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



April 22, 2021

BARGAINING COMMITTEE REPORT

Shop Chairman – Rich LeTourneau

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

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

• PAINT SHOP PROJECTS/MOU

On April 13th 2021, we completed discussions and signed the MOU that will help secure our truck and increase our current volume so that other plants won't have the opportunity to absorb our lost units. A few months ago, we discussed several proposals on production design changes in the Paint Shop. These changes would help alleviate some of our overtime issues and the demand for voluntary Sundays. However, that doesn't mean Sundays won't still be offered based on customer demand.

On Monday April 19th the project was officially started with the Skilled Trades Project Team, along with 12 millwrights from the production 152 crew. Hopefully the first segment of this project goes well and is completed within the negotiated time frame. We would like to keep as much of this work in house for our plant trades to complete. On Thursday April 15th, we had Executive Vice-President Gerald Johnson and Vice-President Phil Kienle here at Fort Wayne Assembly for a visit. As part of that visit, they reviewed this document for approval. The document has since been approved and that is why we are moving forward with this project.

I had the opportunity to have a little one on one time with them to discuss our future and how we fair up against our competition. I was pleasantly surprised to hear Gerald Johnson say that if the Leadership, on both sides, continues to explore innovative ways to handle volume issues, your competition shouldn't be a problem. He also thanked this Membership and Leadership for stepping it up in the Paint and Body Shop over the Tag Relief MOU. He understands that change is difficult in all plants, but the plants that make difficult decisions like you guys, will always have product and money needed for projects.

During their visit, it was announced that Sunday had been cancelled for first shift for lack of volunteers. Although he knew it was cancelled, he did not appear that upset, he just said we need as many trucks out of FWA as we can give them. I asked him what the company's plan was for the Oshawa truck plant as it relates to us. He said the Oshawa launch was moved from mid-2022 to October of 2021 for the heavy duty only. The launch of the light duty crew cab will be sometime in 2022 and will be based on customer demand.

OVER

My advice to this membership is to never let your guard down as long as someone else has the ability to produce our truck. At the end of their visit, there was a diagonal slice meeting in the tour holding room which consisted of UAW Members and Managers who were selected to attend the meeting. Several questions were asked by both the Union and Management. One of the questions that was asked was, "Will FWA get put on a 6 day a week schedule?". Naturally the plant manager and both Vice Presidents looked at me and responded, "That's up to your Chairman". They've asked me that question many of times before and I've given them the same answer. This membership will vote on any changes that are ever made above and beyond plan A or plan B of the National Agreement. The other interesting question that was asked was, "Are we being overlooked for the next generation electric truck?". Gerald Johnson made it clear that the demand for our truck makes it impossible for us to be Plant Zero. He explained they are still unsure on the market for an electric truck, but if that is the direction of General Motors, and we continue making the innovative changes we are making, and have done in the past, we will be fine.

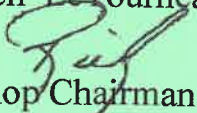
● SEMICONDUCTOR SHORTAGE

During the diagonal slice meetings, the question was asked, "How long will this semiconductor shortage continue to be a problem for us?". Gerald Johnson explained that the company predicts that this shortage will last through the month of July and that the company will continue to try to keep production running at as many plants as possible. As of this week, CAMI and Fairfax are scheduled as down into the May time frame. LGR is scheduled to be down the rest of the month and Wentzville is scheduled to be down in May as well. General Motors is continuing to try to send the semiconductors to its most profitable plants. This is why the corporation continues to schedule us per Plan A of the National Agreement and continues to canvas this workforce for Sunday production shifts.

● PFIZER SHOTS

Management here locally was recently informed by the corporation that GM was partnering with Meijer Pharmacies to bring Covid-19 vaccination clinics to Fort Wayne Assembly. Currently they are hoping to offer the first round of Pfizer vaccines the week of May 10th or May 17th and have begun the canvassing of employees to see who wants the vaccination. The deadline for canvassing is set for April 28th and vaccines will be administered by appointment only. Management will schedule these appointments once the canvassing is completed. We will try to keep this membership informed if there are any changes to this process.

Rich LeTourneau



Shop Chairman

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