

Ford plant

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impact of a 25% tariffs on auto parts, imported vehicles and materials such as aluminum to take some pressure off American automakers.

“Ford welcomes and appreciates these decisions by President Trump, which will help mitigate the impact of tariffs on automakers, suppliers and consumers,” Ford CEO Jim Farley said in a statement. “We will continue to work closely with the administration in support of the president’s vision for a healthy and growing auto industry in America.”

Ford disclosures say higher tariffs could make its vehicles more expensive and disrupt a supply chain for the company that operates multiple factories in China, Mexico, Canada and Europe.

This week, Ford will use the refresh to

showcase the 12,000 Ford jobs at its two assembly plants in Louisville, but will also make a nod to its network of facilities providing critical parts and support.

Ford is a big Ohio employer

Out of 41 plants worldwide, Ford operates 24 factories in the U.S., including four in Ohio: an assembly plant in Avon Lake; engine factories in Cleveland and Lima; and its Sharonville transmission plant, just 17 miles from downtown Cincinnati and within the I-275 loop.

Opened in 1958, the hulking 2.4 million-square-foot facility (twice the size of the Kenwood Towne Centre shopping mall) produces 3,500 transmissions a day that power some of Ford’s most popular vehicles: the F-150 pickup, the Expedition SUV, the Lincoln Navigator SUV, the F-250 pickup and the F-Series Super-Duty pickups.

Inside the plant, hundreds of employ-

ees work each of its three shifts a day, but they are spread out throughout the facility that smells like metal and is abuzz with the constant operation of machinery. Clusters of workers are seen at various stations along assembly lines that are also equipped with robots for heavy lifting (a transmission weighs more than 200 pounds).

One out of eight of Ohio’s 688,000 manufacturing jobs are in the auto industry, according to the U.S. Bureau of Labor Statistics.

The state employs 85,000 auto workers with most, 65,000 workers, making auto parts for assembly in Michigan or elsewhere. Here in Greater Cincinnati, the auto industry employs 9,400 workers.

Navigating Trump’s trade war

Ford, which relies on an international supply chain, is closely watching President Trump’s trade war, according to its annual report filed with the U.S. Securities and Exchange Commission.

“Ford’s results and operations could be adversely affected,” the company wrote in its “risk factors” section, adding that tariffs imposed by the U.S. or other countries could “disrupt existing supply chains, impose additional costs ... (and) make our products more expensive for customers and ... less competitive.”

The auto manufacturer added Trump’s tariff increases on imports from Canada, Mexico and China “should they be implemented and sustained for an extended period of time, would have a significant adverse effect.”



The Sharonville plant employs roughly 2,000 workers.



A 3D printing shop in the plant helps rapidly produce tools and parts.



The Ford Transmission Plant produces 3,500 transmissions a day.



The 2.4 million-square-foot Ford Transmission Plant in Sharonville opened in 1958. PHOTOS BY PHIL DIDION/THE ENQUIRER



The plant powers some popular Ford vehicles: the F-150 pickup, Expedition SUV, Lincoln Navigator SUV, F-250 pickup and the F-Series Super-Duty pickups.



Hundreds of employees fill the three daily shifts at the Ford Sharonville plant, but they are spread out throughout the facility.

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