated the totals Oct. 20. Feinberg says he has received 184 death claims since August. Of those, 29 have been deemed eligible for compensation, up two from last week.

Twenty-seven of the 1,333 injury claimants have also received compensation offers.

GM knew about faulty ignition switches in Chevrolet Cobalts and other small cars for more than a decade but didn't recall them until February. The switches can slip out of the "on" position, which causes the cars to stall, knocks out power steering and turns off the air bags.

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Bi-Fuel Impala Can Run on Leftovers, Beer

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The CNG tank mounted in the trunk has the equivalent capacity of 7.8 gallons of gasoline, which is expected to offer approximately 150 city miles of range on compressed natural gas, based on GM testing. With gasoline and compressed natural gas combined, expected range is 500 city miles, based on GM testing. EPA estimates are not yet available.

Lyons said the Impala bi-fuel system is what makes it different from the only other CNG vehicle on the market.

"Honda has a CNG vehicle," Lyons said, "but it doesn't have the bi-fuel system. With ours, you can go on gas and that really makes a difference for drivers. I think it's great."

Impala's bi-fuel system seamlessly switches to gasoline power when the CNG tank is depleted. Drivers who wish to change fuels while driving can do so by simply pushing a button. A light on the instrument panel indicates when CNG is being used, and there is no interruption in the vehicle's performance.

Operating on CNG can result in an average fuel savings of nearly \$1.13 per gasoline-gallon-equivalent based on a national average of \$3.24 per gallon of

gasoline as reported by AAA and \$2.11 per gge of CNG, reported by CNGnow.

Also, CNG vehicles typically have 20 percent fewer greenhouse gas emissions than gasoline-powered cars, according to the California Air Resources Board.

Lyons said the vehicle is aimed

at fleets, but it will be available for the civilian driver.

The bi-fuel Impala is factory-built so its CNG fuel system is validated by GM and covered by GM's three-year/36,000-mile new vehicle limited bumper-to-bumper warranty and five-year/100,000-mile limited powertrain warranty.

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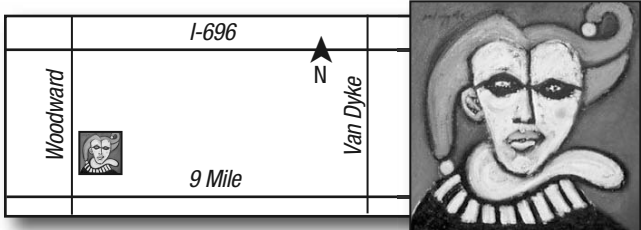
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Pro Driver Gittin Plans to ‘Get Crazy’ in F-150 at SEMA

From off-road prowess to street performance, custom versions of the all-new 2015 Ford F-150 will vie this November for the “Hottest Truck” award at the Specialty Equipment Market Association tradeshow in Las Vegas.

“We really enjoy taking our vehicles to the SEMA show,” said Ford spokesperson Brian Cotter. “We’ve always had such a great relationship with our partners in the aftermarket. These builders get to show the strength of our partnership and just what they can do with Ford vehicles at SEMA.

“Every year this show is one of the highlights for us at Ford. It’s always exciting to see what our partners come up with. They’ve never let us down.

“This year, the emphasis will be on the new F-150 and the Mustang.”

The 2014 SEMA show takes place Nov. 4-7. Ford will be bringing roughly the same number of vehicles that they brought last year – “north of 40,” said Cotter.

But that doesn’t include the vehicles that Ford’s partners are bringing, Cotter said.

“I’ve seen the pictures of some of the vehicles they’re bringing to the show, and, boy, do they look nice,” Cotter said. “Ford has a tradition of doing well at SEMA shows.”

The SEMA award, won by Ford F-Series trucks for four years running, recognizes the most popular vehicles the organization’s members feature in their displays at the week-long event.

Custom versions of the all-new F-150 will be displayed on the SEMA floor.

The Deegan 38 project built a personal connection between Ford Racing’s Brian Deegan and the all-new F-150 with the 3.5-liter, twin-turbo EcoBoost engine.

