



Compiled by Fastener World

White House Unveils Freight Data Platform for Supply Chain //

The U.S. Department of Transportation launched a new data sharing initiative to speed up delivery times in the supply chain, reduce delays and lower costs for consumers, GCaptain reports. “Called Freight Logistics Optimization Works (FLOW), the information sharing initiative will pilot a key freight information exchange—a sort of national freight data platform—between various participants in the ‘ship to shelf’ supply chain,” writes GCaptain’s Mike Schuler. “The initiative is being launched with eighteen initial participants including public entities, like the ports of Los Angeles, Long Beach and Georgia Ports Authority, and leading private businesses in trucking, warehousing, logistics, and ocean shipping.”

Participants will work with the Biden Administration to develop an information exchange that eases supply chain congestion and speeds up the movement of goods, according to the Transportation Department. “Participants acknowledged the current system is underperforming and needs greater investment and more collaboration in creating ship to shelf visibility into the primarily private-sector owned supply chain,” the White House said in a statement. “A more reliable, predictable, and accurate information exchange about goods movement is the hallmark of a globally competitive 21st century goods movement chain and is especially important for small- and medium-sized businesses who lack visibility into the current system.”

Participants highlighted that this type of digital infrastructure was more important than ever in the face of supply chain disruptions caused by global events like the pandemic and Russia’s invasion of Ukraine. Port of Los Angeles Executive Director Gene Seroka said the nationwide supply chain data visibility effort “will support system resiliency, improve our trade competitiveness and empower American businesses to get products to market with greater consistency and reduced cost.”

MSC Mediterranean Shipping Company, the world’s top container shipping line, is one of two ocean carriers represented in the initial set of participants, along with CMA CGM. The initiative is expected to

propose recommendations for common data standards used by international shipping companies, as well as access policies and protocols that would streamline information sharing across the ocean supply chain. Initial findings from the initiative are expected to be presented at a Maritime Data Summit in June 2022.



Pac-West Panelists: KPI Can Lead to Answers //

Humberto Avilo of ND Industries described KPI to the Pacific-West Fastener Association as “a metric which measures process performance,” and most importantly, can “trigger changes and improvements.” KPI – Key Performance Indicators – using SMAART can provide answers to questions such as machine downtime or employee absenteeism, Avilo explained. It can provide answers to customers. SMAART stands for S (specific), M (measurable), A (actionable), A (aligned with goals), R (relevant) and T (time-bound).

Pac-West panelist Dustin Card of Industrial Threaded Products said KPI provides measurements without which “you are not going to know how to pivot.” Card recalled the March 13, 2020, official start of the Covid-19 pandemic as “the perfect time to pivot.” The pandemic changed the supply chain. KPI told users where to start making changes made necessary by the pandemic. KPIs already in use gave companies a starting point. A KPI system can show “where we started,” Card said. It also can lead to “excitement in the team.”

At Hayes Bolt & Supply, Kelly Cole monitors figures everyday and at least once a year are reviewed by management. “Set objectives, monitor every month,” Cole said. Find the problems: Did employees not know which product? Knowing the



problem can lead to a solution such as scanners and bar coding. That has led to Hayes Bolt reducing pickers from five to two. It is important for employees to have the goals, Cole added. It tells them when they are “meeting expectations” and “it keeps them engaged,” Cole said. It can lead to confirming Hayes got the P.O. and show if “this is on time.” From a work culture standpoint, KPI encourages employees to “rally around the mission” and “makes them proud of work,” Cole finds.

Avilo emphasized that KPI measuring needs to be adequate, but can't get “too easy.” Card noted that goals may need to be changed. “If you need to pivot, then pivot,” he said, noting Industrial Threaded found they could reduce 40 KPI to 15.

Cole said that goals must be “realistic” to help employees “get on board.” In handling results, “let the numbers be the numbers,” Cole advised. When something is short, it creates “something to strive for.”

“Share the scorecard. The scorecard is important.” In the case of numbers showing a problem, “go back into why,” Cole said. When KPI shows a problem to those involved, take any “friction back down to the human level,” Cole advise. “We're human” and want the entire company working together.

