

Chevy Silverados Add Choices for Customers' Fuel Savings

Chevrolet is expanding its availability of bi-fuel versions of the new 2015 Silverado 2500HD and 3500HD trucks.

The different versions, said Chevrolet spokesperson Tom Wilkinson, give customers and fleet managers more choices for cleaner-burning compressed natural gas-powered models – and savings at the pump.

With CNG currently priced about 62 percent less per gallon than gasoline, a work truck driven 26,000 miles a year can save more than \$2,000 annually based on 75 percent CNG usage and comparable efficiency to gasoline, Wilkinson said.

"With CNG capability to be offered on all Silverado HD cab configurations, customers have a wider range of choices when it comes to selecting the alternatively fueled truck that matches their needs," said Ed Peper, U.S. vice president, GM Fleet and Commercial.

"And for companies and municipalities that maintain multiple trucks in their fleet, the fuel cost savings of CNG can really add up in a year."

The CNG option is available on all Silverado 2500HD configurations and Silverado 3500HD models with single rear wheels, Peper said.

The 2500HD double cab and crew cab models are on sale now, with 2500HD regular cab and all 3500HD models going on sale in July.

With the additional driving range enabled by a separate CNG tank, Silverado HD bi-fuel models have a total range of up to 650 miles, meaning less time needed for fill-ups, Peper said. When equipped with a 4.10 axle ratio, the maximum conventional trailering rating is 13,000 pounds on gas or CNG.

GM warrants and validates the

fuel systems of the 2015 Silverado HD bi-fuel trucks, Wilkinson said, meaning its five-year/100,000-mile powertrain limited warranty covers CNG fuel systems.

All major components associated with the CNG system also carry GM service part numbers, for availability throughout the largest dealer network in the United States. That's not the case with some other manufacturers' available bi-fuel trucks, said Wilkinson.

"Silverado bi-fuel pickups are available through any of Chevrolet's more than 3,000 dealerships across America, just like any other model," said Peper. "It's one of the industry's most seamless integration of OEM-delivered CNG vehicles."

The unique version of the 6.0L engine – identified by an LC8 engine code – features special hardened valves and valve seats that enable it to run on CNG or gasoline, Peper said. It is rated at 360 horsepower and 380 lb.-ft. of torque on gas, and 301 horsepower and 333 lb.-ft. of torque on CNG.

A separate CNG fuel tank enables the driver to switch between fuels at the flip of a switch, Peper said. When the CNG tank is depleted, the system automatically switches to gasoline.

A GM Tier I supplier installs the CNG fuel tank and complementing fuel system upgrades at a secondary location. Chevrolet dealers deliver the trucks as they would with any optional content, Wilkinson said.

CNG is cleaner burning than conventional gasoline or diesel, Peper said.

Today, most of the natural gas used in the U.S. comes from domestic or other North American sources. Depending on their usage habits, many customers can



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recoup the incremental investment in CNG vehicles within a few years, and the lower fuel cost enables a significant reduction in daily operating costs.

The trucks are available with new, stronger 6'6" and 8' cargo boxes with standard CornerStep bumpers, EZ Lift-and-Lower tailgates, and other features to ease cargo handling, Wilkinson said.

He added that available updates for 2015 include:

- New cabs and interiors with increased comfort and extensive storage space tailored to the way customers use full-size trucks;
- Chevrolet MyLink, which provides connectivity for work or family with simple, intuitive controls;
- Integrated cruise control and Auto Grade Braking to help make trailering easier;
- Standard StabiliTrak with Trailer Sway Control on all models, including 3500HD duallys;
- Models equipped with CNG system add cargo tie-downs on the tank cover and a single fuel gauge that displays fuel levels for gasoline and CNG.

NDIA Sets Event For Discussion of Industrial Issues

A forum for industry and government to exchange ideas on industrial issues of joint concern is scheduled for March 4.

The Michigan Chapter of the National Defense Industrial Association (NDIA) is hosting the legal and ethical forum at the GM Heritage Center in Sterling Heights.

Michigan Chapter members and volunteers will have the chance to check out more than 200 vehicles on display, ranging from rare concept cars to unique antique roadsters.

