



Waste Reduction



We reuse and recycle more waste from our manufacturing facilities than any other automaker.

Landfill-Free Facilities

- Our [81 landfill-free](#) manufacturing sites on average [recycle](#) or reuse 97% of their waste from daily operations and convert the remaining 3% to energy. We surpassed a global [commitment](#) to have half of our global manufacturing operations landfill-free by the end of 2010.
- Our efforts are spreading to non-manufacturing sites; in addition to our 81 plants, we have 18 [non-manufacturing](#) landfill-free facilities.
- Our robust reporting system, which enables our plants to set and meet waste goals, has allowed us to easily share lessons learned.

Reducing

- We reduced total waste from our global operations by 43% (a reduction of 44% on a per vehicle produced basis) from 2000 through 2010.
- We reduced non-recycled waste by 44% globally (reduced 43% on a per vehicle produced basis) in the last five years, 2005 through 2010.
- We work with our [suppliers](#) on designing for the environment and rethinking product design to avoid scrap.
- Our workforce is key to our success; they are innovative, attentive to detail and accustomed to challenging conventional manufacturing operations.
- We were one of the first organizations – and to date the only auto manufacturer – inducted into the U.S. EPA WasteWise Hall of Fame, which recognizes continued outstanding waste reduction.

Reusing

- We frequently turn material byproducts from routine manufacturing operations into new-vehicle components. Our plant managers view this waste as potentially useful and marketable, and work with their teams and suppliers to develop closed-loop systems.
 - Cardboard shipping materials from various GM plants are recycled into a superior sound-dampening material in the Buick Lacrosse and Verano headliner to help keep the cabin quiet.
 - Plastic caps and shipping aids from the Fort Wayne facility are mixed with other materials to make radiator shrouds for the Chevrolet Silverado and GMC Sierra pickups built at the plant.
 - Test tires from our Milford, Mich. Proving Ground, thanks to their elasticity and durability, are shredded and used in the manufacturing of air and water baffles for a variety of GM vehicles.
- Other operational waste comes full circle, as well, and is often recycled into plant supplies.
 - Paint sludge from the Lansing Grand River plant has been turned into plastic material and used for shipping containers durable enough to hold Chevrolet Volt and Cruze engine components.

Recycling

- In 2010, all of GM's worldwide facilities combined – including regular and landfill-free plants – recycled 92% of the waste they generated.
- We recycled or reused 2.5 million tons of waste materials at our plants worldwide – enough to fill 6.8 million extended-cab pickup trucks that end-to-end would stretch around the world.
- We use recycled and [bio-based](#) materials (e.g., plastic bottles, cardboard, carpet, tires, kenaf fibers, balsa wood and soy) in a variety of vehicle components. Each material we use meets or exceeds quality and cost requirements.
- We developed a [method](#) to convert 227 miles of [oil-soaked booms](#) off the Alabama and Louisiana coasts and turn it into air deflectors in the Chevrolet Volt, preventing 212,500 pounds of waste from entering our nation's landfills.
- Our 2010 U.S. recycling efforts avoided 3.8M metric tons of greenhouse gases, according to U.S. EPA's WasteWise program.

Vehicle Recyclability

- We design our vehicles to be as recyclable and recoverable as is feasible, following ISO standards and developing internal standards to gain common benefits across regions.
- On average, our vehicles are approximately 85% recyclable and 95% recoverable by weight.
- We work with the vehicle dismantling industry to help ensure the majority of material is salvaged and can be recycled or reused in new vehicles or other consumer products.

Business Case

- Since 2007, GM has generated \$2.5B in revenue through various recycling activities. We view recycling from a systems perspective so we not only protect the environment, but eliminate cost, increase efficiency and create revenue, as well.

For more information on GM's sustainability efforts, visit:

- Our environmental blog, www.gmbeyondnow.com
- Our environmental news releases, www.media.gm.com
- Our environmental website pages, www.gm.com/environment
- Our corporate sustainability report, www.gmsustainability.com
- Our Chevrolet fuel economy [microsite](#)



Energy Efficiency



We strive to reduce emissions & petroleum dependence by being more energy efficient.