Card said take charge of problems. Card suggested an example know the fasteners a customer has ordered are on a vessel in the harbor, but there are 118 vessels in the port each with eight to 10 thousand containers. Call the customer and tell them, Card advised. “We pass along that information,” Card said in reference to the recent Covid surge in China slowing ports there. “Bad news is bad news, but surprise is worse,” Cole added.

Donnell Tells Pac-West: July Longshoreman Strike Could Cripple Los Angeles Port

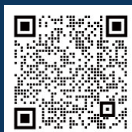
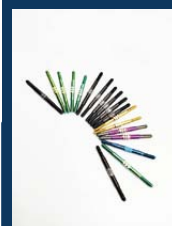
A July 1st labor strike at the Los Angeles shipping port “could cripple Los Angeles,” Chris Donnell of Scanwell Logistics told the Pacific-West Fastener Association. A one-week strike by the International Longshore & Warehouse Union could take three months to catch up, Donnell warned. It would lead to a “stalemate.” Jun Xu of Brighton-Best International, Tim Roberto of Star Stainless Screw and Donnell were panelists at the 2022 Pac-West spring conference.

Even without a potential longshoremen strike the Los Angeles port “is not getting better” after congestion for months. Donnell said 100+ vessels with thousands of containers are awaiting while there is a worker shortage. Fastener distributors with warehouse space have “a luxury,” Donnell said. “Transportation has been bad for several years,” Donnell predicted there will be a “slight dip” in container costs about mid-2022, but companies with contracts expiring will find rates shoot up. “Talk with them on options” such as using alternative ports, Donnell advised.

It isn't just the Los Angeles port with problems. Covid-19 “is really hitting China, including the Shanghai port,” Donnell noted. More than 18 million containers go through the Shanghai port monthly. Beyond offloading containers from ships, it can be three-to-five day wait for a container to reach rail, Donnell pointed out.

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It is estimated the U.S. is short 80,000 over-the-road truckers. But to get licensed, a trucker must be 21 years old and take eight weeks of training. And the cost of diesel has skyrocketed 35% to 47%, Donnell added. With shipping, rail and trucking backlog, there has been a “tremendous volume increase the past two years in air freight. Cargo has been loaded on seats in otherwise passenger planes.” Expect air freight to increase another 5% in the next three-to-five years, Donnell stated. There are no quick fixes, Donnell noted. Florida is welcoming shipping, “but establishing freight ports is not that easy,” Donnell pointed out.

Xu finds prices are volatile and changing “literally every day,” creating “almost whiplash.” “Don’t react to panic. Try not to oscillate with the daily news.” He expects 2022 will be a “challenging year mentally and emotionally, just because the world has some crazies doesn’t mean we need to go crazy,” he observed.

Some factors such as carbon steel prices have remained “relatively stable,” he pointed out, and attributed inflation to Section 301 tariffs, stimulus checks and the “supply chain bottleneck.” The #1 factor in the supply chain is ocean freight. “It is easier to give out money than build a ship.” However, he finds ocean freight has “stabilized.” “Inflation is not going away. The only cure for inflation is recession.” “Russian invasion doesn’t affect us that much.” Xu expressed confidence in the fastener industry’s future: “Believe in the future. In every challenge there’s an opportunity.”

Roberto of Star Stainless Screw pointed to the 41.5% increase in the price of nickel leading up to Russia’s invasion of Ukraine, following a 17.9% drop after the lunar New Year. Nickel is the key factor in the price of stainless steel and Russia is the third largest producer of nickel, Roberto noted. Within 24 hours of the invasion, nickel prices leaped 250%. Roberto expects continued

“short term price bursts with long term increases.” And it will be difficult to quote stainless steel prices, he said. “There will be continued tightening of supply until we see new supply sources,” Roberto warned. His advice: “Watch your inventory” and use “inventory hedging.” The price increases reflect a “tightening of supply with strong demand,” Roberto said.

Fastener Stocks Outperform Industrial Indexes in 2021

The FIN Fastener Stock Index increased 25.1% in 2021, besting a 19.2% gain by an index of related industrial stocks during a tumultuous year that saw international shipping rates skyrocket.

