replacement switch versus an original switch?
A. Correct.
Q. Those can be bought -- a replacement switch, if you
called today to a dealership, you could have one
here this afternoon, couldn't you?
A. Correct.
Q. Okay.
A. I'm not the switch engineer. Generally that's not
something I would have done.
Q. I'm not saying you should do anything, I'm just
saying that's something you could do. You could
get a switch today if you wanted to.
A. I could.
Q. And you could pull an original switch out of a
Cobalt pretty easily. I mean, ya'll found a bunch
of Cobalts in the salvage yard last year, didn't
you?
A. We would have to go find one with an original
switch.
Q. Sure.
A. But I would have to go get one.
Q. But you did that pretty easily back in 2012, you
going out to the salvage yard and you find five or
six '05 and '06 Cobalts that had original switches,
correct?
A. Well, we did. I would have had to leave my job,
try to make arrangements to find a vehicle
somewhere and find a part. I just did not have the
time to do that.
Q. I understand. But you'll have the time in the
coming weeks as part of this investigation.
Wouldn't you agree that really the results that
Mr. Handy presented to you could at least be an
answer to the question as to why the numbers are so
low on '05 and '06s and higher on '08s and later
vehicles, because there was a change in the switch?
MR. HOLLADAY: Object to the form of the
question. You can answer the question.
THE WITNESS: The values are not
substantially higher on the '08s and '09s. If you
look at the chart that's earlier in this drawing,
there's a slight trend upwards, but '08s and '09s
are not drastically different. The highest was
only -- we were never higher than 20 newton
centimeters. We never had one exceed that. I
guess I'm not sure what page that's on.
MR. HOLLADAY: It is on MELTON37786.
THE WITNESS: 377806?
MR. HOLLADAY: No, 86. I'll show you.
THE WITNESS: Okay.