

Old Tires Re-used for New Road

Rubberized asphalt is a high-performance alternative to traditional paving material that combines the strength and versatility of asphalt and the longevity and flexibility of recycled rubber.

Derived from scrap tires, rubberized asphalt is longer-lasting, safer, less costly and friendlier to the environment than traditional paving materials.

Rubberized asphalt provides an outlet for between 500 and 2,000 scrap tires per lane-mile of pavement.

For a one-mile section of four-lane highway, between 2,000 and 8,000 tires create a longer-lasting, safer and more cost-effective roadway.

"Rubberized asphalt resists cracking and rutting, improves skid resistance, decreases splash and spray in wet conditions and decreases maintenance costs," said Jeffrey Kendall, CEO of Liberty Tire Recycling, the premier provider of tire recycling services in North America.

"As a truly innovative 'green' product, rubberized asphalt is not just sustainable, but actually better than the traditional alternative. Better in every way."

Cracking in traditional asphalt is a result of vertical or horizontal movements beneath the overlay that are caused by traffic loads, temperature fluctuations and shifting earth beneath a given roadway.

Rubberized asphalt reduces the occurrence of cracking and rutting with superior elasticity and stiffness.

In use for more than 40 years, rubberized asphalt is laid using the same equipment as traditional asphalt in most cases.

The longer lasting properties of recycled rubber reduce long-term maintenance costs.

Plus, the use of recycled rubber provides a reliable and consistent supply of materials for this purpose.



PHOTO: STEFANIE CARANO

The Hybrid Truck Users Forum last week saw the world's largest convoy of hybrid trucks, including Ford Motor Company's new Transit Connect Electric.

TARDEC Hybrid Convoy Includes Transit Connect

With hybrid technology, today's commercial and military trucks are exuding both size and stealth.

Last week, 40 medium to heavy-duty vehicles quietly circled the Fairlane Town Center mall in Dearborn, demonstrating their hybrid capability in one of the world's largest hybrid truck convoys.

The convoy was held as part of the Hybrid Truck Users Forum conference at the Hyatt Regency, a hotel on Fairlane Town Center property. TARDEC, the Army's engineering lab based in Warren, helped organize this rather unique vehicle convoy.

Vehicles included the new Ford Transit Connect Electric, a battery-electric delivery van scheduled to go into production later this year, developed in partnership with Azure Dynamics and Johnson Controls-SAFT.

It also included the U.S. Army's Tank Automotive Research Development and Engineering Center's Clandestine Extended Range Vehicle prototype.

The Clandestine Extended Range Vehicle, also called CERV, is a diesel hybrid-electric vehicle with a lithium-ion battery, a 1.4-liter Ford en-

gine, a 750-watt generator and a 17 gallon diesel tank. Battery range for the vehicle is 5 to 8 miles and it can travel up to 350 miles on a single tank in hybrid mode.

CERV is considered a lightweight vehicle, weighing approximately 3,000 pounds. The vehicle body is made of composite material.

The big trade show in Dearborn gave TARDEC and Army analysts the opportunity to discuss current trends in the overall hybrid auto business and how that expertise might be applied to Army and military vehicles, which by definition tend to be heavier, armored and have other field requirements that passenger cars don't have.

TARDEC also demonstrated its Maneuver Sustainment Vehicle, or MSV, with a hybrid powertrain capable of 30 kilowatts of export power and a semi-robotic crane that can haul a 13-ton load.

Other vehicles included a Ford E-250 electric cargo van and an electric vehicle walk-in-van, or MT-EV WIV, produced by Freightliner Custom Chassis. The MT-EV was created in partnership with Enova, Tesla and Morgan Olson. The truck is powered by a Tesla battery.

Transportation Modes Need Connecting – U-M Mobility Director Susan Zielinski

By Stefanie Carano
Staff Reporter

As the world becomes increasingly urbanized and complex, transportation will need to become more connected and accessible, according to Susan Zielinski, managing director of Sustainable Mobility and Accessibility Research and Transformation at the University of Michigan.

Zielinski recently presented "Connecting (and Transforming) the Future of Transportation" to the Michigan Municipal League Convention at the Hyatt Regency in Dearborn, a discussion document calling for sustainable door-to-door transportation systems.

Zielinski said that while there's no shortage of transportation innovation, multiple modes of transportation need to be more greatly connected. A bus, for instance, should connect with a rail service, which should connect with other forms of transportation for greater convenience and ease of use.

"Rather than thinking I have one choice and this is my choice, and that's my identity, it's like I have my customized portfolio, my system," she said. "So, it's a little bit more in tune with the way culture is evolving now."

"In the younger generation, there is more of a systems approach and that's kind of responding to a number of different things, like the world is urbanizing, like we have these technologies that can help us do it, that can give us the kind

of information we need. "So, we're going to have door-to-door wayfinding with our iPhones, but we're also going to have great signage and there's going to be seamless, connected multimodal transportation rather than us feeling like we only have one choice."