Nucor Corp. topped the FINdex in 2021, capitalizing on its position as a domestic steel manufacturer amid U.S. tariffs on steel imports. The steelmaker, which manufactures industrial fasteners through its Nucor Fastener division, saw its publicly-traded shares more than double during 2021, with its share value increasing 115% during the year.

In late 2021, Nucor Fastener acquired “an existing state-of-the-art coil processing facility” in Shelbyville,



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IN. The facility includes an automated clean and coat line, 2 STC furnaces and wire drawing capabilities. In addition to coil processing, Nucor Fastener will also be expanding its fastener manufacturing capabilities by installing bolt making equipment at the facility. Earlier in the year, Nucor agreed to acquire Hannibal Industries, Inc. for \$370 million. Hannibal utilizes sheet and bar steel, as well as steel decking, wire deck and fasteners to produce warehouse racks, providing potential supply chain efficiencies with other Nucor businesses, including Nucor Fastener.

Other FINdex companies that gained 20% or more in share value during 2021 include Dorman Products (up 30.2%), Fastenal (up 31.2%), Grainger (up 27%), ITW (up 21%), Simpson Mfg. (up 34%) and Tree Island Steel (up 80%). Fastener companies losing share value during the year include MSC Industrial (down 0.3%) and Park Ohio (down 31.5%).

During the final quarter of 2021, Grainger shares achieved the largest increase, rising 32.2%. Other FINdex companies that gained 20% or more in share value during the last three months of the year include Fastenal (up 24.7%), ITW (up 20%) and Simpson Mfg. (up 30.3%).



“Don’t hold out hope for the U.S.’s stainless steel shortage to get better until you know of new supply coming online,” guest columnists wrote in MetalMiner. “There appear to be no plans in the works to increase domestic production,” C.J. Nord of Supply Chains for Good, and Harry Moser of the Reshoring Initiative wrote. “Supply may tighten even more than we have seen. This is similar to the chip shortage.”

Nord and Moser said the shortage “became a national concern in January 2021, when ATI Metals took 304 stainless offline and shifted production to 316 grade.” ATI’s change took away about 30% of the U.S. supply offline. Even if a mill decides to bring 304 online, it could take as much as a year for supply to reach the distributor level,” they estimated. “This is a long-term, painful shortage,” Nord and Moser concluded.

One fastener manufacturer said that their wire supplier would no longer be a source for 430 grade CHQ. The MetalMiner guest columnists wrote that projects are being canceled due to lack of stainless steel and/or a price increase “that puts it out of budget. The shortage appears to be hitting mom-and-pop manufacturers much harder than the large OEMs.”

“Engineers are well respected for developing solutions to material shortages,” Nord and Moser wrote. “3D and additive manufacturing has created new solutions.” There may be other changes a company can make internally, they suggested. “A team investigating the shortage — including a broad range of manufacturing trade associations, steel distributors and manufacturing companies — concluded that the broader economic impact is potentially severe,” Nord and Moser wrote. “Reshoring is booming due to supply chain disruption,” but companies will be less likely to reshore if 304 is not available, Moser said.

Impacted industries include construction, infrastructure, defense, aerospace, medical devices and food equipment. OEMs impacted include HVAC,

mufflers, plumbing, fabricators, stampers, shims, machine shops and springs.

WesternMetalRoofing noted steel prices hit record highs in 2021 due to increased demand “and a supply shortage throughout the global steel market that left everyone scrambling to find raw material.” Steel supply began to improve in the fourth quarter of 2021, but there is “still a very large demand for steel, especially from the automotive industry that needs steel for its computer chip shortage,” WesternMetalRoofing reported. Customers are “under allocation,” and it can take four-to-six months for delivery.

“As of October 2021, steel supply is just beginning to improve,” WesternMetalRoofing observed. “While it’s nowhere near where it was prior to the start of the Covid 19 pandemic, there is better availability today. However, we have to emphasize that while things are starting to look up, we are still in a steel shortage.”

High steel prices “have started to level off” and steel buyers aren’t going to find the “month-over-month volatile price increases that occurred earlier in 2021. “We expect the price of steel overall to remain flat into the 2nd quarter of 2022 based on the state of the steel market today. As imported steel is starting to come into the US more, it will help with the overall steel shortage. We should see the supply being less tight by the end of the 2nd quarter of 2022.” “However, do not expect prices to drastically fall in 2022.”

