



# Local 592 Tribune

Dedicated to Working People Everywhere

December 2010

UAW Local 592  
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## Local 592

### Amalgamated Units

- Unit 1—Hamilton Sundstrand
- Unit 2—MNP Precision Products
- Unit 3—Learning Curve, Inc.

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**We're on the web!**  
**www.uaw592.com**

## Save our economy: Buy a union-made vehicle

10/14/10

### UAW releases the 2011 Union-Made Vehicles list

Undoubtedly someone will tell you they support jobs in the United States because they bought a vehicle made at a U.S. plant, even if it is nonunion.

Sure, those jobs may be filled by Americans, but there's no way that their purchase supports as many jobs in the United States than if they bought a union-built vehicle. Why support our struggling economy just a little when you can do more?

"It matters a great deal who built your vehicle," said UAW President Bob King. "When you buy union-made, you help support the middle class. One of the best ways to support our country, our states and our local communities is to buy a top-quality, union-made vehicle."

The UAW has released its [2011 Union-Made Vehicles](#) list, which thousands of consumers use not only to look for excellent, best in class vehicles, but to make sure their purchase supports the middle class.

You'll notice that some of the vehicles on the list are made by our union brothers and sisters in the Canadian Auto Workers union. The UAW proudly recommends these fine vehicles because UAW members make a significant portion of the engines, transmissions and other components.

"There's a lot of U.S.-manufactured content in these vehicles that our UAW brothers and sisters make," King said. "When you buy these vehicles, you are supporting decent wages and fair working conditions in both countries."

Some other handy facts about the domestic auto industry:

- The U.S.-based automakers directly employ about two-thirds of all American autoworkers, some 300,000.
- Another 3 million U.S. workers are directly or indirectly dependent on the U.S.-based automakers in jobs in the automotive parts industry, automotive research, design and engineering, and in jobs created by money spent on goods and services from the automotive industry and its workers.
- Ford, GM and Chrysler sell less than half the cars bought in the United States, but they buy about two-thirds of the parts made in the United States.
- U.S.-based automakers buy much of the steel, rubber and semiconductors made in the United States; conduct more R&D than any other industry and have invested more than \$230 billion in new plants and infrastructure over the past 25 years.
- Investment in R&D has a big impact on whether tomorrow's best jobs remain in

## PRESIDENTS REPORT

By Mike Roth - UAW 592 President

As we come to the end of another year we should look back and reflect on all the changes that we have endured this past year. We have had more layoffs and reductions at Hamilton Sundstrand this year, but, we have seen an increase in membership at MNP and the membership levels at Learning Curve Brands has remained constant.

The Material Clerks at HS have been one of the hardest hit classifications, with the Company moving ahead with subcontracting their work to New Breed. We were successful in delaying those layoffs for a period of time by filing Labor Board charges and grievances on the Company's actions. We are currently in discussions with the Company to add more work to the Material Clerk classification to try and reduce the number of reductions.

Hamilton Sundstrand members dealt with a difficult HR and management group for a portion of this past year until the Company made a change midyear. We are now currently working on building the relationship with the new HR and management as we move closer to next year's negotiations. We were able to get some of the grievances and issues resolved before going to ar-

bitration. There is still a lot of work to be done and we will continue to work those issues.

You're Bargaining Committee has been prepping for next year's negotiations for the past couple of months. We have sent out non-economic surveys in December and the message is clear from the membership that we need to work on language that limits the Company's ability to outsource / subcontract our work. We will be sending out the Economic surveys in mid-January.

MNP has experienced their difficulties with management this past year. There was the issue with the contract extension and recognition of the UAW by its membership. We were successful in filing and winning a Labor Board charge against MNP to get the recognition and contract rollover for one year. The MNP management retaliated by invoking unilateral health care premium increases to the membership after they had put out a letter to the membership stating they were NOT going to pass along the increases because management appreciated all the hard work that our members had done for them. We have filed charges again against MNP for this action and we are appealing the Labor Board's decision on this matter. We will keep everyone updated as we go through the process. Let's hope that this next year's negotia-

tions with MNP go smoothly and our members are appreciated for all of their hard work.

I would like to thank the membership for their donations to the CSC collections for those that have been on long term disability. We were able to collect \$900 or \$75 per person for the 12 people that are on LTD. I would also like to thank the CAP committee for working so hard to raise \$2000 for dinners for 16 families for Christmas. Local 592 is always willing to help out those that are in need and I am very proud of the membership from coming through again this year.

On behalf of the Bargaining Committee, we wish you and your families, a Merry Christmas and a Happy New Year.