A strolling buffet with hors d'oeuvres, refreshments, entertainment, and guest speakers from the local defense community, will be featured.

With more than 300 attendees at last year's event, membership officer Dion King said he anticipates an even larger turnout this year.

"This is an excellent opportunity (for members) to network and socialize with fellow NDIA colleagues, as well as enjoy the rich history that GM has to offer," King said.

Currently, the Michigan chapter has more than 3,000 members representing government, military, and industry. The majority of large businesses that support the Michigan defense community are corporate members of NDIA, King said.

"The NDIA Michigan Chapter is among the most active in the nation," said King. "Through dynamic events and activities, we promote the defense business sector and foster collaboration with our Government partner's Office for Combat Support and Combat Service Support (PEO CS&CSS) located at Detroit Arsenal in Warren."

The Membership Social is open to current members, guests, and individuals interested in membership.



The CNG "on" switch

Ford of Canada To Build Edge

Ford of Canada's Oakville Assembly plant will build the new Ford Edge global utility vehicle, shipping it from Canada to more than 60 countries.

The Edge competes in the global utility segment, which grew 13 percent year over year in 2013, said Dianne Craig, president and CEO, Ford of Canada.

The utility segment in markets outside North America grew 112 percent in 2013 and is forecast to grow 30 percent in 2014, with utility sales expected to total approximately 600,000 vehicles this year.

Chevy, Colleges to Reduce Carbon Emissions

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chased other organizations' carbon credits to help achieve carbon neutrality," said Eban Goodstein, director of Bard College's Center for Environmental Policy in mid-New York state.

"Now, they're earning revenues for the carbon reductions achieved right on their own sites, where the long-term clean energy benefits lie for their community."

Campuses are increasingly pursuing aggressive clean energy efficiency efforts from installing more efficient building equipment to using renewable energy to help power operations, Basel said.

With this initiative, Chevrolet will buy and retire carbon credits resulting from some campuses' greenhouse gas reductions from either their Leadership in Energy and Environmental Design (LEED) certified buildings or other campus-wide energy-saving initiatives.

Chevrolet is dedicated to securing a cleaner energy future through efficient vehicles, responsible manufacturing and supporting community-based carbon-reduction projects, said David Tulauskas, GM director of Sustainability.

"Electric cars like the Chevrolet Volt and Spark EV drawing electricity from a cleaner energy infrastructure is a win-win for our customers and the environment," Tulauskas, said.

"The Chevrolet carbon-reduction initiative is about supporting the ingenious ways people are reducing their carbon emissions, like the efforts of leaders driving the higher education sustainability movement."

For the last two years, Chevrolet has been the largest U.S. corporate buyer of voluntary carbon credits by volume, according to the nonprofit Forest Trends Ecosystem Marketplace.

The brand has supported many projects, said Basel, from helping a landfill heat a hospital with methane gas to helping truckers avoid idling their engines at rest stops.

The initiative is part of Chevy's voluntary goal set in 2010 to prevent up to 8 million metric tons of carbon emissions from entering the earth's atmosphere.

"That's like the annual carbon reduction benefit of a mature forest the size of Yellowstone," Basel said.

With this next phase, Chevrolet aims to spur even more carbon-reduction activities that benefit college campuses and their communities, Basel said.

To develop the new methodologies, Chevrolet worked with an advisory team led by the Climate Neutral Business Network with support from the Bonneville Environmental Foundation, the U.S. Green Building Council and the Association for the Advancement of Sustainability in Higher Education, Tulauskas said. The methodologies have been ap-

proved through the Verified Carbon Standard.

Ball State University in Muncie, Ind., and Valencia College in Orlando, Fla., are among the first to apply these new methodologies with pilot projects, confirming that funding such as Chevrolet's is strategic to their other efforts to reduce greenhouse gases, Tulauskas said.

Chevrolet's funds will be used for additional energy efficiency retrofits at Valencia, Basel said. Ball State's pilot involves selling some of the carbon reductions from installing the largest geothermal system at a U.S. college.

"Without such third-party financing of this type, most colleges and universities would not be able to capitalize on the more significant investments needed to bring down their carbon load on the atmosphere," said Robert Koester, professor of Architecture and chair of the Ball State University Council on the Environment.

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