



## SEPTEMBER 2009 WEBSITE REPORT

### WINDSOR ENGINE

#### STATE OF THE PLANT

As of this writing the Engine Line running pattern for the next four weeks is 5 days a week 2 shifts. There is one down shift on the schedule for Oct. 2 /09 but that can change at any given moment. The Crank and Block Dept. are running on a 6 day schedule to keep up with the Engine Line. The Rod Dept. and the Cam Dept. at this time are running a 5 day schedule and our 2 Valve Head Machining is seeing some down days as well as a full down week this week and possibly another down week in the next few weeks. This is due to the large volume drop of our 6.8 and 5.4 2 valve volumes. These Engines go in both Motor Homes and Fleet sales (Econoline Vans). With the economy still struggling to recover, these sales have dropped off significantly, hopefully in 2010 these sales will pick back up. Looking out to the end of the year which is very difficult because the build schedule changes constantly but as of this writing the engine line will continue to run 2 shifts, with possibility of a couple of down days in November.

#### RUMORS

I know there are many rumors out there about us going down to one shift, I have had many meetings with the company about this issue and the information they are giving me at this time is as follows; the Engine Line should maintain 2 shifts through at least the 3<sup>rd</sup> quarter of 2010 based on their assumption of what the projected volume will be for next year. One issue that will affect us early on in 2010 is the 6.2 litre Boss Engine will replace our 5.4 3 Valve Engine in the Super Duty Trucks that will be a pretty good hit to our volume but the Company is indicating that we will still maintain a 2 shift running pattern with some down days added in for the loss of this volume. We will try and keep everyone up to date as best we can if there are any changes.

**\*\*\* EVERYONE MUST UNDERSTAND THAT THIS IS A LONG TERM FORECAST THAT CAN CHANGE AT ANY TIME. THIS IS THE MOST CURRENT INFORMATION THAT THE COMPANY IS PROVIDING AT THE TIME OF THIS WRITING SEPT.28/09 !!!!**

#### BARGAINING

Back in July the company was asking us to sit down with them to possibly open up contract negotiations. At that time the Master Bargaining Committee as well as all elected shop floor Leaders unanimously agreed to sit with them with three conditions, the company responded to us with a letter saying they were ready to meet us. I`m not sure what they were thinking because it was pretty clear from the very first meeting that they were not prepared to meet those conditions with the most important one being maintaining some kind of manufacturing footprint in Canada somewhere around 13%. G.M. and Chrysler had agreed to that and we would have thought Ford with having over a 100 year History in Canada that it would not have been that big of an issue but to our surprise they did not seem interested.

At this point in time we are still having dialogue with the Company at a higher level discussing Economic issues and until the National Union and the Company come to some kind of understanding on the Economic impact of a new agreement it makes no sense to have the entire Master Bargaining Committee in Toronto waiting around for that issue to be resolved. The National Union is updating the Master Committee on the events that are occurring as they continue to have discussions. The National Union has also put out a couple of Bargaining update letters to the membership and will continue to do so as things change.

In Solidarity,  
Jeff Vilag  
Chairperson  
Windsor Engine