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GM, TARDEC Are Partners for Fuel Cell Development

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er, they would have been out of luck. Not so with the latest tech, Freese said.

"We now have the Chevy Equinox," Freese said. "We've been testing 119 hydrogen fuel-cell-powered Equinoxes since 2007. Some of them have more than 100,000 miles on them and we have data on three million road miles."

Working with the Army will only help GM's efforts, Freese said.

Michigan U.S. Sen. Carl Levin said that 20 years ago an engineer told him that engineers consider science and engineering a contact sport.

What he meant, Levin said, was that engineers are people who like to get their hands on things and test them and work them out.

"Engineers like to bounce their ideas off each other," Levin said. "Some of the greatest advances in science have come from putting the biggest minds together in a room and letting them bounce their ideas off each other."

The CRADA agreement between the Army and GM will allow that very thing to happen, Levin said. And the current CRADA project is the results of efforts that were completed 20 years ago.

The foundation for today's CRADA projects began when Congress passed laws that set up the framework for CRADA projects in the early 1990s. Before that, each project had to be reviewed by attorneys.

"When TARDEC was first created, it was next door to the GM Tech Center," Levin said. "But despite this closeness, they were light-years apart. For too long, too many people in Washington, D.C., opposed projects that allowed the government and private industry from working together because it was deemed 'industrial policy.'"

But, Levin said, this attitude killed the development of important technology in the United States. But people have come to realize that developing new technology is too important to let ideological hangups interfere with giving the military the best equipment.

"The military mission is too important and our military lives are too precious to give them anything less than the best," Levin said.

"All across the world, governments and private companies are working together to build the next Detroit – an engineering and manufacturing center that creates good middle-class jobs. A project like this helps keep Detroit here.

"We don't know what will happen, but we do know that innovation won't go forward unless we put our brightest engineering minds together. This is a competition that we can't afford to lose. It's for our troops and for our economy."

Tots Get Toys, Thanks to GM's Warren Transmission Plant

Throughout 2013, the men and women of UAW Local 909 and GM's Warren Transmission plant have supported local charitable organizations through numerous fundraising events, said GM spokesman Kevin Nadrowski.

This year, plant employees donated a cargo-sized truckload of toys and cash contributions toward their annual Toys for Tots campaign.

In addition to donated toys, fi-

ancial contributions by employees were used to purchase a variety of bicycles, toys, and books for deserving children in the Warren area.

UAW-GM employees stress the importance of working together and achieving goals through teamwork, Nadrowski said. This objective carries over outside the workplace and into activities that provide support for organizations in need.

"The generosity of our workforce has continued to exceed everyone's expectations," said Don Sharp, chairman – UAW Local 909.

"Employee donations and support of our local charitable programs have distinguished UAW Local 909 and Warren Transmission as key members of the community."

Plant fundraising activities throughout the year contributed

to the Toys for Tots campaign.

"We feel there is a social responsibility to give back to the community we live and work in," said Plant Manager Mike Dulaney.

"We are proud to know that many children will have a bright holiday season because of the generosity and sense of sharing demonstrated by the men and women of Warren Transmission Operations."



L to R: Don Sharp, Mike Dulaney, Lance Cpl. Kathryn Bynum, Santa (Jack Saylor), and UAW's Butch Barber, John Giannetti and Raquel Erenfejcht.

GM's RenCen Manages Waste, Helps Build Greener Detroit

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took more than two years, said GM spokesperson Sharon Basel.

The process included coordination with GM employees, recycling partners, business tenants and their employees, the Detroit Marriott at the Renaissance Center and property management company CBRE.

"This is a significant achievement considering all the waste from workers, shoppers, diners and hotel guests – ranging from half-eaten hamburgers to used mattresses – that will not end up in a landfill," said Mike Robinson, GM vice president of Sustainability and Global Regulatory Affairs. "By working together, we reduce our footprint while helping build a greener economy and a greener Detroit."

The Renaissance Center is the most complex among GM's 110

landfill-free sites to reach the milestone, Basel said. It's the automaker's only facility open to the public. Covering 5.5 million square feet, the building houses the Western Hemisphere's tallest all-hotel skyscraper, 11 other businesses, 20 restaurants and 27 retailers. It accommodates 12,000 office workers and 3,000 visitors daily.

The journey toward landfill-free began with a dumpster dive, searching through trash to identify reuse and recycling opportunities, Basel said. Combining that insight with the building's historical waste data, GM teamed with all the business tenants, environmental staffs and CBRE to engage people in increasing paper, plastic, and battery recycling. Educating how and where to recycle, as well as making it convenient to do so, changed behavior.

A number of partners make

landfill-free possible. GM worked closely with Waste Management, an international leader in recycling, to coordinate its needs with partners around the region to meet the goal, Basel said.

Royal Oak Recycling bales and ships paper to mills across the country where it is turned into items like cereal boxes and tissue paper.

A Detroit nonprofit receives all returnable bottles and cans as a donation for youth outreach programs. Waste Management's Detroit Recycling Center recycles cardboard and plastic, and Veolia Environmental Services ensures batteries are properly recycled.

GM's abundance of recyclable waste contributed to the economic growth of a new business called Hamtramck Recycling, Basel said.

The company sorts the Renaissance Center's mixed packaging

material and odd-shaped and bulky items. The company's bulk shredder helps GM and other companies in Southeast Michigan manage their waste streams and increase recycling.

The Renaissance Center now recycles 49 percent of its total waste, an improvement of 127 percent since the drive to landfill-free began in 2011, Basel said.

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