In addition to more demand and inflation, China is cutting back power for production to reduce carbon emissions by working fewer hours.

S&P Global Platts reported steel imports into the U.S. “are expected to rise enough in 2022 to keep pressure on domestic prices that reached record levels in 2021, but these shipments will not necessarily represent an import surge.”

John Anton, director of pricing and purchasing at IHS Markit, said the steel imports this May appear as a spike, but this is mainly because imports since 2018 have been abnormally low due to tariffs,



the coronavirus pandemic and logistics issues. "I would see imports maybe getting back to 2015-2017 levels but do not see them surging," Anton said in a recent interview with S&P Global Platts.

UK-based Meps International Ltd, which monitors worldwide steel market data, noted steelmakers are reported record profits. The Meps European average 304 cold rolled coil basis value now equals the January 2007 all-time high and the U.S. figure is at its highest in 14 years." Stainless prices are "expected to decline more slowly than they increased in the past 12 months," MEP forecasts.

North American prices "are expected to be constrained by reduced purchasing activity" in the first half of 2022. Buyers already have significant quantities of material already on order, with both domestic and overseas suppliers. "However, supply from domestic stainless steel producers is expected to remain restricted. This will help to keep prices at elevated levels, in the near term," MEP reported.

European prices are forecast to move upwards early in 2022. "However, inventories are increasing for most grades and sizes. This, plus a softening in demand, is expected to restrict the level of price rises that stainless steel buyers will be prepared to accept during this period."

SMM News, which covers the metal market of China, predicted that for the trend of stainless steel prices in 2022, "the center of gravity moves down, the price rises first and then suppresses, the performance is strong in the second and

third quarters, and the overall fluctuation decreases." SMM noted Ferro nickel production in Indonesia has accelerated, but will remain tight in the first half of 2022.

Ferrocromium supply "tension is eased," but overseas capacity expansion is "relatively slow" while demand for stainless steel is strong. Stainless steel production capacity in Indonesia is up and "we are cautiously optimistic about demand, and the overall supply and demand of stainless steel is loose."

The Global 304 Stainless Steel Market study projects that over the next five years the 304 Stainless Steel Market will register "a magnificent spike in CAGR in terms of revenue." The Covid-19 pandemic led to lockdown regulations in multiple nations "resulting in disruptions in import and export activities of 304 Stainless Steel."

TradingEconomics reported Shanghai steel futures were close to levels of late October "amid limited supply, rising iron ore and nickel prices and prospects of a demand boom." Production in China is likely to be constrained due to factories maintenance in the first quarter, the Lunar New Year holidays and the desire to limit pollution over the Beijing Winter Olympics. Prices of nickel and iron ore for steel "remain elevated, with possible supply disruptions in top iron ore exporter Australia due to a surge in coronavirus cases." Second quarter demand in China will increase "as the construction and infrastructure sectors pick up and the Chinese authorities adopt stimulus measures to shore up the economy."

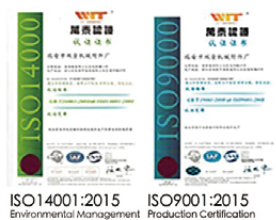
Reuters reported Chinese stainless steel futures surged more than 5% earlier this month, "boosted by tight supply concerns as



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producers cut production, while strong raw material prices also offered support.” “Domestic stainless steel firms are stepping up maintenance in the first quarter, while affected by the Spring Festival holidays and Beijing Winter Olympics; overall production is expected to be limited,” Reuters quoted analysts with Jinrui Futures. Nickel prices keep stainless steel prices up cue, Huatai Futures told Reuters.

The China Iron & Steel Association projected China's 2021 crude steel output would fall to 1.03 billion tons from a record 1.065 billion tons to reach a "supply and demand balance."

Andinya Barman of Zacks described the steel industry as coming “roaring back in 2021 after bearing the brunt of the pandemic in 2020, taking succor from a strong revival in end-market demand and an upswing in steel prices.” “The pandemic put most commodities on slippery ground last year and steel was no exception. A slowdown in demand across major end-use industries put a dent on the steel industry for much of the first half of 2020,” Barman wrote. “In particular, the pandemic dealt a fresh blow to the U.S. steel industry, which reeled under the effects of the U.S.-China tariff war.”