Reducing Energy Use

- We reduced energy use at our global facilities 31% (reduction of 28% on a per vehicle produced basis) between 2005 and 2010. These savings reduced greenhouse gas emissions by 3.34M metric tons during that timeframe.
- We met the U.S. EPA's Energy Star [Challenge for Industry](#) by reducing energy intensity by an average of 25 percent at 30 North American plants, saving \$50M and avoiding more than 778,380 metric tons of greenhouse gases (the equivalent of powering 97,000 U.S. homes).
- Our Lansing Delta Twp. plant earned EPA Energy Star [certification](#) for performing in the top 25th percentile of similar facilities nationwide.
- Efficiency tactics include automating shut-down of equipment when it is not needed, using energy-efficient lighting, tracking hourly consumption with energy management systems, and upgrading our heating and cooling systems. For example:
 - We save \$3M per year in energy costs across 10 plants by using sophisticated software that synchs up all energy-using systems to plant conveyors, automating the shutdown and restart of equipment as needed.
 - We save \$2M in the United States through real-time management of our HVAC equipment.
 - Lighting upgrades and other efficiency projects save our Detroit-Hamtramck plant \$2.5M/year in energy costs.
 - Our European sites conduct workshops to identify potential energy savings; they saved \$1.4M in 2010 alone.
 - We invested \$400,000 in a heat recovery project at our Gliwice, Poland plant's paint shop; the energy savings provided payback within five months.
 - Our Kaiserslautern, Germany plant saved energy worth \$750,000 per year with a compressor project that also helps us better meet compressed air demand.

Renewable Energy

- We believe in harnessing the power of renewable and alternative energy, and we're one of the leading users in manufacturing sector. We derive energy for manufacturing operations from solar, hydro, and landfill gas resources. In the U.S. alone, 1.4% of our U.S. energy consumption comes from renewable resources.
- We house nearly 30 megawatts of **solar power** at seven facilities, and have plans to [double](#) output to 60 megawatts by 2015. Sixty megawatts is enough energy to power nearly 10,000 homes in the U.S. for a year.
 - The first 1MW solar array in California is on GM's Service Parts Distribution Center in Rancho Cucamonga. It was the first public solar project in the U.S. over 1MW when it began operating in fall 2006, and it provides about 50% of the facility's electricity.
 - We have the world's largest industrial rooftop solar installation at our Zaragoza, Spain assembly plant at 10.5 MW.
 - The largest [photovoltaic solar array](#) in Southeast Michigan is being installed at our Detroit-Hamtramck assembly plant.
 - Seven of our facilities have solar charging canopies on the grounds: [Baltimore Operations](#), Bowling Green Assembly, Detroit-Hamtramck Assembly, Lordstown Assembly, Parma Metal Center, Warren Company Vehicle Operations and Milford Proving Ground, with six to eight more expected to begin construction shortly.
- GM Mexico purchased 22MW of small **hydro power** from two nearby irrigation dams in southwest Mexico in 2010, and two GM Brazil plants use hydro power to power 21.9% of their facilities in 2011.
- We are the second largest industrial user of **landfill gas** in the United States. Four of our U.S. manufacturing facilities currently use landfill gas as a source of energy.
 - Landfill gas use is:
 - 21% of the energy consumed at the [Fort Wayne assembly plant](#)
 - 16% at the Toledo transmission plant
 - 18% at the Shreveport assembly plant
 - 20% at the [Orion assembly plant](#)
 - Landfill gas installations at our plants in the United States generated savings of more than \$5M in 2010.

LEED Certifications

- We have two buildings with gold certification from the U.S. Green Building Council's Leadership in Energy and Environmental Design program: [Lansing Delta Township](#) Assembly in Lansing, Mich., and GM International Operations and GM China Headquarters in [Shanghai](#). When it first opened, the Lansing Delta Township building was the largest industrial project to receive LEED certification.

Reducing Emissions

- By saving energy and increasing use of renewable energy sources, our global facilities achieved a 30% reduction in CO₂ emissions (a reduction of 28% on a per vehicle produced basis) between 2005 and 2010.
- Since 1990, we decreased our manufacturing emissions by 60%.
- Chevrolet announced in 2010 that it will invest up to \$40M in various [carbon-reduction projects](#) throughout America with a goal to reduce up to 8M metric tons of carbon dioxide emissions.
 - Investment [projects](#), implemented during the next five years, will promote [energy savings](#), [renewable energy](#), responsible use of natural resources and conservation in communities across the United States.
 - We estimate our carbon-reduction goal equates to the emissions in 2011 from driving the 1.9M vehicles Chevrolet is expected to sell in the United States between Nov. 18, 2010 and Dec. 31, 2011.



