

Ford Fund President Jim Vella Speaks At UM-Dearborn Graduation Ceremony

The University of Michigan-Dearborn will graduate students at one fall commencement ceremony on Saturday, Dec. 18 in the campus's Fieldhouse in Dearborn.

James G. "Jim" Vella, president of Ford Motor Company Fund and Community Services, will be the keynote speaker at the ceremony, which begins at 2:30 p.m. that day for all graduates of the campus including the College of Arts, Sciences, and Letters, the College of Business, the College of Engineering and Computer Science and the School of Education.

Other graduation day speakers will include UM-Dearborn Chancellor Daniel Little; Kate Davy, provost and vice chancellor for academic affairs at UM-Dearborn; Tim Richards, director of the Mardigian Library; alumnus Toni Simovski; and student James T. Shannon, who will be receiving a master's degree in marketing. (Visit the UM-D Web site for more info).

"Because the number of graduates is much smaller in the winter, the decision was made to have all academic units march in one program," said Provost Kate Davy in an e-mail to campus last month that announced the consolidation to one ceremony from two.

"Because the Fieldhouse can accommodate all graduates and guests comfortably, the atmosphere will be more exciting with a full house and all four academic units will be able to celebrate as one University."

UM-Dearborn's spring commencement in May will continue to have both a morning and an afternoon ceremony.

Serving as president of Ford Motor Company Fund and Community Services since 2006, Vella leads all philanthropic and community service-related activities, including coordination of volunteer efforts by Ford employees and all activities of Ford Motor Company Fund, a separate philanthropic organization funded by Ford Motor Company.

Ford Fund's primary focus is education. It also supports organizations and innovative programs that promote automotive safety education and assist communities with a variety of needs.

Previously, Vella served as a visiting professor at UM-Dearborn, a position he assumed in December 2005 as part of a Ford company program to place executives in positions where they can serve higher education.

As part of this assignment at UM-Dearborn, he was appointed as Executive-in-Residence for the College of Business, where he worked with the faculty and the dean to provide an outside perspective as well as worked with students in the classroom to share his experiences both from his corporate background and his fourteen years in broadcast journalism.

Vella also currently serves on the College of Business's Dean's Advisory Council, among other non-campus committees.

Founded in 1959 with a gift of just over 200 acres of land and \$6.5 million from the Ford Motor Company, UM-Dearborn has been distinguished by its commitment to providing excellent educational opportunities responsive to the needs of southeastern Michigan.

The university has 8,700 students pursuing undergraduate, master's, doctoral and professional degrees in the liberal arts and sciences, engineering, business, education, and public administration.

With a dedicated faculty devoted to teaching, and students committed to achievement, UM-Dearborn has been shaped by its history of interaction with business, government and industry in southeastern Michigan, and is committed to responding to the needs of the region in the future, the university says.



Jim Vella

Visteon Grows Business In Brazil with New Work

GUARULHOS, Sao Paulo, Brazil - Visteon Corp., a global auto supplier, is making a multi-million-dollar investment to expand its interiors and electronics production capacity in Brazil.

Most of the investment will go toward expanding and modernizing Visteon's Arbor plant in Guarulhos, which produces instrument panels, consoles and other interior components.

Visteon is also expanding its facility in Manaus, which makes electronics products including instrument clusters and audio systems, with a focus on serving original equipment vehicle manufacturers.

"We are increasing capacity and equipment to keep up with demand, and to fully support new vehicle projects that customers have awarded us this year," said Alfeu Doria, Visteon's country leader in Brazil.

Visteon said that it will continue investing in Brazil with a goal of increasing its business in the country by 50 percent over the next three years, Doria said. Visteon will continue to assemble climate control products in Argentina, where it operates plants in Buenos Aires; Quilmes; and Rio Grande, Tierra del Fuego.

Doria noted that the plant expansions will benefit au-

tomakers based in Brazil. "Brazil's automotive industry is experiencing a significant upswing, and our priority is to capture business and meet our current customers' demand," he said.

In addition to adding equipment and expanding production, Visteon is striving to increase Brazilian-manufactured content in its products, known as the nationalization index. "We are seeking operational efficiency and cost reductions, and nationalizing components is one of the strategies to become more competitive," Doria added.

Visteon has about 2,000 employees in Brazil and Argentina, and overall, South America accounted for 6 percent of the supplier's global revenue in 2009 - a number that Doria aims to increase through additional production capacity and new business.

Visteon is a global auto supplier that designs, engineers and manufactures climate, electronic, interior and lighting products for vehicle manufacturers.

With corporate offices in Van Buren Twp., Mich.; Shanghai, China; and Chelmsford, U.K.; the company has facilities in 26 countries and employs about 26,500 people.

TRW Signs New Contract For Driver Assist System

TRW Automotive Holdings Corp., a global supplier of active and passive auto safety systems, has won its first contract to supply an integrated Driver Assist System (DAS) and chassis control unit for a major European automaker.

TRW will begin to supply the control units, known as the Safety Domain ECU or SDE, in 2013 for 2014 model year applications.

