

Tech Center Propulsion Lab Moves to Pontiac

Pontiac ended up a winner in GM's latest move to invest in infrastructure to design and build better cars and trucks.

The company announced that it will invest \$200 million into its Global Powertrain Engineering Headquarters to build a new 138,000-square-foot test wing, which is expected to be completed during the second half of 2014.

Under the expansion plan, engineering development work currently being done at leased facilities in Wixom; Castleton, Ind., and Torrance, Calif., will move to Pontiac. Also, GM R&D's Propulsion Systems Research lab in Warren will relocate to the Pontiac campus. GM previously announced that work being performed at its hydrogen fuel cell facility in Honeoye Falls, N.Y., would be consolidated in Pontiac in mid-2013.

The plan is part of GM's previously announced commitment to invest \$1.5 billion in its North American facilities in 2013.

The expansion will enable the company to consolidate work being done at four locations remote to the Pontiac campus, helping to reduce development timing for GM's next-generation advanced propulsion technologies. When the moves are complete, GM will have added approximately 400 jobs to the Pontiac campus.

"These moves will help our entire Powertrain team work more effectively across the organization to develop the powertrain technologies we need to build the world's best vehicles for our customers around the world," said Sam Winegarden, GM vice president of Global Engine Engineering.

In addition, the Performance Build Center, currently located at the Wixom facility, will move to GM's Chevrolet Corvette assembly plant in Bowling Green, Ky., by the first quarter of 2014.



GM's Vice President of Global Engine Engineering Sam Winegarden announced last week GM will make a \$200 million investment in Pontiac.

The new test wing is part of GM's Powertrain Development Center, used by engineers to bring advanced, fuel-saving powertrains to market faster and less expensively because they take less development time.

The 450,000-square-foot facility is one of the largest and most technically advanced powertrain development centers in the world.

The center's state-of-the-art facilities allow engineers to test engines under extreme conditions, including cold ambient temperatures, high RPMs, and repetitive starting and stopping, to assure world-class durability, reliability and quality.

The work GM conducts at its Wixom Advanced Engineering Lab, including electric motor engineering development and performance engineering, will be transferred to Pontiac by mid-2015. Electric motor design and production is a core business for GM in the development and manufacture of electric vehicles.

The Torrance Advanced Technology Center's work on electric

motor and power electronics engineering development will be transferred to Pontiac by the end of 2014. GM considers these technologies key to the future of sustainable transportation.

Heavy-duty transmission, power electronics, hybrid and battery electric drive unit development work done at Castleton will be transferred to Pontiac by mid-2014.

GM's work on heavy-duty transmissions is core to its pickup truck development.

And GM R&D's Propulsion Systems Research Lab will be relocated to Pontiac during the second half of 2015. This work is critical to providing industry-leading technologies for GM's engines, transmissions, and hybrid systems.

Having completed a consolidation of seven Southeastern Michigan Powertrain Engineering facilities in 2008, this wave of Powertrain Engineering consolidation will allow GM to cut 640,000 square feet of floor space and eliminate three leased facilities in the United States.

Cruze Clean Turbo Poised to Steal Diesel Lovers from Competitors

CONTINUED FROM PAGE 1

"Cruze Clean Turbo Diesel fills an important role in Chevrolet's diverse four-cylinder lineup, and is primed to win over diesel devotees and compact car buyers with its performance, torque and fuel economy," said Perry. "We leveraged engineering expertise from around the globe to develop a world-class, low-emissions engine to give U.S. and Canadian customers a car that's both fun to drive and practical at the pump."

With a starting price at \$25,695, including a \$810 destination charge (excludes tax, title, license, and dealer fees) Cruze Clean Turbo Diesel comes with a six-speed automatic transmission, four-wheel antilock disc brakes, 3.20 final drive ratio, 140-

amp alternator, 800 cold-cranking amps battery, 17-inch alloy wheels, ultra-low-rolling resistance all-season tires, rear spoiler, Aero Performance Package and leather-appointed seating.

Other standard features are Chevrolet's infotainment system MyLink, a two-year maintenance plan and a five-year 100,000-mile powertrain warranty.

"Cruze Clean Turbo Diesel is the most sophisticated passenger car diesel engine GM has ever produced," said Jens Wartha, GM global program manager and chief engineer for the Cruze's diesel engine. "We merged European diesel expertise with the real world driving preferences of North American consumers."

GM has sold nearly 2 million Chevrolet Cruze models globally.

Delphi Posts 2012 Fourth Quarter Earnings

TROY, Mich. (AP) - Delphi Automotive saw its fourth-quarter net income cut in half as the auto parts retailer booked restructuring and acquisition costs.

The company, formerly part of General Motors, made \$136 million, or 43 cents per share, from October through December, compared with \$290 million, or 88 cents per share, a year earlier. Revenue fell 3.3 percent to \$3.8 billion.

Excluding the one-time costs, Delphi said it made 90 cents per share for the quarter.

That beat Wall Street's expectations, with analysts polled by data provider FactSet predicting earnings of 84 cents per share for the quarter on revenue of \$3.8 billion.

For the full year, Delphi said it made about \$1.1 billion, or \$3.33 per share, up from \$1.1 billion, or \$2.72 per share a year earlier.

Delphi cited economic conditions in Europe, as weakness in the euro and the Brazilian real, for the lighter revenue.

Major automakers are shuttering plants and cutting jobs with half the European Union in recession and driving down demand for vehicles.

CEO Rodney O'Neal said that the company has initiated significant restructuring, mainly in Europe, to offset economic conditions there.

The company reported a \$170 million charge for restructuring and asset impairments in the fourth quarter.

Delphi predicted first-quarter 2013 adjusted earnings of 93 cents to \$1 per share on revenue of \$3.9 billion to \$4 billion. For the full year, the company expects to earn \$4.12 to \$4.38 per share on revenue of \$16.2 billion to \$16.6 billion.

The first-quarter earnings fell short of Wall Street expectations. Analysts expect earnings of \$1.06 per share on revenue of \$4 billion.

But Delphi's full-year guidance was within the range of analysts' predictions.

They expect earnings of \$4.25 per share on revenue of \$16.58 billion.

Shares of Delphi Automotive PLC fell 41 cents, or 1 percent, to \$38.81 in morning trading

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