Resource Preservation



We help preserve natural resources and enhance habitats surrounding our facilities.

Reducing Water Use

- Between 2005 and 2010, we reduced water use by 35% (a reduction of 32% on a per vehicle produced basis) at our facilities worldwide.
- Whether it's reusing water in pretreatment processes in our paint shops or capturing rainwater to feed manufacturing equipment cooling towers at various plants, we are committed to resource conservation throughout our operations.

Habitat Enhancement

- We strive to increase native biodiversity at our facilities and have [21 habitat programs](#) around the world certified by the Wildlife Habitat Council—more than any other automotive manufacturer.
 - WHC is a nonprofit recognizing outstanding habitat management and environmental education efforts at corporate sites.
 - Some features at these sites include walking trails, native tree plantings, butterfly gardens, raingardens to control storm water runoff, restored prairie and wetlands, bird and bat houses, and duck nesting boxes.
 - Our LEED-certified Lansing Delta Township Plant holds a Corporate Lands for Learning certification from WHC, which guides us on expanding and evaluating the site's education and outreach programs.
 - Our Lansing Delta Township Plant and our Canada headquarters in Oshawa hold WHC's Rookie of the Year awards for newly certified programs representing environmental stewardship and voluntary employee efforts.
- At our Grand Blanc, Mich. facility, [wildlife habitat](#) is threaded throughout the nearly 46-acre property; features to encourage biodiversity were designed into it.
 - A volunteer group of GM workers helps keep the site a haven for all species, whether it's donating butterfly-attracting plants, building bluebird houses, or collaborating with community partners on Earth Day programs.
 - In one year, the number of birds on the grounds increased 72%, flora increased 65% and mammals increased 20%.
- We converted 16.5 acres of lawn area at our Detroit/Hamtramck, Mich. Assembly facility to provide a suitable habitat for migratory birds that prefer grassland.
- We have more than 1,000 acres dedicated to wildlife habitats throughout our facilities around the world.
- We work with various local schools, NGOs, nonprofits and environmental preservation groups to enhance our habitats and increase community awareness about wildlife preservation.

Watershed Education

- Our [GM GREEN](#) program (Global Rivers Environmental Education Network) matches 8,500 students each year with GM volunteers to analyze water monitoring data, identify an issue of concern, and develop a community project addressing it.
- The program offers hands-on learning experiences to increase students' problem-solving skills, knowledge of science and the environment, and community involvement.
- We have supported GREEN since 1989. During that time, thousands of GM employees have volunteered, educating more than 100,000 students.
- Over the years, we've expanded the program into 39 communities nationwide.
- GM GREEN is a partnership between community-based organizations in GM communities and the nonprofit organization Earth Force.



We're building fuel-efficient vehicles that fit our customers' needs and lifestyles.

Strategy

- Our vision is to design, build and sell the world's best vehicles, and we're committed to doing that with our customers and the environment in mind.
- We believe the keys to developing sustainable transportation are energy alternatives and advanced technologies that help reduce dependency on petroleum, improve fuel economy and reduce emissions.
 - We are pursuing several options to best meet the varied needs of customers around the world.
 - Customers can choose from vehicles powered by gas, diesel, biofuels or electricity.
- We believe biofuels are the most significant near-term solution to reduce dependence on petroleum and reduce the carbon footprint of driving, while electrically driven vehicles offer the best long-term solution.
- Our goal is to put customers in a vehicle that not only satisfies your needs, but provides a [fun driving experience](#). We look at what customers want and marry technologies that help them get it.

Research & Development

- Our engineers are busy reinventing the automobile, focusing on inventions that make vehicles more efficient.
- In 2010, we received more [clean-energy patents](#) last year than any other organization, according to the Clean Energy Patent Growth Index of U.S. patents.
 - GM's 135 patents represented nearly 14% of the total 1,881 received by 700 entities. Our patents covered hybrid electric vehicles, fuel cells and solar energy, and focused on improvements to current and future technologies.
- The Patent Board ranked us as the [No. 1 innovator](#) out of 182 companies in its quarterly automotive and transportation industry scorecard in January 2010, May 2011 and September 2011.
 - The organization analyzes intellectual property performance across 17 industries, determining the leader in each sector based on measurements like number of patents, impact on the industry, and technology and science strength.
- We operate global engineering centers and R&D labs around the world and collaborate with academia, suppliers and start-ups to identify and develop new technologies. During the past 10 years, we increased our patent filings six-fold.