The SDE integrates a number of chassis, suspension and driver assist system control functions and has the flexibility and processing capacity to integrate software from both the supplier and third parties including the vehicle manufacturer, using Autosar as a basis.

Initial SDE functions targeted for this contract include control and arbitration of several DAS and active safety systems.

One important enabler for these advanced safety functions is the FlexRay communi-

cation bus that allows high speed data transmission.

Martin Thoone, vice president of Engineering for TRW Global Electronics, said, "Integration of control functions for driver assist and other active safety systems - in a single unit - enables a reduction in system complexity and weight; standardization of other chassis controller modules; and allows for enhanced system performance through shared data processing."

In addition to the SDE controller, other advanced safety electronics integration is planned for the vehicle platforms involved.

This encompasses integration of the inertial measurement unit for Electronic Stability Control (ESC) into the Airbag Control Unit (ACU), while overall control of the Electric Park Brake system will take place within the ESC electronic control unit.

TRW Automotive Holdings is based in Livonia.

Ford Europe Boasts New 1.6L EcoBoost

Ford is expanding the powertrain offering for its latest European portfolio of large cars, the new Mondeo, the S-Max and the Galaxy models.

Starting this month, the efficient new 1.6-liter 160 PS Ford EcoBoost engine will offer customers the chance to downsize capacity without sacrificing power output.

This 4-cylinder Ford EcoBoost powertrain represents a completely new generation of downsized, high-efficiency, low-CO2 petrol engines.

Developed for global application by Ford engineers based in Europe, the new UK-built 1.6-liter engine - along with the Spanish-built 2.0-liter unit also recently introduced across Ford's large car lineup - combines latest powertrain technologies to achieve fuel



In a unique promotion, SE Michigan high school students will be competing to build a replica Ford Explorer out of canned food and non-perishable food items. The winning team gets pizza.

EcoBoost Passes Toughest Tests Like Baja 1000, NASCAR Track, Log Skidding, Steep Grade Tows

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and capability of the class-leading 3.5-liter EcoBoost truck engine.

"While racing is action-packed and exciting, it serves a very real purpose for our engineers to learn about vehicle and engine performance that directly benefits our customers," said Cliff Irey, Ford Truck Motorsports manager.

"Baja race is no different. In the last 30 hours, we learned a tremendous amount about the durability of this new F-150 engine, the EcoBoost. And we're delighted to report that the EcoBoost engine showed it was up to this test."

The engine that powered the race truck goes next to Ford's powertrain laboratory for a

teardown and inspection.

The EcoBoost truck engine produces a best-in-class 420 lb.-ft. of torque at 2,500 rpm and 365 horsepower at 5,000 rpm. Up to 90 percent of its peak torque is available from 1,700 rpm to 5,000 rpm, which helps drivers stay in the power.

"The Baja 1000 is always a tough race, and many of our customers and enthusiasts saw this event as the ultimate challenge," said Eric Kuehn, chief engineer of the 2011 Ford F-150.

"It was an outstanding opportunity to showcase the 3.5-liter EcoBoost truck engine's durability. We took an engine that's stock and essentially 10 years old, and raced on the same course with highly modified competition with up to 800 horsepower."

Greenfield Village Hosts 'Holidays'

In what has become a grand annual tradition, Holiday Nights turns Greenfield Village in Dearborn into an iconic holiday scene from the 19th- and 20th centuries.

Holiday Nights in Greenfield Village runs Dec. 4, 10-11, 17-23 and 26-27 from 6:30 to 10 p.m. each night. (For ticket prices, see The Henry Ford Web site).

Meanwhile, the public is invited to come discover why in 2009, *USA Today* listed Holiday Nights as part of their Top 10 holiday destinations for the entire family. Take a leisurely stroll along the lantern-lit paths toward the historic homes adorned with welcoming evergreen-filled parlors and the smells of freshly baked holiday treats.

Bundle close together in a historic Model T as it quietly ticks along the streets of the

Village or ride in a horse-drawn carriage as the facility's Percheron horses lead the way.

Holiday Nights is often described as this country's most authentic and immersive public Christmas celebrations. Visitors can lace up and take a turn or two on the Village's ice skating rink. Or listen as traditional holiday tunes echo through the air as Victorian-era carolers stroll through the Village and the Dodworth Saxhorn Band serenades visitors in down Main Street.

Also, back again is the ever-popular family dining package, Supper with Santa. A special ticket price combines dinner and Holiday Nights admission, and begins with a horse-drawn carriage ride to A Taste of History restaurant inside of Greenfield Village.

IAC Acquires Ampro Molding, LLC

International Automotive Components (IAC), a Tier 1 supplier of vehicle interior components and systems, announced last week that it is acquiring automotive interior supplier Ampro Molding, LLC, based in Anniston, Ala.

Ampro is located in close proximity to key OEM customers based in the southeast region of the U.S.

Ampro manufactures a variety of vehicle interior components that align with and enhance IAC's current portfolio of products. The Ampro acquisition reinforces IAC's commitment to establish facilities near its OEM customers, while enhancing its technical and product portfolio for the global automotive industry.