Industry leaders – including Addictive Desert Designs, Mickey Thompson Performance Tires & Wheels, FOX Racing Shox, KC Hilites, Mastercraft Safety, Rockford Fosgate, Full-Race Motorsports, Leading Edge Tuning, ProEFI and SCT Performance – joined forces to provide extreme motorsport enthusiasts with the ultimate example of the world’s most capable truck, said Cotter.

“This F-150 should inspire the vast off-road, extreme-lifestyle-

loving fan base to push the possibilities of the new 2015 F-150 and the awesome 3.5-liter EcoBoost engine,” said Deegan.

Cotter said the Vaughn Gitten Jr. street truck boasts 12 inches of King shock-controlled travel via a Kibbetech custom suspension.

This 2015 F-150 purpose-built by Formula DRIFT superstar Vaughn Gitten Jr. is designed to take full advantage of the weight savings and serious torque offered by the all-new F-150, said Cotter.

With its unique, aggressive

looks and Air Lift Performance air ride, this street truck aims to turn heads and elicit huge smiles, while providing massive amounts of fun and adrenaline for up to five passengers who strap into its Recaro seats, Gitten said.

“I love trucks, and to build one that has daily on- and off-road capabilities, as well as drifting and jumping capabilities is something I have always wanted to do,” said Gitten.

“I am really pumped to get crazy in this F-150 at SEMA this year.”



Vaughn Gitten Jr.-modified 2015 Ford F-150 headed for SEMA show.



Juan Carlos Ordonez

Ordonez Named BASF Senior VP

Juan Carlos Ordonez has been named senior vice president for BASF’s Performance Materials business in North America, effective Nov. 1.

Ordonez succeeds Gerry Podesta, who was named senior vice president of BASF’s Dispersions & Pigments business in North America, also effective Nov. 1.

Ordonez has served in a variety of management roles with increasing responsibility as part of BASF’s consumer products, agrochemicals and pharmaceutical businesses in South America, and at BASF global headquarters in Ludwigshafen, Germany.

He most recently was the senior vice president responsible for the Coatings Solutions Business in North America.

Ordonez holds a bachelor’s degree in Business Administration from Universidad de los Andes School of Business, Bogota, Colombia.

BASF Corporation, headquartered in Florham Park, N.J., is the North American affiliate of BASF SE, Ludwigshafen, Germany. BASF has nearly 17,000 employees in North America, and had sales of \$19.3 billion in 2013.

Blanchard to be Lead Exec on GM’s Detroit Projects

General Motors Company has made John K. Blanchard, director of Local Government Relations for the U.S. since 2011, lead executive for all of GM’s initiatives and projects within the city of Detroit and communities throughout southeast Michigan.

The move, effective immediately, will allow Blanchard to continue to represent GM on several boards and commissions within the Detroit community, including the Detroit Riverfront Conservancy, Detroit Economic Growth Corporation, Automation Alley and others.

He also will be recommended to serve as GM’s representative on the Downtown Detroit Partnership.

“As a life-long resident of Michigan, John understands Detroit well,” said Bob Ferguson, senior vice president for Global Public Policy.

“Having John lead our efforts will ensure the company has an even greater impact in helping rebuild Detroit.”

Blanchard, 52, joined GM in 1983 as a financial analyst and spent nine years in GM’s Corporate Finance organization in various positions, including Joint Venture Analysis, Strategic Planning, Business Development and Budget and Cost Analysis.

Prior to his current assignment, he led the GM Worldwide Real Estate Group. In that position, he was responsible for the acquisition, disposition and redevelopment of all corporate real estate globally, including overseeing the redevelopment of the GM Global Headquarters at the Renaissance Center.

New 2015 Chevrolet Lineup Offers Driver Safety Aids

More than one in four police-reported vehicle crashes each year are rear-end collisions between a driver and the vehicle they are following, according to a 2012 National Highway Traffic Safety Administration report, which also stated that nearly one in 10 happen during lane changes made at the wrong time.

So one way to make cars safer is to find ways to avoid accidents altogether, said GM spokesperson Jennifer Ecclestone.

Even the best, most defensive drivers can end up in an unexpected crash, she said.

