[redacted] Thomas, ON [redacted] -4 PM 4:08

T: [redacted]

November 18, 2005

Add to 10136724

U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C.
20590

Attention: Alberto A. Jimenez
Re: Reference # 10136724/ Agency # 100148

I'm a divorced mother of two sons and have for the past seven-years worked in the automotive/trucking industry as an employee of temporary agencies in the manufacturing sectors that feed parts to the big 3 auto makers. These agencies are endorsed by our Canadian government, which allows these agencies to abuse our labor force and laws. It also allows for bad business decisions made by company officials who employ these agencies. As a result of these agencies I have; lost my home and my sons had to go live with their father, I've been fired from area automotive/trucking companies for reporting valid safety and quality issues, had my character slandered by co-workers and other malicious individuals, had to cease my schooling as a result of financial problems arising from divorce and a loss of job opportunities, the end result leading me into bankruptcy. All this turmoil transpiring during a life threatening injury of my eldest son and a massive car accident of my second son. Repeated letters to political officials over this time period have led to no resolution.

I'm enclosing the following recall notice I received from GM dated March 2004. This recall is similar to the Ford recall which involves the cruise control switch. The fire potential is the same and I believe there is a trend in these recalls. Manufactured automobiles rely on alternators to charge the battery in the ignition switch and supply power to the electrical equipment. The alternator converts energy of motion (kinetic energy) into electrical energy. The basic components of an alternator are a magnet and a coil of copper wire wound into loops. The magnet may rotate inside the coil, or the coil may rotate in a magnetic field. The strength of the current generated depends on the speed of the rotor, the strength of the magnetic field, and the size of the coil. The more perpendicular the magnetic field is to the wound wires of the coil, the greater intensity of the electrical current and energy output. I realize that in the newer vehicles that the electronic ignition systems use semiconductors and other solid-state electronic components to switch current flows. This could be the potential problem. A relay kit was installed on my car to prevent high current from flowing through the

Margaret 1/11/06

relay kit was installed on my car to prevent high current from flowing through the ignition switch. I still to this day have problems with this car. Some circuit breakers that carry large currents, sometimes simply breaking the circuit is not sufficient enough to stop the flow of current. The potential for arcing or jumping is still prevalent and once high current has been flowing through the electrical system the damage is already been done. You have to get rid of the energy in the arc. Air-blast breakers send the arc through compressed air, which carries the heat and energy of the arc with it. This electrical problem could also be related to the use of low gauge wiring , low grade steel, and the low grade steel could also be attributed to other recalls involving steel components, such as the fuel tanks and corrosion in the brake systems. Low grade steel corrodes and wears faster than higher grade steel. This creates rust which can oxidize with other ignitable materials. Placement of the fuel tank as well as the flashpoint of the fuel used also plays a factor in fire potential in our automobiles/trucks.

I have forwarded my concerns to your agency as well as areas of the Canadian government. I have witnessed major quality issues in area automotive/trucking industries and because I'm not a permanent company worker I'm either fired or taken off assignment for reporting these issues. This is not only embarrassing but financially draining when you only have one income coming in. My stress level is hanging by a thread. Here are some examples of the quality issues in St. Thomas and surrounding area:

1. Arvin Meritor in St. Thomas, ON. does drive-lines for the trucking industry and I believe the U.S. Army. The deflectors machined to the end yokes are processed on a half broken machine that generates 480 volts. The hydraulic press I was working on had a broken fluid gauge and the pressure would fluctuate when applying the deflector to the end yoke. This pressure fluctuation can cause chatter, resulting in vibration and other quality issues as well as being unsafe for a machine operator. Company employees and administrators were aware of this and still allowed for employees to work on this machine. This was reported to an Ministry of Labor inspectorate after I was dismissed from this company. Nothing has been done to date that I'm aware of. This company does work for Sterling Truck Facility and for Portland.

2. Presstran Industries in St. Thomas, ON. had issues with missing welds on their parts, missing or defective cinch nuts on their shockers for Ford, and scaling metal. I was fired from this industry as well. Do parts for all three auto makers.

3. Alcoa Fujikura in St. Thomas, ON. had issues with their chassis and harnesses. The terminal on the plugs involving the chassis were wired wrong and mislabeling on other key components. Chassis were tested on outdated equipment. This company does work for Sterling Truck Facility and other customers. Was fired from this facility.

4. Intier Seating in London, ON. had numerous quality issues on their GM Equinox line. Issues involving parts of the seatbelt to excessive wrinkling and flaws in fabric used

to upholster the seats. This company does work for Cami in Ingersoll, ON. Taken off assignment after 3 weeks.

In conclusion, my opinion is that large amounts of production are pushed out the door by inept companies and their company employees. Parts are processed on near broken machinery and quality recalls are at their highest. The cheapening of quality can be attributed to high employee wages and other administrative errors. This is at the expense of consumer safety. An unskilled line worker with minimal education for Ford makes $28.00 per hour with their benefits this works out to be approximately $32.00 to $35.00 per hour. Most students coming out of college and university don't make this wage and some may never. In my opinion, the feeder companies that supply the Big 3 should be investigated as this is where vast majority of the defects are being missed, also at their source, and parts suppliers of the Big 3. Area industries have problems with chronic drug and alcohol use of their company administrators/employees and this also diminishes the quality of work performed. If our public demands that our First Responders work at a professional level we expect the same courtesy of all personnel assembling our cars/trucks. Unions have been covering for company employees with these chronic problems and temporary employees are fired for the same conduct, no questions asked or answered. These individuals are responsible for our safety on area roads/highways and should be held accountable for all quality defects, regardless of who's to blame. Safety is the absence of unreasonable risk.

This is written with no malicious or prejudice intent.

Respectfully,

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