Demand for steel picked up on the resumption of operations across major steel-consuming sectors such as automotive, construction and machinery, following the easing of lockdowns and restrictions globally. Steel prices have also witnessed an unprecedented surge in 2021 on the back of an upturn in demand across key markets, tight supply conditions and low steel inventory throughout the supply chain.

Stocks of several steel companies “popped this year driven by the positive momentum of the industry.” Barman cited Commercial Metals Company, EVRAZ plc and U.S. Steel Corp. as notable. “The rebound across major end-use industries such as construction and automotive represents a tailwind for the steel industry,” Barman wrote. “However, the rapid spread of the Omicron variant of coronavirus may disrupt economic activities and impact steel demand over the near term.

The \$1 trillion bipartisan infrastructure bill President Joe Biden signed “is expected to be a significant catalyst for the American steel industry and U.S. HRC prices in 2022”. The bill includes about \$550 billion in new spending on roads, bridges, tunnels and the electric grid, as well as airports, broadband and other infrastructure improvements.

Volt Expanding Arkansas Plant //

Volt Industrial Plastics broke ground on a 36,000 sq ft expansion of its Arkansas plastic fastener manufacturing plant. The expansion will bring the plant to 100,000 sq ft for production and inventory of 100 million parts. Volt ships domestically and internationally and builds tooling and parts in house.

“I want to say thank you to each and every one of you that work here every day and work so hard,” COO and marketing president Heidi Volltrauer told 100 employees at the groundbreaking ceremony. “I hope you’re all as excited as I am of where we’re going this next year and the years to come.”

Joe Volltrauer used tool & die experience to start JV Tool in 1973 and then Volt in 1992. Volt now manufactures plastic screws and nuts, license plate screws, Christmas tree clips, rivets, wire & cable routing clips, printed circuit board hardware, dowels, washers and other hardware.



Mid-States' Employees Pack Backpacks for Ukraine //

“Together with our amazing employees we supplied Ukrainians with over 300 backpacks filled with emergency supplies such as medicine, feminine products, socks/underwear and granola bars.” When a major supplier for Mid-States Bolt & Screw Co. asked if the fastener distributor would help the Ukrainian people, employees “jumped at the chance.”

Glen Glaskill of Glenco asked Mid-States president Scott Somers if he would be interested in funding backpacks filled with emergency supplies for the people of Ukraine. “When you look at the situation over in Ukraine, a lot of people want to help out but they don't have an avenue to be able to do that,” Mid-State's HR manager Tami Compton said. So when Scott Somers and Compton asked employees they “enthusiastically agreed to help.”

“We got our employees together, and they were all on board.”

“The outpouring of our employees was tremendous and heartwarming,” Compton said.

“Together with our amazing employees we supplied Ukrainians with over 300 backpacks filled with emergency supplies such as medicine, feminine products, socks/underwear and granola bars” to create



“Backpacks for Ukraine,” said Sandi Andreski of Mid-States.

The backpacks were sent to Old St. Mary's Church in Detroit to coordinate transport to Poland and then on to the people in need in Ukraine. “So many people want to help but don't know how,” Compton noted. “This gave everybody the opportunity in the company to be able to get on board with it.”

Founded by Herb Somers in 1972, Mid-States is now headed by his three sons – Scott, Matt and Marc. Mid-States Bolt has nine locations in three states.



MFC Launches Wheel Fastener Brand //

MacLean-Fogg Component Solutions launched the Threadstrong brand and website to market wheel fasteners to the aftermarket.

“We are well known as the leading OEM supplier in North America for high performance, decorative wheel fasteners,” sales VP Brad Southwood said. “It’s always been frustrating to us to see the aftermarket flooded with inferior, low quality and potentially dangerous replacement wheel fasteners of unknown origin. So we decided to do something about it.”

“We want the aftermarket consumers to know that when they buy a Threadstrong wheel fastener, they can trust it was made in the U.S.A. to all of the needed safety specifications,” MFCS fastener division president Rob Whitey said.

