



## **JANUARY 2009 WEBSITE REPORT**

### **ESSEX ENGINE**

The Plant is waiting for the V8 engine line equipment to arrive; we will begin moving existing equipment to line up with the new equipment that will meet the layout of the new line. The new line carries into the old v6 head area, the work in the area to the ceiling and floor is done and ready to go. We will see the first 8-10 IMS posting for the line go up when the EAP churning is complete. The ramp up for the line is short and aggressive with the power on date set for June 20/09 and the first TT builds for the end of August. The job 1 date for the engine is Dec 2/09.

The V8 crank will have postings going up after the EAP churn. There will be two IMS operators jobs posted. The dept is setting up to run the 5 litre crank, cast and steel and have already sent Romeo engine some 6.2 cranks that we will phase out as Romeo's crank line comes on to run their own cranks. The time lines being set out for the launch of the 5.0 crank is aggressive as well with only months between the full shift coming on and the launch. To make things more complicated we will continue to supply Romeo until they are up and running with 6.2 cranks.

The new head assembly that was sent out to be retooled will not arrive at EEP until after we are running trial engines, the heads will go thru the trial phase at the OEM and arrive at EEP just before Job 1.

The rod dept at EEP is being retooled now, we will see some IMS operators start to come in closer to the summer. The TT build date for D-35 rods isn't until the end of the year into 2010.

Tim Little  
Plant Chairperson  
Essex Engine