Chevrolet’s 2015 lineup provides key features that help protect drivers and passengers before, during or after a crash, she said, but the focus is on new technologies aimed at helping avoid the crash in the first place.

To that end, Chevrolet is using cameras, radar and ultrasonic sensor technology to help drivers avoid these rear-end collisions and blind-spot-caused side-swipes, as well as parking lot

fender-benders and more.

“The best kind of safety protection we can offer are customer-focused features that help drivers avoid the crash altogether, and which are kept turned on for every trip”, said Raymond J. Kiefer, GM Active Safety Technical Fellow.

Kiefer and his team developed the patented “Safety Alert Seat” feature to help hearing-impaired drivers and persuade drivers to leave features turned on.

Like a Smartphone, a driver can select vibrating rather than beeping alerts that intuitively “tap” them on the left, right, or both sides of the seat bottom to help direct their attention to a possible crash situation detected by the vehicle sensors, Kiefer said.

The Safety Alert Seat is available on Silverado, Tahoe, and Suburban.

Chevrolet’s crash avoidance technologies are designed to help drivers in many everyday situations, Kiefer said, though

none substitutes for careful, distraction-free driving, use of seat belts and child seats when appropriate, obeying traffic laws and driving sober and unimpaired.

Here are a few Chevrolet crash avoidance technologies:

- Rear Vision Camera, when backing, displays the scene behind that may be unseen by the driver or in mirrors. Uses a rear camera. Available across the Chevrolet lineup.
- Rear Cross Traffic Alert lets you know if a car is approaching from the side when backing, such as when parked between two large vehicles. Uses two rear corner radars. Available on 2015 Cruze, Impala, SS, Traverse, Tahoe and Suburban.
- Side Blind Zone Alert, alerts the driver if a vehicle is in the left or right side blind spot – before a possible lane change. Uses two rear corner radars. Available on Cruze, Impala, SS, Traverse, Tahoe and Suburban.
- Forward Collision Alert, may “see” a crash situation before you do, and can alert a driver when a crash into a vehicle you are following is imminent. Uses front camera and/or radar. Available on 2015 Volt, Malibu, Impala, Equinox, SS, Traverse, Colorado, Silverado, Tahoe and Suburban.

Other Chevrolet crash-avoidance features include Front Automatic Braking, Adaptive Cruise Control, and Lane Departure Warning.

Front Automatic Braking automatically applies the brake when the system may see a crash situation ahead before a driver does,

and can be thought of as a “back-up” or “Plan B” if you do not respond quickly to Forward Collision Alert warnings, or if a rear-end crash situation quickly unfolds, Kiefer said. At lower speeds, the feature may even help avoid the crash, while at higher speeds, it can reduce crash severity and injury. Uses front radar.

Adaptive Cruise Control works like regular cruise control until you are following a vehicle ahead, when it automatically accelerates and brakes (up to moderate levels) to help follow at a driver-selected cruise speed and following gap while you steer and pay attention to the road. Uses front radar.

Lane Departure Warning can alert a driver who drifts out of detected lane lines unintentionally or without a turn signal, when traveling faster than 35 mph, which can sometimes happen to distracted or tired drivers. Uses front camera.

The focus on driver and passenger safety is a pillar of the Chevrolet, Ecclestone said, adding that Chevrolet has more vehicles with a 5-star overall vehicle score from the federal government than Toyota or Ford. Models include Sonic, Volt, Camaro Coupe, Malibu, Impala, Traverse and the Silverado 1500 (Crew Cab).

The 2014 Chevrolet Equinox and Malibu received Insurance Institute for Highway Safety 2014 Top Safety Pick-plus ratings – the highest conferred – on models with available forward collision alert.

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Chevy, GMC Trucks Ready for Dealer Pickup at Wentzville

More than 125 Chevrolet and GMC dealer representatives came to the new home of the Colorado and Canyon midsize pickup trucks Oct. 8 to personally take delivery of their first orders.

Dozens of dealers and VIPs converged on General Motors' Wentzville Assembly plant as part of a dealer drive-away and truck launch celebrations.

