

Randy Mott Named Head of GM's Global Information Technology

DETROIT – Randy Mott, a veteran of several corporate chief information officer positions, will lead General Motors' global information technology, the automaker announced last week. His appointment is effective immediately.

"With more than three decades of information technology experience, Randy has demonstrated his ability to transform global IT operations," said GM Chairman and Chief Executive Officer Dan Akerson.

"His visionary leadership and focus on execution will strengthen GM's decision-making, reduce risk and improve our global infrastructure, data management and application development."

Mott, 55, will report to Akerson and serve on the company's Executive Operations Committee. He succeeds Terry Kline, who decided to leave GM to pursue other opportunities.

Mott was former executive vice president and chief information officer of Hewlett Packard, where he was responsible for the company's global information technology strategy and all its IT assets. He also held CIO roles at Dell Inc. and Wal-Mart Stores Inc. (Note that Hewlett-Packard earlier absorbed EDS and the operations it had held inside of General Motors, helping to account for H-P's large presence inside of the



Randy Mott

Detroit automaker today.

(EDS, a former GM subsidiary, was bought by Hewlett-Packard from GM in 2008, all as part of GM's 20th century and now 21st century corporate IT history).

Also, Mott holds a Bachelor of Science in Mathematics from the University of Arkansas and has been recognized for his leadership through the years.

In 1997, he was named Chief of the Year by *InformationWeek* for earning a "best-of-class" reputation for systems and support while CIO at Wal-Mart.

He was named in the Fulbright College Alumni Academy as a distinguished alumnus in 2005. And two years later, Mott received the Roger Milliken Career Achievement Award from the Voluntary Inter-industry Commerce Solutions Association.

Cadillac XTS Features 20 Different 'Light Sources'

DETROIT – New techniques in lighting design are adding to the dramatic presence of luxury cars, while also providing real-world functional benefits.

The all-new 2013 Cadillac XTS luxury sedan contains more than 20 separate light sources that "greet" the driver in a carefully choreographed sequence when the key fob is pressed.

The new XTS, launching in the second quarter, includes LEDs embedded in the door handles, Cadillac-signature vertical LEDs in the headlights and taillights and ambient lighting in and around the car's perimeter. In addition to extending the car's design signature, the lighting provides convenience and helps provide additional security to drivers in parking lots at night.

Cadillac designers took advantage of consistent advances in LED technology to use lighting to convey drama

and space alongside functional benefits.

"The new LED offerings now provide a new palette of color to bring more dramatic lighting effects that have never been available before," said Christos Roustemis, Cadillac interior designer.

On the inside, cooler blue lights accent the car's controls and instrumentation while warmer lights highlight passenger areas.

"We sketched each phase of the process to carefully choreograph how every important area inside and outside of the vehicle would come up and fade back down, similar to a production crew lighting a theater stage," Roustemis said.

The palette of colors also needed to harmonize with the interior colors as well as light emanating from the Cadillac User Experience (CUE) main LCD screen and instrument panel. The task was to make the ambient lighting enhance

the experience and minimize distraction.

Creation of dramatic effects and pleasing spaces has long been a trademark of lighting design, said Rosemarie Allaire, a California-based architectural lighting designer. She says advances in LED lighting have opened the way to new possibilities in lighting design.

"In cars, just as in architecture, lighting defines how we feel about a space. It is both artistry and user experience," Allaire said. "For me, the beauty is in the blends, how you layer the affects, mix the light sources, and how you package it into the final product."

The XTS lighting choreography is timed to the fraction of a second by the car's central control system, and is cued by various triggers, such as the key fob, the doors and ignition switch. The car's exterior lighting brightens the perimeter of the car to provide an added level of security and make the car easier to locate.



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Cadillac first used a vertical lighting signature as an exterior design theme in 1948. In Cadillac's Art & Science design language that has defined Cadillac for the last dozen years, designers use thin, vertical LED "light pipes" in both the front and rear corners of the car.

NHTSA Grant Supports Macomb Law Enforcement

by Gerald Scott
News Dept.

Macomb County law enforcement gets to use a one-of-a-kind NHTSA federal grant to help reduce teenage crime and traffic crashes.

The initiative was announced by a series of partners gathered at the Sterling Heights Police Dept. last week.

As such, law enforcement agencies in Macomb County are using a new policing tactic to reduce teen-involved crime and traffic crashes.

Data-Driven Approaches to Crime and Traffic Safety (DDACTS) is a proactive strategy that maps crime and crash information to develop areas where crime and crashes overlap – to direct police patrols there.

The Macomb County Sheriff's Office, Michigan State Police Metro Post and the Sterling Heights Police Dept. will all be patrolling "hot spot" areas throughout the year as part of a federally funded teen seat belt DDACTS project. The

goal is to increase teen belt use while reducing teen-involved traffic crashes and crime.

In fact, Michigan is the only state in the country to receive a grant from the National Highway Traffic Safety Administration (NHTSA) to conduct this type of teen-focused, DDACTS project. The funding, coordinated by the Michigan Office of Highway Safety Planning (OHSP), covers evaluation, outreach and planning for the project. Enforcement is provided by the agencies using regularly scheduled patrols.

"In the current climate of budget constraints and limited staffing, many law enforcement agencies are struggling to continue providing the same high level of service to their communities," said Michael L. Prince, OHSP director, based in Lansing.

Traffic crashes are the leading cause of death for teens. In 2010, eight motorists ages 15-20 died in Macomb County traffic crashes. Six of them were unbelted. As seat belts



PHOTO: GERALD SCOTT

Macomb County law enforcement is using a grant from NHTSA to reduce teenage-related traffic crashes and crime. From left are State Police Lt. Philip Menna, Sterling Hts. police chief Mike Reese and Macomb Co. Sheriff Anthony Wickersham.

reduce the risk of serious injury or death by 50 percent, it is highly likely some of those teens might have survived if they had buckled up prior to the accident.

Meanwhile, the University of Michigan Transportation Research Institute (UMTRI) is overseeing project evaluation and conducted seat belt observation studies at 12 Macomb County high schools to determine pre-DDACTS use

rate for typical students.

According to UMTRI, high school seat belt use (in this survey) is 96.8 percent, higher than the state's overall seat belt use rate of 94.5 percent.

Observation studies will be conducted at the end of the project in February, 2013, to see how DDACTS has affected teen belt use in Macomb County.

In addition, teen crime data will be reviewed monthly to determine the impact DDACTS is having on the crimes of burglary, larceny, robbery, murder, rape, aggravated assault and motor vehicle theft involving teens ages 15 to 20.

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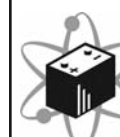
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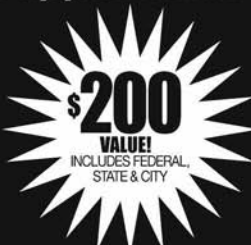
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