In Solidarity,

Mike Roth

Cont. from cover

- the United States. In 2009, U.S.-based automakers spent \$17.5 billion on R&D and 80 cents of every dollar was spent in the United States. U.S.-based automakers do the bulk of their research, design and engineering in the United States, unlike the foreign automakers.
- From 2001 to 2005, the U.S.-based automakers invested more in U.S. plants and infrastructure than all the foreign automakers together invested over the past 25 years. Eighty-six cents of every dollar automakers invested in America came from Ford, GM or Chrysler; the remaining 14 cents came from all the foreign automakers combined.
- Chrysler, Ford and GM manufacture vehicles with more domestic content across their fleets than the foreign brands. As an example, averaged across fleets, Chrysler's domestic content is 76 percent; Ford, 64 percent; GM, 64 percent; Honda, 63 percent; Toyota 46 percent and Nissan, 31 percent. If the U.S.-based automakers' domestic content shrank to the same level as the foreign automakers, it would mean \$49 billion less spent in the United States, costing more than 1 million U.S. jobs.

And let's not forget that for the past several years, vehicles made by U.S.-based automakers have consistently been ranked high, if not the highest, in several quality categories in the esteemed, annual J.D. Power vehicle quality studies. In fact, in the 2010 J.D. Power Quality study results, U.S.-based automakers' cars ranked in the top three of 12 categories and ranked first over foreign-company brands in six of the 12 categories.

In the July, 2010 J.D. Power Automotive Performance, Execution and Layout Study (APEAL) that measures customer satisfaction, domestic brands ranked higher than foreign brands. Domestic manufacturers won eight of the top 20 ranked vehicles, with Ford winning the highest award in five segments – more than any other manufacturer.

Domestic brands had an average score of 787 points on a 1,000-point scale, 13 points higher than the overall score of foreign brands.

Let's also not forget that many nonunion auto companies violate their U.S. workers' First Amendment rights to free speech and association by viciously fighting their workers when they express a desire to organize.

These same corporations allow workers in their home countries the right to organize and collectively bargain. Should our American workers be given fewer rights and less respect?

Buying a [union-built vehicle](#) does make a huge difference. Happy shopping.

Vince Piscopo

For more UAW made products go to [www.uaw.org](http://www.uaw.org) and in the more from the UAW window click on Buy UAW-Made.



Now more than ever: Buy union-made cars and trucks

## The UAW's 2011 Vehicles Guide



These vehicles are made in the United States or Canada by members of the UAW and Canadian Auto Workers (CAW).

Because of the integration of United States and Canadian vehicle production, all the vehicles listed that are made in Canada include significant UAW-made content and support the jobs of UAW members.

However, those marked with an asterisk(\*) are produced in the United States and another country. The light-duty (LD) crew cab versions of the vehicles marked with a double asterisk (\*\*) are manufactured only in Mexico; other models are made in the United States. When purchasing one of these models, check the Vehicle Identification Number (VIN). A VIN beginning with "1," "4" or "5" identifies a U.S.-made vehicle; "2" identifies a Canadian-made vehicle.

Not all vehicles made in the United States or Canada are built by union-represented workers. Vehicles not listed here, even if produced in the United States or Canada, are not union made.

### UAW CARS

Buick Lacrosse  
 Buick Lucerne  
 Cadillac CTS  
 Cadillac DTS  
 Cadillac STS  
 Chevrolet Corvette  
 Chevrolet Cruze  
 Chevrolet Malibu  
 Chevrolet Volt  
 Chrysler Sebring  
 Dodge Avenger  
 Dodge Caliber  
 Dodge Viper  
 Ford Focus  
 Ford Mustang  
 Ford Taurus  
 Lincoln MKS

Mazda6  
 Mitsubishi Eclipse  
 Mitsubishi Eclipse Spyder  
 Mitsubishi Galant

### UAW Vans

Chevrolet Express  
 Ford Econoline  
 GMC Savana

### CAW CARS

Chevrolet Camaro  
 Chevrolet Impala  
 Chrysler 300  
 Dodge Challenger  
 Dodge Charger  
 Ford Crown Victoria  
 Lincoln Town Car

Mercury Grand Marquis

### CAW SUV's/CUV's

Chevrolet Equinox  
 Ford Edge  
 Ford Flex  
 GMC Terrain  
 Lincoln MKT  
 Lincoln MKX