Fuel Economy

- We strive to lead in delivering new [fuel-saving technologies](#) in cars and trucks customers want to buy and can afford.
- We focus on mass reduction, [aerodynamics](#), lightweight materials, tire construction and other efficiency technologies to make our vehicles more sustainable.
- Approximately 70% of our 2012 nameplates will be cars or crossovers, with that figure continuing to increase in the future.
- For the 2012 model year, we have 12 models achieving at least an EPA-estimated 30 mpg hwy, like the segment-leading 2012 [Chevrolet Cruze Eco](#) with an EPA-estimated 42 mpg hwy.
- Since the 1970s, we've improved fuel efficiency 150% for cars and 80% for trucks.

Advanced Technologies in Gas Engines and Transmissions

- For the 2012 model year in the United States and Canada, we have:
 - 17 models equipped with [active fuel management](#), a fuel-saving technology enabling a V8 engine to operate on half the engine's cylinders when full power is not needed.
 - All of our full-size SUVs and light-duty pickups feature AFM.
 - Fuel economy is improved by as much as 12% with the technology.
 - [Direct injection](#) engines that allow for more precise fuel delivery and better control of the combustion process, improving fuel economy and reducing emissions. 40% of our U.S. volume features this fuel-saving technology.
 - Every 2012 model in Buick's lineup offers an engine with direct injection.
 - We were the first domestic automaker to introduce the technology.
 - Fuel economy is improved by up to 3%; cold start emissions reduced by up to 25%.
 - By 2014, we expect 70% of our U.S. volume to have direct injection.
 - Eight models globally feature **a combination of direct injection and turbocharging**—technology enabling a smaller, more fuel-efficient engine to achieve the performance of a larger engine.
 - We expect that number to grow to 21 models globally by the 2014 model year.
 - Nine models featuring **boosted** technologies—gasoline engines with a combination of **turbo and supercharging**.
 - We expect 14 models to feature engine boosting technologies by the 2013 model year.
 - Fuel-saving **6-speed automatic transmissions** are featured in 88% of our vehicles in the United States.
 - Every U.S. Cadillac and Buick model will be available with a 6-speed automatic transmission and other fuel-saving technologies.
 - Virtually all GM vehicles feature [variable valve timing](#); both overhead cam four cylinder and V6 engines and on some V8s.
 - It's an advanced engine technology altering the timing of intake and exhaust valves, allowing the engine to maximize horsepower and torque while helping reduce emission. Fuel economy is improved by up to 2%.

FlexFuel Vehicles

- We are the global leader in producing flexible-fuel vehicles, offering more [FlexFuel models](#) than any other manufacturer.
 - More than 6 million of the 10 million flex-fuel vehicles on the road in North America are GM cars and trucks. We have built and sold more than 7 million around the world.
- We are offering 20 FlexFuel vehicle models for consumers in the 2012 model year:
 - Buick Regal, Verano and Lacrosse
 - Cadillac SRX, Escalade, Escalade ESV and Escalade EST
 - Chevrolet Silverado, Express, Tahoe, Suburban, Avalanche, Impala, and Equinox
 - GMC Terrain, Sierra, Savana, Yukon, Yukon XL and Yukon Denali
- Additionally, the 2012 Malibu 2.4L and Chevrolet Caprice, Tahoe and Impala police pursuit vehicles are FlexFuel vehicles available to fleet and commercial customers.
- New nameplates to the 2012 lineup include the Buick Verano 2.4L, Buick Lacrosse 3.6L, Cadillac SRX 3.6L and the fleet-only Chevrolet Caprice police pursuit vehicle.
- The lineup expands with the following engine variants now FlexFuel capable: Chevrolet Impala and Cadillac SRX, both with the 3.6L direct injected V6; and Buick Verano and Regal, Chevrolet Equinox and GMC Terrain all with the new E85 capable 2.4L four-cylinder engine.
- We announced in 2006 a commitment that half of our annual production volume would be FlexFuel capable vehicles by 2012.
 - We expect FlexFuel vehicles to be more than 40% of our sales volume in the 2011 model year.
 - We increased annual production of FFVs to more than 850,000 annually, an increase of 55% from 2006 volumes.
 - In Brazil, more than 95% of our fleet is FlexFuel capable and able to run on E100 ethanol.
- We're partnering with companies to help increase the speed at which advanced biofuels like cellulosic ethanol enter the market.
 - In January 2008, GM [invested](#) in Coskata Inc. of Warrenville, IL, to help [commercialize](#) its cellulosic ethanol made from sources like agricultural and municipal solid waste, discarded plastics and even old tires.
 - In May 2008, GM [invested](#) in Mascoma Corp. of Boston to cooperate on rapid commercialization of second- and third-generation biofuels made from plant and wood wastes.

