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



March 14, 2022

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

● 35 TEMPORARY EMPLOYEES HIRED TODAY

Today, 35 temporary employees are being offered full time employment with General Motors, ahead of their scheduled conversion dates. As was stated in the February 25th Bargaining Report, two (2) temporary employees were converted ahead of these new hires. Their seniority dates will be backdated 90 days from today for benefits purposes.

● APPENDIX A TRANSFERS

On March 7th, Fort Wayne Assembly received 15 transfers through the Appendix A process. They spent last week in orientation, and they will report to the shifts that they selected starting today. Give them a warm welcome when they hit the floor today.

● ERGO RELIEF OPERATORS

During the pilot builds for the 2022 MCM launch activities, numerous jobs were flagged as possible Ergo relief candidates. The Fort Wayne JETT (Joint Ergonomics Technician Team), along with T1 truck design reps, external ergo reps, and supplier reps all participated in joint workshops during the pilot events to test all jobs affected by the 2022 MCM launch. There are jobs that were fixed, jobs that are in process of being fixed, and jobs that are going to take Ergo abatements to fix.

It has been agreed to create an additional nine (9) Ergo relief jobs per shift to provide Ergo relief. After discussions with the Bargaining Committee and the company, it was further agreed to pay an additional .50 cents an hour for traditional or .30 cents an hour for in-progression employees. Ergonomic abatements are outlined in the National Agreement, page 293, and this option has always been the best option for us. Every single job in this launch will be assessed and fixed appropriately.

It is always the intent to fix every one of these jobs, but the reality is that external design issues are not controlled by the plant. So as certain jobs are fixed, the Ergo routes will be adjusted accordingly. As one job drops off the Ergo route, another will be added until they are all fixed.

-OVER-

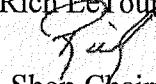
Sometimes elements on a job can be moved to fix a job, others may require tooling such as a balancer or hoist. Others may require a pneumatic lift table or a stock stand riser, could even be a new NIS pipe rack that needs to be fabricated.

These jobs will be posted this week across the 3 shifts, along with the routes associated with these postings. The existing 6 Ergo relief operators per shift will be combined with these new jobs to create to their own occupational groups and teams within the affected GA Departments. The composition of the new job postings will be as follows per shift. They will be paid in line with the wage provisions of the National and Local Agreements.

- o 6 Ergo relief operators
- o 2 R/O relief operators
- o 1 T/L relief operator

The goal is always to fix these jobs' once they are identified so our members don't get hurt. These jobs typically require non-production days to fix, such as weekends or down times.

Rich LeTourneau



Shop Chairman

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