About 37 of the new trucks parked in the shape of a large GM logo on the Wentzville Assembly parking lot were photographed from a helicopter hovering above the plant to document the occasion.

"This is a great way to showcase our shared commitment to quality and customer satisfaction," said Wentzville Assembly Plant Manager Nancy Laubenthal.

Plant spokesperson Darin Copeland called the release of the first Canyons and Colorados to dealers "a big deal."

"GM has been building full-size vans here for 20 years," Copeland said. "Having a new in-demand product is exciting for us."

It wasn't that long ago, Copeland said, that the plant was down to one shift. There was even some fears during GM's recent financial troubles that the plant might close down.

"But we were able to recapture

the second shift back in 2011," Copeland said.

"Now, in the first quarter of 2015, we'll be adding a third shift to support the production of these trucks. The vans and the trucks go down the line together and the demand for them will get us a third shift. That's very exciting."

The Mid-America Chevy Dealers and St. Louis-area GMC dealers work closely with the plant to share perspective gleaned from mid-size pickup and full-size van customers.

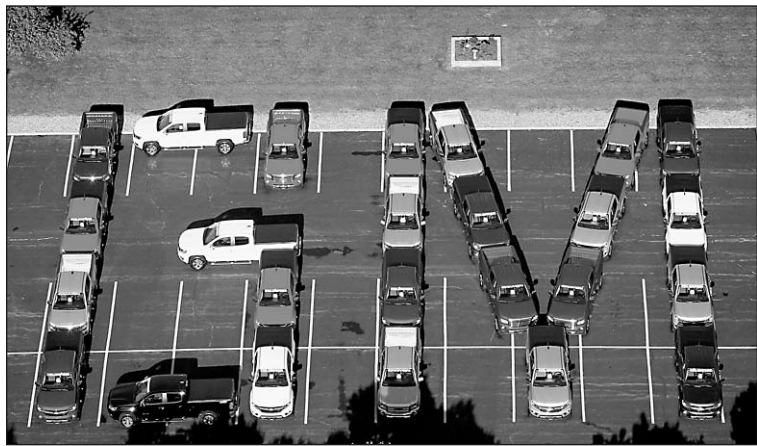
"Hosting a dealer drive-away event helps build excitement and awareness for the trucks and those who build them," said Kathy Federico, president of the Mid-America Chevy Dealers Local Marketing Association.

"It's a great opportunity to show off and highlight not only what the Colorado brings to St. Louis but also what the plant does for the local economy."

Plant celebration activities included remarks from GM and UAW leaders and public officials.

Wentzville Assembly currently employs approximately 2,600 hourly and salaried workers and operates two production shifts.

The recently announced third shift will add 750 workers and begin in early 2015. The plant also produces the Chevrolet Express and GMC Savana full-size vans.



Colorados and Canyons were parked to form "GM" at Wentzville plant.

NAIAS Poster Contest Set

The North American International Auto Show 2015 (NAIAS) has launched its annual poster contest in connection with the NAIAS next January.

The contest was established to engage the creative minds of Michigan's students and encourage careers in automotive design while recognizing local art communities for their talents, said contest spokesperson Sandy Herp.

In 2014, NAIAS received 989 entries from 73 high schools.

The contest is open to all Michigan residents enrolled in grades 10 through 12.

An independent panel of representatives from the local art community will judge the contest. Past judges have included NAIAS chairmen, General Motors designers, College for Creative Studies instructors, and State Farm representatives, Herp said. This year, the judges will choose winners in 16 categories.

"We are excited to launch this year's contest - it's always amazing to see the unique and innovative artwork from our young talent, our future designers," said Scott LaRiche, NAIAS 2015 chairman.

"We look forward every year to working with Michigan students and teachers, as many schools now include this contest as part of their curriculum."

Winning posters will be displayed at NAIAS 2015 and reproduced in the official NAIAS program, which will be available to the public.

Posters must be original artwork, 25 inches by 21 inches in size, two-dimensional and camera-ready. The poster theme must be automotive-related, and any mixed media suitable for reproduction as a poster is allowed, including computer-generated graphics, Herp said. All subject matter must be in good taste.

