Bad Potholes Better Than Ones GM Builds for Testing

country, potholes are a rite of Cruze compact sedan.

The buildup of moisture in the small holes and cracks in low for controlled, repetitive the road during the winter months alternates between durability and help determine freezing and thawing as temperatures fall and rise, caus- tributes to a comfortable ride. ing expansion and contraction of the road surface. The more than 1.13 million units in result can be significant more than 100 markets breaks in the pavement under around the world since its the weight of normal vehicle traffic.

The potholes at GM's Milford Proving Ground don't look like the ones drivers encounter on daily commutes. and points between. These are specially designed,

DETROIT - Even with a mild fabricated in metal and plant- road surfaces that simulate winter in many parts of the ed into the ground with con- real-world road conditions crete surface around them. spring. But it is simulated The downslope and the ramp cracks and craters in the pave- up in these engineered potment developed by General holes vary to simulate severi-Motors' engineers that help ty of road damage and recredevelop the ride quality of ve- ate varied load conditions hicles like the global Chevrolet that occur in a vehicle when it is driven through one.

The designer potholes altesting, necessary to assess the fine tuning that con-

The Cruze, which has sold launch in late 2009, underwent extensive road testing around the world to ensure consistent ride quality and comfort from Korea to Kansas

"We've got a wide variety of

around the globe," says Frank Barhorst, who supervises the Product Usage Measurements and Applications group in Milford.

"The range of road surfaces that we test on goes from good to bad, in order to find the most balanced condition for each vehicle we develop."

"For durability, we might want roads with potholes or twist events. For noise, it could be chatter bumps on a dirt road, or concrete that is getting old and bald. Then there are considerations such as loose gravel for handling,' said Barhorst.

The Cruze is Chevrolet's best-selling nameplate and helped the brand sell more passenger cars than any automaker in the United States in 2011.



Chevrolet Cruze drives through the pothole course at the General Motors Proving Ground in Milford, Mich. The potholes are engineered to simulate severity of road damage and recreate varied load conditions that occur in a vehicle when it is driv-







Malibu Comes with Different Engines

Ecotec 2.5L debuting on the 2013 Chevrolet Malibu midsize sedan this summer is one of the most powerful naturalgines in the midsize segment, topping the output from the new Ford Fusion and Toyota Camry, according to GM.

It will be joined this fall by a new Ecotec 2.0L turbo engine, delivering more horsepower than any previous V6 offered in a Malibu.

Malibu's Ecotec 2.5L delivers an SAE-certified 197 horsepower and 191 lb.-ft. of torque – the most torque of any naturally aspirated fourcylinder in the segment.

And when compared with the competition, it delivers 19 more horsepower and 21 more lb.-ft. of torque than the 2012 Toyota Camry LE's 2.5L I4 engine, and 27 more horsepower and 21 more lb.-ft. than the 2013 Ford Fusion's 2.5L four-cylinder, says GM.

The Ecotec 2.0L turbo is SAE-certified at 259 horsetorque. Its peak torque is sustained from 1,700 to 5,500

DETROIT - The all-new power in all driving condi- 2011 - one every 6.5 seconds tions and helps produce 0-60 performance in 6.3 seconds.

The new engines feature direct injection for increased ly aspirated four-cylinder en- fuel efficiency and higher power, and help drive Malibu's performance around the world. Both will be offered in the United States, Canada, Israel and other markets, while rounding out a diverse North American powertrain lineup that also includes the segment-exclusive, fuel-saving eAssist technology in the Malibu Eco

It combines start-stop technology with regenerative braking and a lightweight lithium-ion battery to provide an electric boost in certain conditions, delivering a GMestimated 25 mpg in the city, 37 mpg on the highway. That's better fuel economy than any non-hybrid midsize sedan currently available.

"The 2013 Malibu is the latest entry in Chevrolet's growing global car portfolio, which has seen almost an entirely power and 260 lb.-ft. of revamped lineup in the last 15 months," said Chris Perry, global Chevrolet marketing rpm – a broad range that pro- vice president. "We sold 4.76vides an immediate feeling of million Chevys worldwide in ty, quietness and quality.

- and the new Malibu will help us grow the brand globally even more this year, where it will be introduced for the first time in many markets.

The 2013 Malibu is Chevrolet's first global midsize sedan and will eventually be sold in nearly 100 countries on six continents. It is already on sale in South Korea and China, with sales to begin this year in more than 70 additional countries, including Canada, throughout Europe, Scandinavia, the Middle East, Africa and other Asia-Pacific markets.

In the United States, current-generation Malibu sales are up 4.4 percent for the first two months of the year, building on 2011's near-record U.S. sales of nearly 205,000.

GM says that the new Malibu was designed to be the most finely tuned Chevrolet midsize sedan ever and is built on an award-winning global architecture that helps deliver a more confident, responsive and connected driving experience. The body structure is 20 percent stiffer for a greater feeling of solidi-

