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31201 Chicago Road South #A-101
Warren, Michigan 48093
586-939-6800 Auburn Hills 248-852-6800

William Springer, Publisher

Gerald Scott, News Director
Lisa A. Torretta, Operations
News@TechCenterNews.com

AD DEADLINE: Thursday 5:00 p.m. for the next edition
Ads@TechCenterNews.com 586-939-5850 Fax

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THIS WEEK™ - FIRST IN THE HEART OF DETROIT

IN PRINT SINCE 1933

Balance Engineering Prospers 25 Years Out of GM

CONTINUED FROM PAGE 1

Fontaine said.

"In 1929, Delco moved to Detroit, from Ohio, and was organized under the GM Research Labs umbrella organization.

"And in 1973 we officially became a standalone division within General Motors. We were organized under that grouping until 1987, when General Motors started divesting themselves of non-core businesses - obviously, they wanted to focus a little bit more on the vehicle side of things.

"They sold the company to a group of managers at Balance Engineering at the time, and we were a privately held company until 1991.

"In 1991, we were purchased by a large conglomerate out of Glenview, Illinois Tool Works, at the time they owned about 650 companies and they organized a machine tool group within ITW.

"In 2008 this machine tool group didn't necessarily fit their business model anymore, so at the time they actively started shopping this industrial group that I described and in 2008 the deal was closed with American Industrial Partners and we were organized as MicroPoise Measurement Systems, LLC."

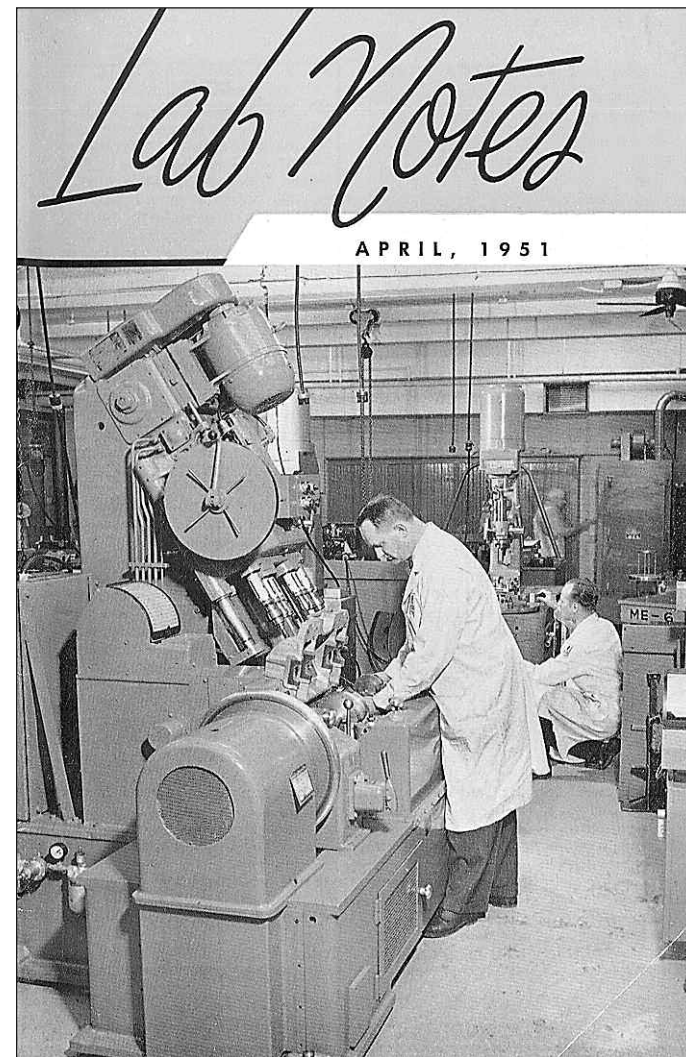
The executives said that Balance Engineering and DynoTech Driveshafts co-exist nicely, doing separate work, at their Troy location, which covers 38,000 square feet and employs 40-plus people across both entities.

