



2014 GMC Sierra

## NDIA Awards \$15,500 Worth Of Scholarships to Students

The National Defense Industrial Association Michigan Chapter (NDIA-MI) recently awarded \$15,500 in scholarships to 10 students pursuing science, technology, engineering and mathematics (STEM) degrees.

The NDIA-MI STEM scholarships were presented by Rick Darter, advisor and 2013 STEM Scholarship Program chair for NDIA-MI, and president and CEO, Rave Computer Association, Inc., at the scholarship awards event recently at The Gazebo in Warren.

Also at the event, Don Kotchman, director of finance and immediate past president of NDIA-MI, and vice president of Abrams Tank Systems, General Dynamics Land Systems, presented The Ann Kotchman Scholarship for STEM Academic Achievement Award to Demi Outman of Davisburg, Mich.

The Kotchman award recognizes students who best represent passion for and commitment to a STEM-related field of study and who exhibit exemplary community involvement.

"We are pleased to present scholarships to these deserving students and assist in furthering their education," Darter said.

"The scholarships help support a viable workforce in Michigan and our chapter works to encourage students to pursue an education in the fields of science, technology, engineering and math.

Besides Outman, here are the other scholarship recipients:

- Alwin David of Novi;
- Nicolette Diroff of Fenton;

- Stefano DeBellis of Shelby Township;
- Matthew Escalante of Fruitport;
- Jessica Lipa of Saline;
- Caitlin Ploch of Redford;
- Guadalupe Salazar of Detroit;
- Adam Spanske of Romeo;
- Thomas Stroup of Almont.

NDIA-MI supports students in grades K-12 and college through collaborating, sponsoring and hosting events that excite students in the fields of STEM.

NDIA-MI works to engage the local educational community and coordinate activities for NDIA members and other organizations. The scholarship program is a key part of providing support to help encourage continuing education in STEM.

Since 2011, NDIA-MI has contributed more than \$59,000 toward scholarships.

For students to be eligible for NDIA-MI STEM scholarship opportunities, they must be a U.S. citizen, a resident of Michigan or have an active duty military family member serving in Michigan, and currently enrolled, or planning to enroll, in a STEM-related bachelors or masters degree program.

Students also must have: a minimum grade point average of 2.75, demonstrated a growing interest in STEM, and be active in school or the local community.

Applications for the 2014 to 2015 school year will be accepted beginning December 2013. For more scholarship information, visit [www.ndia-mich.org](http://www.ndia-mich.org).

## 2014 GMC Sierra Focuses on Trailering

Six in 10 full-size pickup owners use their trucks for trailering, according to General Motors' survey data.

Which is probably why GM places so much importance on the trailering end of the total pickup deal.

"Trailering is a fundamental capability that customers invest in and depend on when they purchase a truck," said Tony DiSalle, vice president of GMC Marketing in a news release. "The 2014 Sierra backs up its unmatched capability with a host of ingenious driver aids."

He said that before the 2014 Sierra is even in motion, systems are monitoring conditions and preparing the truck to perform.

On any grade of about 5 percent or higher, Hill Start Assist automatically engages the Sierra's brakes for 1.5 seconds or until the gas pedal is pressed. This keeps the truck from rolling rearward and helps in trailering situations like climbing a boat launch.

Tow/Haul mode, activated by a button on the shift lever, modifies the standard six-speed transmission's shift mapping to take full advantage of the Sierra's new EcoTec3 engines. Under acceleration, shift points are higher for more power, while downshifts are initiated earlier to promote engine braking, reducing wear on the Sierra's disc brakes.

With Tow/Haul mode engaged, Sierra's Trailer Grade Braking is activated when the driver lightly applies the brakes. This feature initiates downshifts to assist with braking on long downgrades.

In addition to slowing the vehicle more efficiently, Auto Grade Braking can reduce brake rotor temperatures by 100 degrees Celsius during a braking event.

For drivers who prefer full control over their truck's shifting,

improved TapShift controls on the shift lever are backed by a patent-pending shift algorithm that improves shift response time by up to 60 percent compared with previous systems. When the TapShift controls are in use, Sierra's Trailer Grade Braking is deactivated because the driver is manually controlling gearshifts.

Trailer Sway Control works with the Sierra's standard Stabili-Trak to provide the driver with additional assistance when towing a trailer. When it senses trailer sway, it intervenes with braking and/or reduced engine power to bring the trailer under control and keep it on its intended path. It also uses the electric trailer brakes when a trailer is plugged into the standard wiring harness of the truck.

Sierra owners can also fine tune a trailer's braking performance right from the driver's seat. With an available high-mounted Integrated Trailer Brake Controller, the driver can adjust gain – the level of output to the electric trailer brakes – via buttons to the left of the steering wheel. System information is displayed in the Driver Information Center on the instrument cluster.

The Trailer Brake Controller allows owners to quickly modify trailer braking force based on the weight of a trailer. For example, a driver delivering heavy building supplies could adjust the controller to lower trailer gain for an empty trailer on the return trip, minimizing the chance of trailer wheel lock-up.

The 2014 Sierra's optional Max Trailering Package allows trailering up to 12,000 pounds with the optional 6.2L EcoTec3 V8 engine. The Max Trailering Package is available on 2WD and 4WD V8 crew cab and double cab models and includes:

- Trailering package with seven-pin and four-pin connector;
- Enhanced cooling;
- Automatic locking rear differential;
- Heavy-duty 9.75-inch rear axle with 3.73 ratio;
- Increased-capacity rear leaf springs;
- Revised shock tuning for increased control;
- Integrated trailer brake controller.

Sierra's 5.3L EcoTec3 V8 offers maximum trailering of 11,500 pounds.

Sierra's 4.3L EcoTec3 V6 can trailer up to 7,200 pounds.



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