Diesel Vehicles

- All of our 2012 model year diesel vans and [heavy-duty pickup trucks](#) will be capable of running on [B20](#).
 - These vehicles use our new Duramax 6.6L V8 turbo engine with diesel direct injection developed to meet 2010 U.S. emissions standards.
 - The engine uses advanced selective catalyst reduction and a diesel particulate filter system.
 - Our heavy-duty pickup truck marketshare jumped nearly tenfold in the nine years Duramax engines have been offered.
- Chevrolet will add a [diesel variant](#) to the Cruze lineup in North America in 2013. Diesel versions of the Cruze are now sold in Europe.

Compressed Natural Gas & Liquefied Petroleum Gas

- We offer [CNG](#)- and [LPG](#)-powered vans to help customers reduce greenhouse gas emissions.
 - 2012 CNG & LPG vehicles: Chevrolet Express Cargo (CNG), Chevrolet Express Cutaway (LPG), GMC Savana Cargo (CNG), GMC Savana Cutaway (LPG)
- Chevrolet and GMC are the only brands to offer a one-source CNG option on vans. Both vans feature specially designed engines built for gaseous fuels, along with an integrated and warranted dedicated gaseous fuel system in place.
- We will sell a [CNG bi-fuel](#) commercial pickup truck early in the fourth quarter of 2012.

Hybrid Vehicles

- The Two-Mode hybrid system on the Chevy Tahoe and Silverado; GMC Yukon, Yukon Denali and Sierra; and Cadillac Escalade enables the best fuel economy of any full-size light duty trucks, with the two-wheel-drive having an EPA estimate of 20 mpg city and 23 mpg hwy.
 - The Chevrolet and GMC trucks are the only [hybrid pickups](#) in the market. (Fuel economy – 20 city/23 hwy)
- The Two-Mode hybrid system saves fuel by providing all-electric launch, low-speed electric-only propulsion, and electric assist during demanding driving, acceleration, and towing. It recaptures energy normally lost during braking, and allows the engine to be shut off during deceleration and when the vehicle is stopped.

Batteries & Electric Motors

- We are a leader in advanced battery technology and consider development and production of advanced batteries for automotive applications a core competency and competitive advantage.
- We operate the largest and most technologically advanced [global battery systems lab](#) and first high-volume automotive lithium-ion [battery manufacturing site](#) in the United States.
- We will become the first major U.S. automaker to design and manufacture [electric motors](#) – a core technology for hybrid and electric vehicles. The operation will be housed at our White Marsh, Md. facility starting in 2013.

eAssist Technology

- eAssist is a light electrification solution that combines start-stop technology with regenerative braking and an on-board lithium-ion battery to provide an electric boost in certain conditions to improve fuel economy.
- eAssist provides 25 percent better fuel economy as compared to traditional powertrain system.
- Vehicle offerings with eAssist include:
 - [Buick LaCrosse](#) with an EPA-estimated 25 mpg city / 36 mpg highway
 - [Buick Regal](#) with an EPA-estimated 25 mpg city / 36 mpg highway

- eAssist will be standard on the 2013 [Chevrolet Malibu Eco](#) with an estimated EPA 38 mpg highway. (Final EPA certification pending.)

