



General Motors recently announced that AT&T will take delivery of 1,200 Chevrolet Express compressed natural gas (CNG) cargo vans. "CNG technology is important to AT&T because it helps us reduce our fleet-based carbon emissions," said Jerome Webber, AT&T Fleet Operations vice president.

AT&T Order Largest-Ever for Chevy

DETROIT - AT&T plans to take delivery of 1,200 Chevrolet Express compressed natural gas (CNG) dedicated cargo vans to be deployed to AT&T service centers nationwide.

It is the largest-ever order of CNG vehicles from General Motors.

AT&T has announced its intention to invest up to \$565 million to deploy approximately 15,000 alternative-fuel vehicles over a 10-year period through 2018.

The telecommunication company plans to use the new Chevy Express vans to provide and maintain communications, high-speed Internet and televi-

sion services for AT&T customers.

Last week, the company announced the milestone deployment of its 5,000th alternative-fuel vehicle, a Chevrolet Express van, as part of the commitment.

"CNG technology is important to AT&T because it helps us reduce our fleet-based carbon emissions," said Jerome Webber, AT&T vice president of Fleet Operations.

"It is also cost-effective and readily available in our country right now."

According to the U.S. Environmental Protection Agency, CNG-powered vans can pro-

duce approximately 25 percent fewer carbon dioxide emissions than similar gasoline and diesel-powered vans, which supports AT&T's corporate commitment to minimize its impact on the environment.

"There are millions of fleet vehicles on the road today and we want to be a critical part of this sustainable revolution, helping make these conversions as easy as possible," said Brian Small, general manager, GM Fleet and Commercial Operations.

Chevrolet Express CNG vans are powered by a Vortec 6.0L V8 engine equipped with hard-



Darren Weatherly, left, and Robert Williams install CNG tanks on a Chevrolet Express cargo van being outfitted to operate on compressed natural gas at the IMPCO plant in Union City, Ind. CNG-powered vans can produce approximately 25 percent fewer emissions than similar gasoline and diesel-powered vans.

ened exhaust valves, and intake and exhaust valve seats for improved wear resistance and durability with gaseous fuel systems.

The vans are factory-ordered and delivered to customers with their factory-engineered and fully integrated gaseous fuel system in place, completely ready for work.

The CNG option is available for order on Chevrolet Express 2500 and 3500 Cargo vans.

Each van is covered by GM's three-year, 36,000-mile

new vehicle limited warranty and five-year, 100,000-mile limited powertrain warranty.

The vans meet all Environmental Protection Agency and California Air Resources Board emission certification requirements.

The GM Fleet and Commercial Customer Service LinkedIn group offers a discussion forum for Chevy, Buick, GMC and Cadillac fleet vehicle owners.

The Chevy Express van is available in cargo van and passenger van models, both offering all-wheel drive.

Old Sears Site Becoming Loft Dev. in Pontiac

Pontiac's old Sears site will be redeveloped as a new loft facility, participants say.

Lafayette Place Lofts will consist of 46 new upscale rental lofts, according to a report in clickondetroit.com, Channel 4's web site.

The \$19.8 million project is funded by the State of Michigan Neighborhood Stabilization Program 2 (NSP2), as well as other federal, state and local tax credits for redeveloping a brownfield site.

"Pontiac's \$14 million Neighborhood Stabilization Program grant we're administering with the Michigan Land Bank is creating jobs for Pontiac residents and a major investment for Oakland County," said Oakland County Treasurer and Michigan Land Bank Board Chairman, Andy Meisner in an interview with clickondetroit.com.

"The Lafayette Lofts multi-use development is a game-changer for Downtown Pontiac, bringing great new living, working and shopping opportunities," he added.

Built in 1929, the Sears Roebuck & Company Department Store was a symbol of strength and stability through The Great Depression. The development of the new lofts will create more than 200 construction jobs.

NHTSA Chief Says Agency 'Pulled No Punches' on Its Volt Investigation

By FREDERIC J. FROMMER Associated Press

WASHINGTON (AP) - The government "pulled no punches" in investigating battery fires in the Volt, General Motors' prized electric car, the head of the federal auto safety agency told Congress last week.

At a combative House hearing, Republicans questioned whether the government's partial ownership in the automaker created a conflict of interest for the Obama administration in the Chevrolet probe, which began after a test car caught fire in June, three weeks after a side-impact test.

The government still owns 26.5 percent of GM's shares.

"We pulled no punches" during the investigation, said David Strickland, who heads the National Highway Traffic Safety Administration. Then asked if the company got a pass from his agency, he replied, "No, absolutely not."

But Ohio Rep. Jim Jordan, who led the hearing by the House Oversight and Government Reform subcommittee, said he found it "deeply troubling" that the agency waited until November to notify the public about the fire.

Strickland said he would have gone public immediately

if there were an imminent safety risk. He said it would have been irresponsible to tell people that something was wrong with the Volt while experts looked into the cause of the fire.

In response, the committee chairman, Republican Darrell Issa, a California Republican, said, "I hear you, I don't believe you."

Issa added: "The fact is, your administration is not up to speed to maintain safety in an electric age."

Republicans questioned

whether the delay was because of new mileage standards that were negotiated last year. Strickland insisted there was no connection and said he had not been pressured by anyone from the administration on the investigation.

After the first fire, two others occurred later related to separate safety tests, and the agency opened an official investigation on Nov. 25. That ended last week, with NHTSA officially closing the book on the formal investigation.

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