"Early in our discussions with Ampro, it became obvious that the Ampro team

consumption and CO2 emission reductions of up to 20 percent when compared with conventional larger displacement petrol engines with similar power outputs.

For customers looking for even better fuel efficiency, the newly introduced Mondeo and the latest S-MAX and Galaxy ranges also offer a number of Ford ECOnetic Technologies features, including Smart Regenerative Charging, the Ford Eco Mode driver information system and an Active Grille Shutter system. All of these technologies come as standard equipment on the new 1.6-liter EcoBoost engine.

This advanced combustion system brings new levels of performance and fuel efficiency to petrol engines of this

power output. It enables the 1.6-liter Ford EcoBoost to deliver the strong low-end torque and responsive performance of a large capacity engine, but with the size, weight and fuel economy of a much smaller unit.

"Ford EcoBoost engines are designed to provide customers with many of the benefits offered by the latest diesels, including impressive torque at low engine speeds and reduced CO2 emissions," said Graham Hoare, executive director of powertrain development, Ford of Europe.

"At the same time, Ford EcoBoost engines retain the free-revving driving character and cost advantages of a petrol unit - effectively giving customers the best of both worlds."

Roush Moves To Plymouth

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of 734-466-6940. All direct lines to individual employees are unchanged as well.

The new building allows Roush to further expand its growing Install Center for customer-owned vehicle modifications.

Any of the Roush Performance parts, such as a RoushCharger, suspension, brake, and exhaust upgrades can be installed by the trained technicians who are involved in the Roush specialty vehicle builds.

Since being established in 1995, Roush Performance has built more than 18,000 specialty vehicles. Today, the lineup of upfitted Roush Ford Mustangs challenge the notion that a high-performance sports car needs to come from Europe, as the 525-horsepower and more than 1G skid pad rating are superior to many of today's exotic supercars.

Based in Plymouth Township, "The Art of Performance Engineering" takes place at Roush Performance. To get a look behind the scenes at what goes on at Roush and how the vehicles are designed, manufactured and produced, log on to www.ROUSHtv.com. For more information, see a local Roush dealer or telephone toll-free 800-59-ROUSH.

Food for Hungry Is On Its Way, Thanks to Ford

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As the holiday season continues, more than 500 Ford employees in the Ford Volunteer Corps will sort and pack food, and prepare and serve meals at about 30 agencies as part of the Ford Accelerated Action Day on Dec. 3.

Ford Motor Company Fund is providing \$50,000 to 10 agencies to support this effort of continuing to help seniors and the homeless during the holiday season.

For those who depend on food banks as far away as Anchorage, Alaska; Boise, Idaho, and Providence, Rhode Island, Ford's support means new refrigerated trucks on the road delivering fresh produce and other perishable food items.

Nine trucks in those cities and elsewhere are joining a nationwide fleet of 98 vehicles in all 50 states - part of a ten-year partnership with Newman's Own and Feeding America.

"Along with our community partners, we are committed to the possibility of every family having enough to eat," said Jim Vella, president, Ford Motor Company Fund and Community Services. "This season is a reminder of the privilege we all have to get involved and make a difference."

Ford also has transformed Transit Connect vans into Ford Mobile Food Pantries for use by organizations in Michigan and Tennessee, and has provided support to community organizations in dozens of states nationwide.

DTE Executive Says Utilities Ready to Deliver Juice to Plug-ins

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more intelligent charging stations that can be programmed remotely and send pricings to."

The so-called "smart grid" seems to be more theory than fact at the moment, at least as far as the grid "recognizing" which car is charging at which time - and at what rate.

"It's a huge undertaking," Asgeirsson said. "Utilities are not prepped for that kind of a national infrastructure, it would be a very costly thing to do."

"For the near term, I don't think it's needed or necessary... but there's still a discussion about that, particularly in California, where they want to track where all the electrons come from for environmental reasons, carbon credits and so on."

"That may happen in the future, but I think today we don't have to go down that path."

The other canard the energy industry fights against is the so-called trade between reducing tailpipe emissions on the car versus increasing electric power plant emissions.

"Through a grant from the Michigan Public Service Commission, we asked the University of Michigan to be a partner to study that," Asgeirsson said.

"There's a reduction. We're heavily coal-fired in this state. The study looked at the generation mix in our service area and there is definitely a reduction in environmental pollutants."

"This is through 2030: based on the projected fuel mix that we as a state think where we're going, the reduction in pollutants, CO2 is about a 22 percent reduction (when plug-in cars are charged at the outlet rather than using petroleum). Our NOx and SOx (nitrous and sulphur oxides) are definitely going to be reduced using plug-in vehicles."

"That's for a 20 percent penetration in using plug-in vehicles, you have an overall reduction (in pollutants) for the state of Michigan."

Asgeirsson hosted a panel at the recent Business of Plugging In conference in Detroit that covered many of these same topics regarding how society in general, and utilities in particular, are going to welcome plug-in EVs to the fold.