



JULY 2008 WEBSITE REPORT

WINDSOR ALUMINUM

The past few months' things have been very quiet at the EEP. I receive phone calls with members just curious on what is going on in the plant and my answer has been the same, that there has been no investment or movement that I can report, and that the plant looks the same as when you left.

Today I can write this article and let the membership know that the V6 head line tear out has begun to make room for the new line coming in. The news better yet that after some hard work by JR Chevalier the equipment will be removed by the skilled trades at Essex. We have been waiting for the tear out of equipment it seems like forever knowing that this will trigger the new engine line installation and investments that are to come with it.

Along with the removal work we have seen a new management team arrive at Essex that will head up the new program. Larry Steirs is the new plant manager at EEP and will be in charge of the entire launch of all new programs at EEP. John Leach will now head up the launch of the MVL and also be the project manager for the demolition work at EEP. John Matic will be the maintenance MPS for the V8 crank dept and head up the demolition crews and work at EEP. Kevin Soucie will be the lead engineer for the launch of the MVL and Gary Taiariol will be the machining center manager for the plant.

There was a set back in the new V8 crank dept when it was announced the 6.2 for Romeo would be put on hold, the dept will not need to produce cranks until this time next year when it will launch our own crank for our own engine line here at Essex, but this will also set back the postings for the rest of the first shift and the launch of the second. As timelines for the engine program are made clear I will follow up with more information when we can expect to see the first postings for the new dept. Along with the new engine and crank programs the old connecting rod dept is being refitted to run 3.5/3.7 rods for Lima and there are other depts. being looked at for future work as well.

Tim Little
Plant Chairperson
Essex Engine