Electric Vehicle with Extended Range

- The [Chevrolet Volt](#) is the world's first mass-produced electric vehicle with extended range capability that uses GM's Voltec propulsion system to deliver an EPA-estimated [35 miles](#) of [electric driving](#) (depending on conditions like temperature, terrain, technique and battery age) from a long-life, 16kWh lithium-ion battery and 111-kW (149-hp) electric drive unit. The Volt has an EPA estimated total driving range of up to 379 miles. It allows consumers to take long drives without recharging, and uses electricity to move the wheels at all times and speeds.
 - The on-board engine provides electricity to power the drive unit for extended-range capability.
 - When the Volt's battery runs low, a gas-powered engine-generator seamlessly engages to extend the driving range until you can stop and plug in to recharge the battery.
- It can be recharged using standard 120 or 240V electrical outlets. From fully depleted, the battery can be charged in about three to four hours using 240V and about eight to 10 hours using 120V.
- Volt features technology including a digital interface allowing two-way interaction, personalization and access to information.
 - Seven-inch touch screen navigation/vehicle information display with climate and infotainment controls
 - Audio and visual alerts indicate charging, start-up and shut down activation
 - Real-time feedback that guides you to drive more efficiently (efficiency gauge, green leaf screens)
- Drivers can manage vehicle systems and commands from the car, internet and monthly OnStar Vehicle Diagnostics email.
 - OnStar helps drivers stay connected 24/7 with a mobile app to set or check charging, set grid-friendly charge mode for off-peak times, pre-condition the interior using electricity, check EV range, and access turn-by-turn directions.
- Insurance Institute for Highway Safety named the Volt a [2011 Top Safety Pick](#), and it's the first electric vehicle to earn a [five-star overall vehicle score for safety](#) from the National Highway Traffic Safety Administration's New Car Assessment Program.

All-Electric Vehicles

- The [Chevrolet Spark EV](#) will be a solution for global customers with predictable driving patterns and shorter commutes.
- We're using our global resources and technologies to provide electrification solutions that best meet customer needs.
- The Spark will be sold in limited quantities in select U.S. and global markets starting in 2013, including California. Details on specific markets, range, quantities and pricing will be announced later.
- The Spark EV complements Chevrolet growing portfolio of electrified vehicles, including Volt and Malibu Eco with eAssist.

Hydrogen Fuel Cell Vehicles

- We view hydrogen fuel cells as an important component to our advanced propulsion portfolio. Without using a drop of gasoline or releasing any emissions, they are the right choice for customers who need more passenger or cargo-carrying capability and travel longer distances.
- We are a leader in [fuel cell technology](#) and continue to operate the world's largest hydrogen fuel cell vehicle fleet, which has accumulated more than 2.3 million miles in the hands of real customers.
- Fuel cells can be commercialized by 2015/2016 timeframe, in limited quantities, in specific geographic regions where refueling infrastructures exist. They will be affordable, durable, safe, and small enough to be mass produced and hydrogen will be readily available in target markets.
- We will continue to develop the technology to reduce costs and assist in the deployment of an infrastructure for mass production by 2020. Costs will come down through generational learning cycles and ramping volume to achieve scale economies. Ultimately deployment volumes will be determined by hydrogen fueling infrastructure growth.
- We announced in May 2010 a memorandum of understanding with [The Gas Company](#) in Hawaii to cooperate on a fueling infrastructure that would take hydrogen from key points along TGC's 1,100-mile synthetic natural gas pipeline for use as transportation fuel for fuel cell vehicles.
 - The plan aims to integrate hydrogen as a building block for Hawaii's sustainable energy ecosystem.
 - The effort is expected to make hydrogen available to all of Oahu's 1 million residents by 2015, with a goal of installing 20 to 25 hydrogen stations around the island.

EN-V (Electric Networked Vehicle)

- The Chevrolet [EN-V](#), short for Electric Networked Vehicle, is a two-seat, electric urban mobility concept powered by lithium-ion batteries.
- We built EN-V to represent our vision to meet growing demand for safe, connected, zero-emissions personal transportation. It's a possible solution for global customers living in markets where alternative transportation solutions are needed.
- Chevrolet will explore locations around the world – including the United States – for potential pilot programs to determine real-world practicality.
- Recharging from a conventional wall outlet using standard household power allows EN-V to travel at least 40 kilometers on a single charge.
- By combining GPS with vehicle-to-vehicle communications and distance-sensing technologies, the EN-V can be driven manually or autonomously. In autonomous mode, EN-V offers mobility to people who may not otherwise operate a vehicle.
- We believe this platform of electric propulsion, sensors, wireless communications and GPS-based navigation is likely to migrate from the EN-V concept to other automobiles and could lead the way to safer, cleaner vehicles in the future.