

First GM-Peugeot Vehicles Expected in 2016

PSA Peugeot Citroen and General Motors further defined their strategic Alliance in a public statement released on Dec. 12.

The statement declared that the Alliance remains structured around the main pillars of joint programs – purchasing and logistics, focused on Europe, and extends into cross manufacturing.

The two companies confirmed continued cooperation for two products based on PSA platforms – the B-MPV multi-purpose vehicle and C-CUV crossover-utility vehicle programs, said Jean-Baptiste Thomas, director of Press Relations for PSA.

Additionally, the statement said, the partners will cooperate on new-generation products in the light commercial vehicle B-segment, based on a PSA new-generation platform.

The first vehicles from the Alliance are expected to launch starting in 2016.

In addition, the parties will balance manufacturing – with each company producing one vehicle for the other, Thomas said.

As announced in October, B-MPVs from both companies will be built in the GM plant in

Zaragoza, Spain. On Dec. 12, the partners declared they would build their future C-CUVs in the French PSA plant in Sochaux.

“The Alliance between PSA and GM is based on a balanced approach,” said Karl-Thomas Neumann, GM executive vice president and president, Europe. “The vehicles of both manufacturers will be highly differentiated and fully consistent with their respective brand characteristics.”

“The partners are now focused on execution of the Alliance while remaining open to new opportunities.”

“These announcements show that the Alliance continues to progress and is a key component of the Group’s turnaround plans in Europe,” said Philippe Varin, chairman of the managing board of PSA Peugeot Citroën.

The updated benefits expected

from the Alliance are estimated at approximately \$1.2 billion by 2018, said Ulrich Weber, manager, Corporate Communications for Opel. These advantages will be shared about evenly between the two companies.

GM and PSA also agreed to amend certain other terms of the Alliance, Weber said. They will simplify the joint governance of the Alliance and remove as a ground for terminating the Alliance the failure to achieve a minimum number of cooperation programs within a specific time.

They also agreed to a waiver of GM’s right to terminate the Alliance under certain conditions in the event certain parties take a stake in PSA, in which case such parties would support the Alliance. GM would vote any PSA shares it would then hold in favor of any such transaction.

GM Donates 2014 Chevy Silverado To Aid Competitive Wounded Veterans

During the recent 114th Army-Navy football game, GM Chairman and CEO Dan Akerson presented a 2014 Chevrolet Silverado High Country 1500 crew cab pickup truck to the Achilles Freedom Team of Wounded Veterans.

The truck will be used to haul hand cycles and equipment to Walter Reed-Bethesda Naval Center for athlete training, and to regional competitions, said GM spokesperson Connie Burke.

Chevrolet has been the official vehicle of the Army-Navy game since 2010 and recently extended its support through 2016, Burke said.

“This Silverado is capable of amazing things, but I can’t think of a higher calling for it than helping wounded veterans rebuild their lives,” said Akerson.

Through the Achilles Freedom Team, more than 1,000 veterans disabled in war are overcoming life-threatening injuries by participating in marathons and other athletic feats, Burke said.

Members set goals and train in hand cycles or on their prosthetics, and compete as a team in mainstream road races and marathons around the country and internationally.

Achilles International founder Dick Traum and Achilles team members accepted the keys to the truck.

“Thanks in part to Chevrolet’s generosity, our team members are rechanneling their competitive spirit and proving that there is life after a devastating injury,” said Traum.

At the 2012 Army-Navy game, Chevrolet introduced two prototype hand cycles designed to meet the unique needs of wounded athletes and withstand punishing travel conditions, Burke said.

The cycles were developed by senior engineering students at Michigan Technological University with help from GM engineers. One cycle was refined and operated by an Achilles athlete in October’s Detroit Free Press-Talmer Bank International Marathon in Detroit.

Three-wheel hand cycles allow athletes to sit with their remaining lower limbs in front of them while pumping the wheels on handlebar cranks with their hands or prosthetics.

In 2010, GM donated cycles and a Silverado for hauling them.

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