### UAW SUV's/CUV's

Buick Enclave  
 Cadillac Escalade ESV  
 Cadillac Escalade/Hybrid  
 Chevrolet Suburban  
 Chevrolet Tahoe/Hybrid  
 Chevrolet Traverse  
 Dodge Durango  
 Dodge Nitro  
 Ford Escape/Hybrid  
 Ford Expedition  
 Ford Explorer  
 Ford Explorer Sport Trac  
 GMC Acadia  
 Jeep Compass  
 Jeep Liberty  
 Jeep Patriot  
 Jeep Wrangler  
 Lincoln Navigator  
 Mazda Tribute/Hybrid  
 Mercury Mariner/Hybrid  
 Mercury Mountaineer  
 Mitsubishi Endeavor

### CAW VANS

Chrysler Town & Country  
 Dodge Grand Caravan  
 Volkswagon Routan

### UAW TRUCKS

Chevrolet Colorado  
 Chevrolet Silverado\*\*  
 Dodge Dakota Dodge Ram Pickup\*  
 Ford F Series  
 Ford Ranger  
 GMC Canyon  
 GMC Sierra\*\*  
 Mazda B-Series

# Retiree Health Care by Alan Kilar, editor, UAW Local 6000

12.07.2010

Not following caution, I sliced off the tip of my little finger and managed to mangle three others on my left hand during Thanksgiving week. Being left-handed it was almost impossible to use the computer keyboard, so I asked my older brother – a retired history professor – to help me write my monthly column for Local 6000's *Newsbreak* before the deadline. Unfortunately, two days after my accident, he fell playing ice hockey and dislocated his right shoulder.

Undaunted, we got together and discovered that between us we had one good right and left arm. While I chopped up my hand on a table saw and my brother fell re-acquiring old hockey skills in a senior league, we both realized how fortunate it was that we had good health insurance from Medicare and the State of Michigan's Office of Retirement Services plans. Our concerns about exorbitant emergency room costs were alleviated by the knowledge that we were largely covered.

That assurance prompted us to look back to the first half of the last century when state employees, educators and auto worker emergency health care was non-existent or at the whim of the employer. Early in the 20<sup>th</sup> century, injuries on the job were largely considered by employers and the courts to have been the employee's fault. If a worker was "careless" and cut a finger or hand off on an unprotected machine, the only response that an employer made was to take up a collection from fellow workers, point you to the doctor's office down the street and hope that you made it there before bleeding to death. Under the old English common law system, accidents were the worker's own fault. Ford's Highland Park, Mich., plant reported 192 severed fingers in 1916 alone.

It wasn't until the end of World War II that Michigan's industrial unions, led by the UAW, began to secure non-wage benefits like pensions, medical health plans, sick pay and disability coverage. Initially, with health insurance, each worker paid the entire plan premium through voluntary payroll deductions. Eventually, the UAW led the way in negotiating partial employer payments. Soon after came full payment, family coverage, and finally full coverage for retirees by the late 1950's.

In the days before the union, such health benefits had been limited to the managerial class. Typically, and with similarity to the opposition to national health care, the wealthy and management denounced paid health care plans as "socialist meddling." But the success of the UAW prompted other professionals to unionize; teachers, postal workers, public employees and police and firemen. Soon, these unions secured similar rights and health benefits, although not always easily with many administrators still reluctant to shed authoritarian habits. Unseen, too, at the time was the trickle down economic benefit for all workers thanks to unionized, paid health insurance. Doctors, dentists, health care professionals all saw their wages grow because of paid, union health care.

Unfortunately, years of industrial decline, the re-emergence of 19<sup>th</sup> century social Darwinist attitudes that only the fittest deserve to thrive, and the distrust of so-called big government are threatening the security and confidence that we will all be protected in our most vulnerable, retirement years.

My brother and I also reflected on the recent election in Michigan. Roughly 35 percent of the state's first Congressional district is senior citizens. Republican Dan Benishek easily won over the Democratic candidate. Benishek campaigned on a platform of privatizing social security, eliminating Medicare and repealing the recent national health care law. A sizeable number of retirees voted for him. Apparently, we're oblivious to national trends that are slowly and unremittingly undermining the hard-won gains of the past.

It's up to union members to continue to get involved and resist the forces that are trying to take us back to the days of "individual responsibility," and its damaging underbelly of income gaps, few social services, and increased poverty and dislocation.

# Reminder!

A note from the Recording Secretary...

Please remember to notify your union office of any changes of name or address. The number to the union office is **815-962-0600**. If you know of other members who have had a change of address within the last year please remind them to notify the union office as soon as possible.

Fraternally,  
Michael Rourke  
Local 592 Recording Secretary

*Merry Christmas and Happy New Year*



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