DynoTech's Raymond said that his firm specializes in customized driveshafts for a variety of customers including NASCAR. "In the aftermarket side of it, we support everything from off-road race trucks, to offshore boats, to NASCAR, street rods, things like that," Raymond said.

Meanwhile, Fontaine added that Balance Engineering continues to do much of the same type of work it has pursued since 1987, but with a few additions to keep up with the modern times.

"The core functions from 1987, let's say, are virtually the same as they were then. We're highly focused on balancing applications - we've divested ourselves into some other non-core businesses, but the major focus of our group is production balancing equipment," Fontaine said.

"Essentially, any component



GM Media Archives stores this 1951 brochure describing GM Balance Engineering functions to a lay audience. The brochure forward was written by then-GM President "Engine Charlie" Wilson.

that rotates in a vehicle, whether it be a torque converter, a stator, a driveshaft, a crankshaft, inherently comes out of the production environment in an unbalanced condition. What our equipment does, primarily, is through either weight addition or weight removal, brings this part into a

balanced condition after it's been through our equipment," he said.

"General Motors, Ford and Chrysler still are very large parts of our business, but we've certainly divested into other areas over the last few years, especially China and India," Fontaine concluded.

Dodge Durango Police SUV to be Built At Chrysler Jefferson North in Detroit

AUBURN HILLS - Following the successful debut of the Dodge Charger Pursuit, Dodge will begin offering a Durango Special Service model for fleet use.

The Dodge Durango Special Service SUV is specially designed to handle the rigors of everyday use by police and fire departments and fleet customers. Chrysler Group fleet operations will start taking orders now, with deliveries expected to begin in the second quarter of 2012.

"We're incredibly excited to add the Dodge Durango Special Service to our line-up of law enforcement vehicles," said Peter Grady, Vice President of Network Development



Chrysler said last week that the new 2012 Dodge Durango Special Service model is now available to order for law enforcement and other fleet customers alike.

and Fleet Operations. "Adding Durango to our current Dodge Charger Pursuit and Ram 1500 Special Service vehicles al-

lows us to offer a full range of fleet sedan, SUV, and truck options to law enforcement and government agencies."

"The standard Durango has several class-leading attributes, such as power, towing and a driving range of more than 550 miles, so it is a natural to become a great utility tool for law enforcement and general fleet customers," said Reid Bigland, President and CEO - Dodge Brand. "This Special Service version will no doubt be a major asset to any agency in need of a durable, yet comfortable, SUV."

The Dodge Durango Special Service carries all of the SUV's class-leading utility, such as available 7,400-pound towing capacity, more than 550-mile driving range with the Pentastar 3.6-liter V-6 engine, and available 360-horsepower 5.7-liter HEMI V-8 engine.

Available in rear- or all-wheel drive, the Dodge Durango Special Service model comes with the following additional components designed for the rigors of daily fleet use: A heavy-duty brake package, heavy-duty battery, larger-output 220-amp alternator and heavy-duty water pump and engine oil cooler.

A 5-year/100,000-mile fully transferable powertrain warranty helps eliminate worry of any repair costs to the covered components.

Meanwhile, Dodge Durango Special Service also has a customizable rear cargo area with under-floor storage compartments and additional storage in the side compartments.

Marchionne Passes on Chrysler Work Pay

NEW YORK (AP) - Sergio Marchionne declined to take a salary from Chrysler for 2011 despite leading the automaker to its first profitable year since 1997.

Marchionne didn't take a salary, bonus or stock option reward as CEO, president and chief operating officer of Chrysler Group LLC, the company disclosed in a regulatory filing late last week. He is

compensated by Fiat SpA, where he also serves as CEO. The Italian automaker owns almost 60 percent of Chrysler.

Last month, Chrysler reported earnings of \$183 million for 2011, returning to a profit for the first time in 14 years. At the time, Marchionne promised that both hourly and salaried workers would receive bonuses based on last year's profit.

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