Posters must also contain all of the following copy: "NAIAS 2015," "Detroit" and "Cobo Center." The deadline for entries is Nov. 25. Prizes will be awarded in the following categories:

- Chairmen's Award - \$1,000;
- State Farm Award - \$1,000;
- Designer's Best of Show - Digital - \$500;
- Designer's Best of Show - Traditional - \$500;
- Best Theme - \$250;
- Best Use of Color - \$250;
- Most Creative - \$250;
- 1st Place, 10th Grade - \$500;
- 1st Place, 11th Grade - \$500;
- 1st Place, 12th Grade - \$500;
- 2nd Place, 10th Grade - \$250;
- 2nd Place, 11th Grade - \$250;
- 2nd Place, 12th Grade - \$250;
- 3rd Place, 10th Grade - \$100;
- 3rd Place, 11th Grade - \$100;
- 3rd Place, 12th Grade - \$100.

Herp said those interested can view official rules at naias.com/the-2015-show/contests/poster-contest.aspx.

Additional questions may be directed to Herp at 248-283-5138 or sherp@dada.org.

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AAA Foundation Urges Adoption of Safety Regs

Experience behind the wheel may matter more than age when it comes to the safety of young-adult drivers, according to two new studies by the AAA Foundation for Traffic Safety.

The results suggest that states could reduce road crashes, fatalities and injuries by extending graduated driver licensing (GDL) laws to novice drivers beyond age 17, said AAA spokesperson Susan Hiltz.

AAA is promoting this research as part of National Teen Driver Safety Week, which took place Oct. 19-25.

Graduated driver licensing laws are designed to help new drivers gain practical experience in a relatively safe environment by initially restricting their exposure to risky situations, such as driving at night or with young passengers.

The law then gradually phases in more privileges as new drivers gain experience.

Michigan is one of only seven states in the nation (Delaware, Indiana, Michigan, New York, North Carolina, Oklahoma and West Virginia) that have GDL systems that meet AAA's guidelines for nighttime limits, passenger limits and practice requirements.

Safety experts credit GDL laws for much of the 57 percent decline in traffic fatalities for 16- and 17-year-old drivers between 1995 and 2010.

"Turning 18 does not instantly make someone a safer driver," said Peter Kissinger, CEO of the AAA Foundation for Traffic Safety.

"This new research clearly demonstrates how important experience is to safe driving."



Visteon employees donated, then got ready to run – or walk – in the “Striding to End Breast Cancer” event during Breast Cancer Awareness Month.

Visteon Employees Raise \$17k to Aid Breast Cancer Victims

About 230 Visteon Corporation employees raised nearly \$17,000 for the Alexander J. Walt Breast Cancer Indigent Clinical Care Fund at the Barbara Ann Karmanos Cancer Institute in Detroit.

The employees participated in a 5K run/walk at the company's corporate offices and innovation center in Van Buren Township on Oct. 16.

Employees first donated to enter the “Striding to End Breast Cancer” run/walk, then wore T-shirts with the handwritten names of friends or loved ones who have been impacted by breast cancer.

Visteon's matching funds contributed to the total amount raised.

Established for uninsured or underinsured breast cancer patients and their families, the Fund provides for non-medical supportive needs such as rent, utilities and family needs.

Kate Manley, senior benefits specialist for Visteon, said this is the first year that the company held a 5K fundraiser to fight breast cancer.

"The company got involved with Karmanos because our 'Women at Visteon' group wanted to raise money for the cause," Manley said.

"At Visteon, we have several different employee resource groups like 'Women at Visteon.' These different groups get together and raise money for different charitable causes."

Manley said she was approached by the women's group only about three weeks before the 5K took place.

"Getting everything together wasn't easy," Manley said. "We didn't have a lot of time, but we got a lot of help and advice from the folks at Karmanos, so I want to give them a shout-out and say thanks for all their help."

The women's group wanted to hold a 5K in October because it's

Breast Cancer Awareness Month, Manley said. Many different companies in the automotive business, including the Big Three, hold events to raise money to fight the disease.

"I want to say that the hardest part of getting the 5K up and running was the shortage of time," Manley said. "But we were able to do it because there was no shortage of people who were willing to donate their time and their labor to make the event a reality."