"There's going to be more choices, they're going to be more connected, they're going to be more diverse, they're going to be more sustainable and they're going to be open-sourced."

While Detroit has never been a city with a significant public transportation system, Zielinski said there are projects being implemented that she believes could change that.

"There have been some recent changes which give us hope," Zielinski said. "We know that the M1 (Light Rail project) is going through at some point. That's a really good theater, it's going to connect. It's not going to be a train to nowhere, it's going to link with all the other trains, it's going to link with other theaters."

She said she's also noticed "pockets" of places in metro Detroit where great things are happening and while they initially developed in isolation, they're now coming together.

"What I found out," she said, "was that people across the region didn't know about other things that were happening in the region."

"Those people are starting to come together and they're starting to organize together

and one of the reasons why it's been difficult for this region to get federal support for anything to do with transportation is because the federal government is now more interested in supporting initiatives that are integrating a number of different things."

Before coming to the University of Michigan, Zielinski spent the last 15 years as a transportation planner for the city of Toronto, developing transportation policies and initiatives.



PHOTO: STEFANIE CARANO

Susan Zielinski, managing director of Sustainable Mobility and Accessibility Research and Transportation, discussed the future of public transit last week in Dearborn.

Ford Focus ST To be Launched Globally by May

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the reputation of Ford's ST heritage among enthusiast drivers, while attracting new fans.

The launch of the Focus ST will be the first time that Ford has produced a high-performance model for a global audience.

The ST will share the profile of the Focus but feature unique front- and rear-end designs, as well as muscular extended rocker panels and striking new alloy wheels based on the classic Y-spoke ST pattern.

The performance theme from the exterior is echoed inside the car, with a very bold high-contrast sports cockpit featuring Recaro seats, unique instrumentation and modern, highly technical finishes.

The premium sports feel of the cabin is enhanced by a generous use of Charcoal Black leather with yellow gold contrast stitching on many of the interior surface, including the seats, door panels, central armrest, steering wheel, gearshift gaiter and the top of the instrument binacle. Ford said the ST will be a "serious driving machine."

Army Improves Fuel Efficiency To Save Costs, Protect Soldiers

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When incorporating an alternative propulsion – or engine – system, Mathes said, the challenge in creating a highly efficient diesel tactical vehicle is that the military runs on Jet Propellant 8, or JP8.

"JP8 is a jet fuel, high sulfur fuel, he said. "Diesel engines don't like it. So we have to work on it like a typical Caterpillar, Cummins engine, to get it to run on diesel. JP8 has less energy and it's a dirty fuel, but it runs on a jet, it runs on a helicopter, it runs on a boat, so it's a single fuel."

"So, we have to look at how we do that. And then, when we look at the hybrids, we start looking at lithium, and batteries, we're talking weight. Weight is not our friend."

Mathes said diesel from a fuel efficiency standpoint has its advantages, but doesn't provide a "silent watch" or the ability to stealthily go in and out of a certain place.

"Because if you listen to an army truck, you don't sneak up on anything," he said.

He said TARDEC continues to examine these issues, taking what it learns from conferences like HTUF and from the National Automotive Center to make technology acquisitions and upgrade its existing demonstrator platforms.

Redesigned 2012 Focus Same for Europe, U.S.

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Ford is currently the number one non-luxury nameplate in J.D. Power and Associates' Initial Quality Study and expects to achieve another number one ranking with the 2012 Focus.

"The current Focus is number one in its segment for IQS, so we have a great platform to start from and high expectations from our customers," Ufford said.

He said his team has also been able to bring more character into the vehicle, making it more exciting to drive and great to look at.

Kuzak said the Focus will offer leading fuel economy, technology, top driving quality and safety innovation, and that the vehicle will be tailored with unique content regionally, one example being in the area of powertrains.

The Focus for the North American market will feature an advanced 2.0-liter four-cylinder engine, offering gas direct injection and twin-independent variable camshaft timing. First introduced in the Mustang, this Ti-VCT translates in a Focus drive as increased fuel economy and horsepower.

Kuzak said the new Focus

will offer a greater amount of technology – communication, navigation and entertainment options – than any other vehicle in either the small or mid-sized segment.

In anticipation that North American customers will begin "scaling down" their vehicles, moving toward smaller cars to increase their fuel economy and accommodate for a smaller household, Ford expects that the technology offering in its latest lineup of small cars will set the automaker apart from the competition, the new Focus being no exception.

In safety, the Focus will feature a new line of airbag technology with a Ford-developed tether that helps lessen the impact of the airbag on the driver's chest and ribs.

"We're pioneering this new technology on the Focus and we'll be rolling it into the majority of our lineup by 2013," Kuzak said.

The new Focus is considered the most truly global product developed entirely under the ONE Ford strategy.

Other events from Paris included the preview of the Focus ST, displays of the new Mondeo and C-Max models, as well as the Mondeo Eco-Netic and Ka.

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