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INTERNATIONAL UNION, UNITED AUTOMOBILE, AEROSPACE & AGRICULTURAL IMPLEMENT WORKERS OF AMERICA

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October 28, 2021

## BARGAINING COMMITTEE REPORT

**Shop Chairman – Rich LeTourneau**

Zone Committeeman 1<sup>st</sup> Shift – Dave Poor  
Zone Committeeman 2<sup>nd</sup> Shift – Steve Turner  
Zone Committeeman 3<sup>rd</sup> Shift – Chris Phillips

Shop Committeeman – Joe Perry  
Shop Committeeman – Chad Brumbaugh  
Shop Committeeman – Mike Kellogg

### • EMPLOYEE PLACEMENT SYSTEM

Per the 2019 National Agreement the new EPS has taken effect. You may have noticed that we are in the process of adding additional external job posting boards. The new ones are being located next to the existing internal job posting boards. On these boards you will see both Production and Skilled openings at other GM facilities. The postings have a 10-day window for application. In order to apply for any of these openings you must apply on **Socrates/Personal/Career/EPS**. Presently there is 1 opening for a Pipefitter in Bowling Green and 18 openings in Production at Defiance.

### • ESWP TRAINING

The plant is looking for Journeymen/women electricians who would be interested in receiving T3 training at a date TBD. We would like to have 1-electrician per shift to train the ESWP required classes here in house. In the event classes are needed on a shift where the trainer is off on vacation or other reasons, the other T3 trainers would cover that shift.

This is not a full-time job and you would only be needed as classes are scheduled.

If you're interested in these trainer openings, submit your name and contact number to Joe Perez, UAW-JAR, in the Chairman's office for consideration.

### • DEFIANCE RECALLS

Defiance has put an appendix A request for 18 Production and 2 Skilled Trades people. If you have in for this location you have until Friday to respond.

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## ● PAINT SHOP PROJECT-TAG RELIEF

The over \$10 million-dollar Paint Shop Project, which we discussed in a Bargaining Report from October of 2020, is just about complete. In April of 2020, 12 of our Skilled Trades working in Production were pulled out of Production in order to work on this Project. Throughput issues that previously existed in the Paint Shop have now been reduced due to the additional buffer banks that were installed as part of this Project.

Tag Relief was an effort to increase our volume by a 1,000 trucks a month, and in July of 2020, the company placed an Appendix A request for 318 employees. These additional jobs were for both Tag Relief operators and newly created jobs in General Assembly. As a result of these improvements in the Paint Shop, the Company and the Shop Committee have been actively having discussions over the MOU on Tag Relief and most of the Tag jobs will be reduced with a target date for completion of 11/15/2021. These discussions will determine how to meet our contractual language in unwinding Tag Relief and finding everyone a new job. Not every area will discontinue tagging. We will continue discussions on positive volume related issues for this membership. We have a lot more discussions on our 2022 plans and local negotiations updates, we will keep you informed.

## ● SEMICONDUCTORS

Semiconductors are still in short supply and the Corporation has been idling other GM facilities since the early part of this year in order to get parts to the truck group. This is an enviable position to be in as we are critical to the Corporations success and are not a target of extended layoffs or downtime, contrary to what some may think. In late May and early June, production jobs were posted for DVT Augmentation and Final Process east for our members to help get our trucks to the customer. That effort has been hindered by the Corporations inability to get the needed supply of semiconductors to both run scheduled production and the DVT projects.

That being said, the Corporation is pushing very hard to get all 2021 product to the customers by the end of this year and are exploring every option available. We are meeting daily with management on using every possible option to get our trucks to the customers by December. We are using the original posting awards as the process to have our members help get these trucks completed. We understand when these postings went up and down, the company thought they could get all the parts needed to have this done by now and everyone would have worked all they wanted but that just didn't happen. Today the Corporation is telling us to be prepared for a hard push to get these trucks out the door and they will do everything in their power to get us the parts to do just that. Some of you may have already been contacted on working and some of the details are being released daily.

**Getting our 2021 trucks repaired and to the customer by December is critical, it will be a challenge and all hinges on whether or not we receive parts to repair them.**

Rich LeTourneau

Shop Chairman

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