And the hard work paid off, Manley said. The \$17,000 raised was the most that any Visteon charity event ever made.

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GM 3Q Income Up to \$1.38B, Profit Doubles

DETROIT (AP) – Big profits from rising SUV and truck sales in North America helped General Motors nearly double its third-quarter net profit and more than offset its struggles in Europe and South America.

“We were very pleased by results in the quarter, solid overall,” said GM Chief Financial Officer Chuck Stevens. “Really lead by strength in North America and China.”

The automaker posted net income of \$1.38 billion, or 81 cents per share. In the year-ago quarter, GM made \$698 million, or 45 cents per share.

The July-September quarter was the first this year without significant charges for recalls. GM has issued 75 recalls in 2014 covering more than 30 million vehicles, costing the company more than \$2.8 billion.

Without \$331 million in one-time items, GM would have made 97 cents per share, exceeding Wall Street’s expectations. Analysts polled by FactSet expected 95 cents.

Revenue grew 2 percent to \$39.25 billion, above expectations of \$38.79 billion.

In North America, revamped pickup trucks and SUVs helped to push GM’s pretax profit up 12.1 percent to just over \$2.4 bil-

lion. The company’s profit margin – the amount of revenue it gets to keep – hit 9.5 percent, the fifth-straight quarter of growth. In China, pretax profit rose 14 percent to \$484 million.

GM’s North American wholesale vehicle sales rose about 60,000 over last year, and half the increase came from pickup trucks and SUVs with high sales prices, said Stevens.

“The new trucks and SUVs are more profitable than the ones they replaced. That certainly helps from a profit perspective,” he said.

GM sold 884,000 vehicles in North America during the quarter, an increase of 9.4 percent.

But the company’s loss in Europe, including Russia, grew 63 percent to \$387 million. GM also lost \$32 million in South America.

But Stevens said both regions improved from previous quarters as cost cuts took hold. The company expects to record a pretax profit in Europe during 2016.

Stevens said GM spent about \$700 million on recall repairs during the third quarter, although the expenses were booked during the first half of the year.

The biggest recall expense stems from the callback of 2.6 million small cars to fix faulty ignition switches that have been linked to 29 deaths.

GM has hired compensation expert Kenneth Feinberg to pay victims and their families and expects to pay \$400 million to \$600 million in claims.

GM said the quarter included \$200 million in restructuring costs, mainly for the closure of an assembly plant in Germany.

GM Adds More Energy Saving With Solar Array

General Motors’ new 2.2-megawatt ground-mounted solar array will be complete by the end of 2014 at its Lordstown Complex, home of the Chevrolet Cruze, according to GM officials.

When the last of more than 8,500 solar panels are in place, it will be GM’s largest solar installation in the Western Hemisphere, said GM spokesperson Sharon Basel.

The renewable energy produced by the array is enough to power nearly 1.5 percent of the plant and helps avoid the equivalent of 1,993 tons of carbon dioxide emissions from entering the atmosphere – equivalent to the amount of carbon pulled from the air by 1,634 acres of U.S. forests in one year, Basel said.

“With more solar installations than any other automotive company and the second-highest percentage of solar among all commercial users, GM shows that manufacturing and the use of renewable energy can go hand-in-hand,” said Rhone Resch, president and CEO of the Solar Energy Industries Association.

Easily seen from the Ohio Turnpike, the array will stand as a visual cue to the more than 49 million travelers who pass it each year that GM is committed to the use of solar power, Basel said.

This announcement comes nearly one year after announcing completion of the 1.8-megawatt solar array on the rooftop of GM’s Toledo Transmission facility, also in Ohio.

That array is the largest rooftop array in the state, producing enough energy to power 149 homes in the United States for a year.

“You don’t often think of the Midwest when you think of ideal locations for solar, but reduced costs and increased utility rates have made sites like Lordstown and Toledo optimal locations to expand GM’s use of solar power,” said Rob Threlkeld, GM global manager of renewable energy.

The Solar Energy Industry Association, which named GM a “Solar Champion” last year at this time, has released its Solar Means Business 2014 Report.

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