Director of wheel fastener engineering Mark Raves explained “a lot goes into steel fasteners that the general consumer probably doesn’t think about.” Material strength, corrosion resistance and durability require engineering and quality control for the friction of the fastener’s load bearing surface against the wheel, Raves said.

Founded in 1925 by John MacLean Sr and Jack Fogg in Illinois to manufacture lock nuts for railroads, the company today has 3,000 employees and \$1 billion in annual sales. MacLean-Fogg has 28 manufacturing plants in Europe, Asia and both North and South America.



Agrisolutions Acquires Chicago Fastener Manufacturing //

Agrisolutions, the global leader in wear parts, components and accessories, has acquired Chicago Fastener Manufacturing

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(CFM), University Park, IL, USA. The acquisition closed on February 3, 2022. Chicago Fastener Manufacturing is a USA manufacturer of cold headed metal fasteners for on and off-highway applications. Product families include structural bolts, hex heads, carriage bolts, square head machine bolts, wheel bolts and plow bolts as well as various per-print specials. CFM products are a part of applications in agriculture planting, harvesting and soil management as well as construction, mining and railroad equipment. Materials include medium carbon, boron and alloy steels. “We are excited to welcome Chicago Fastener Manufacturing into the Agrisolutions family. CFM’s capabilities and talented group of employees will add manufacturing capacity to help us better serve our customers in the USA,” said Agrisolutions Global President, Blair Cook.

Semblem® “Solutions At Work” Videos //



Elmhurst, IL, USA-based Semblem® Corporation is pleased to present a new mini-video series, titled, “Semblem Solutions at Work”. This series will focus on the latest fastening technologies available from Semblem, many of which are less than two years old. Each video will showcase a solution to an existing fastening problem that the company’s customers have faced and how a Semblem product corrected the problem. The videos for 2022 will focus on fastening in high-strength materials, improvements to flow drilling fastener designs and new self-extruding fastener designs that increase usable thread engagement without capital intensive installation equipment. The first video in the series is focused on difficulties using traditional thread rolling fastener in high-strength steel applications (980XG3 steel), and how the use of Rolok® HS® could eliminate these problems.

Threadline Acquires Atlantic Bolt //

Threadline Products, a fastener fabrication company serving the industrial and construction industries as well as OEMs, has announced the acquisition of fastener fabricator, Atlantic Bolt, Inc. The merger of the two Charlotte, NC,



USA-based companies join teams with a combined 74 years of experience in serving contractors, departments of transportation, and OEMs. Threadline strives to help you meet customers’ expectations and offers one day shipping to over 10 states along with exceptional turn-around.

CONTINENTAL *Wiechen New* AERO *Continental-Aero CEO //* A Division of TRAMEC, LLC

Kelly Wiechen is now CEO of Continental-Aero as Bill Giddins has retired after 50 years in the fastener industry. Wiechen joined Continental-Aero in 2004, became head of operations in 2008 and was promoted to COO in 2010. Giddins started with Continental-Aero in 1999 in a consulting role and in 2010 became CEO.

“I have been blessed with the ability to work with many outstanding people and some really talented business people, form friendships and to create jobs and to train and to learn,” Giddins said.

Aero Stop Nut was founded in 1948 in New Jersey as a division of Fastener City Co. to supply locknuts. Continental-Fasteners started in 1982 in Illinois. Continental acquired Aero in 1987 and in 1999 the companies were renamed Continental-Aero and acquired in 2012 by Tramec LLC. Today C-A distributes all-metal and nylon locknuts, including its Purple Nylon Tork LokNuts brand, plus finished Hex nuts.

Neuberger Heads United Performance Metals //

United Performance Metals named Peter Neuberger CEO. Neuberger has been president of another O’Neal Industries company, G&L Tube, for three years. Tom Kennard was promoted from UPM CEO to executive VP at O’Neal.

UPM was formed in 2008 from AIM International and Ferguson Metals to supply a variety of steel products. In 2011 UPM acquired Plus Ten Stainless, in 2013 brought the procurement of Vulcanium Metals, a titanium and medical grade stainless distributor. In 2015, UPM, Vulcanium Metals International and Aerodyne Alloys partnered to distribute titanium and hi-temperature specialty alloys. Vulcanium and Aerodyne were integrated into UPM in 2017. Headquartered in Cincinnati, UPM has facilities in four states and four countries.





S.W. Anderson Acquires 2 Distributors

S.W. Anderson Company acquired two distributors: Jet Fitting & Supply Corp. of Santa Ana, CA, and M.E. Martin Company of Cleveland. Jim Degnan, president of S.W. Anderson said the two distributors’ “ability to work on applications with customers will pair well with S.W. Anderson’s technical sales model. We look forward to supporting our newly acquired customers with more products, services, and technical resources to help grow their businesses.”

Dana Garlock of Jet Fitting said S.W. Anderson’s “support will be huge for Jet Fitting customers. S.W. Anderson goes so much further than just selling products; their application and engineering knowledge are invaluable and, when combined with their diverse product offering, Jet Fitting customers have a powerhouse of a distributor to work with.”

Dave Nyikes of M.E. Martin said his customers “have a new, powerful partner — one with high-caliber, specialized products from international manufacturers and decades of application knowledge to fall back on.”

Jet Fitting & Supply Corp was started in 1946 as a family business and distributor of aircraft hardware/fittings and standard hardware, fasteners and tooling. Jet Fitting provides spot-buy, inventory services and tool repairs. The M.E. Martin Company was started in 1977 as a family business and distributor of standard hardware and fasteners. M.E. Martin provides spot-buy and inventory services.

Founded in 1926, the S.W. Anderson Company supplies specialty and standard fasteners, hardware, slides, and manufacturing components for tier manufacturers and OEMs, including automotive, commercial vehicles, consumer goods, aerospace and food & beverage industries. S.W. has seven sales offices/distribution centers with 37 technical sales professionals in six states.

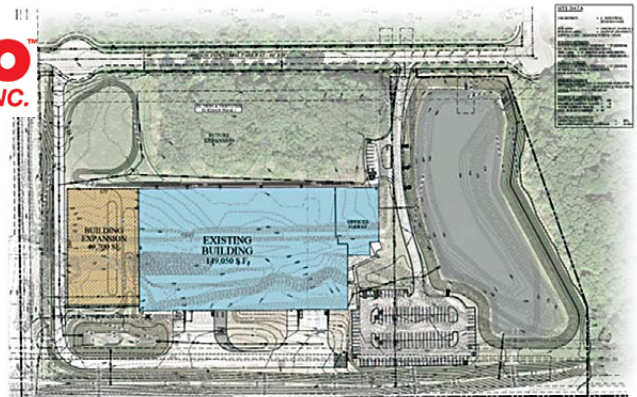
Ramco Breaks Ground for Manufacturing Expansion



Ramco Specialties, Inc. conducted a groundbreaking ceremony at its Hudson, OH, USA-based headquarters for the construction of a 50,000 ft² expansion. The addition will be exclusively for manufacturing, adding over 210,000 ft² in manufacturing, engineering and office space. This Ramco Specialties, Inc. expansion project is an investment in the company’s domestic manufacturing space along with new equipment, which will expand the company’s manufacturing capabilities and speed.

Recent issues with international transportation delays and raw material shortages have created problems in USA-based manufacturing and supply chain. Ramco Specialties’ response to this situation is a direct solution to the many industries, which have suffered from delays such as the automotive, agriculture and aerospace industries. Once the new manufacturing space has been completed, Ramco reports that three new part formers and one nut former are scheduled to be installed. The part forming machine additions will allow for the production of 9" long parts with diameters up to 3". The nut formers will be able to produce 32 mm nuts, which will be Ramco’s largest capability for nut production. Additionally, Ramco Specialties is making an immediate and long-term investment in the local economy. The company has contracted with Streetsboro, OH, USA-based Geis Companies to build out the facility expansion. Geis Companies also built Ramco’s state-of-the-art facility when it opened in 2015.

Ramco Specialties is a Tier 1 supplier to the North American automotive market. Ramco specializes in engineered solutions, cold-formed components, assemblies and stampings. Ramco Specialties, Inc. is a privately held company, and has been headquartered in Hudson, OH, USA, since 1977. ■



BUILDING EXPANSION SITE PLAN
SCALE: 1" = 50'-0" 40,700 SF ADDITION

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