

# Fastener World News

compiled by Fastener World

## Industry Update

### Thailand Terminates Anti-Dumping Tax on Low Carbon Wire Rods Originated in China

Thailand launched an investigation on January 9 of 2015 on low carbon wire rods originated in China, and imposed an anti-dumping tax of 12.81%-31.15% starting on March 10, 2016. On March 9, 2021, Thailand launched the first sunset review investigation on China's low carbon wire rods with a diameter greater than or equal to 16 mm and less than 0.29% of carbon content. The involved product codes are:

7213.9120.000, 7213.9190.010, 7213.9190.011, 7213.9190.012, 7213.9190.013, 7213.9190.033, 7213.9190.034, 7213.9190.035, 7213.9190.090, 7213.9920.000, 7213.9990.000, 7227.9000.021, 7227.9000.022, 7227.9000.023, 7227.9000.024, 7227.9000.030, 7227.9000.031, 7227.9000.032, 7227.9000.033, 7227.9000.034, 7227.9000.035, 7227.9000.039, 7227.9000.090.



March 11, 2022, Thailand announced the termination of anti-dumping tax on low carbon wire rods originated in China.

### India Forgoes Chinese Wire Rod Anti-dumping Duty Extension

The Indian government has decided to reject the recommendation to impose a definitive anti-dumping duty on imports of wire rod of alloy or non-alloy steel originating in or exported from China. The Directorate General of Trade Remedies (DGTR) previously recommended extending the anti-dumping measures for five further years, Kallanish notes.



## Directorate General Of Trade Remedies

Department Of Commerce  
New Delhi

“In exercise of the powers conferred by sub-sections (1) and (5) of section 9A of the Customs Tariff Act, read with rules 18 and 23 of the Customs Tariff (Identification, Assessment and Collection of Anti-dumping Duty on Dumped Articles and for Determination of Injury) Rules, 1995, the Central Government, after considering the aforesaid final findings of the designated authority, has decided not to accept the aforesaid recommendations,” says India’s finance ministry.

The products under consideration were bars and rods, hot-rolled, in irregularly wound coils of iron or non-alloy steel or alloy steel, commonly known as wire rod. The products are used in automotive components, welding electrodes, springs, wire mesh, fasteners, nails, railway sleepers, and binding wires.

DGTR had recommended an anti-dumping rate equal to the difference between the landed value of the imports and \$546/ton. If the landed value of imports was more than \$546/t, then no duties would be applicable.



### Indian Local Fastener Associations Advise Members Not to Export to Russia and Ukraine

Amid the Russia-Ukraine conflict, Indian fastener associations have advised their members in early March, who are exporters of various goods to both these countries, to halt the



shipment of goods until the situation normalizes. Businessmen say there are chances of their payments being held up and there is high risk of their shipments not reaching the destinations.

Rajkumar Singla, president of Fasteners' Suppliers' Association of Ludhiana, said, "We held a meeting of our association and discussed the problems being faced by our industry. We have also decided that our members exporting to Russia and Ukraine must halt the trade till the conflict ends. The decision was taken after analyzing the current situation, which may also hit cargo movement."

Narinder Bhamra, president of Fasteners' Manufacturers' Association of India, said "The war will cost the exporters doing business with Russia and Ukraine and their neighbouring countries. Already there are reports of payments of several exporters getting stuck with the buyers, as they have sought more time due to the war. Now with tension escalating, we must refrain from doing business with them. Our association too has advised our members against dispatching new orders till the situation normalizes."

According to Atul Sethi, a fastener manufacturer, "Russia and Ukraine are big markets for us and several factories from Ludhiana export their goods to these countries. But due to the war, it is not safe to do business with them and even with their neighboring countries for which Russia and Ukraine are the transit points. We are following a wait-and-watch approach."

### Russia-Ukraine Conflict Could Bring Down Global Automotive Sales by 2%

Wall Street Journal reports, according to S&P Global, the Russian-Ukraine war worsens the disruption of global supply chain and could make the global sales of light vehicles drop 2%. S&P Global previously predicted the automotive sales of 2022 would grow 4% to 6%. It says the war may affect the European market because Europe relies on the supply of materials, natural gas and petroleum.

S&P Global states the price rise will not affect the transition to electric vehicles, and points out the possible shortage of palladium as well as a possible price increase in steel, copper, aluminum and nickel, which bring critical risks to the automotive industry this year.





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- 塑膠螺絲

- 塑膠螺帽
- 橡膠O型環
- 各類塑膠橡膠製品





## Japan's Iron and Steel Bolt Export to Russia and Ukraine Could be Affected by Halted Production of Local Japanese Carmakers

On the Russia-Ukraine war, KINSAN Fastener News (Japan) wrote, the pandemic had the world come to a halt and then the war outbreak put the world in a state of uncertainty. KINSAN continued, carmakers decided to raise the price of supplied materials in February and therefore the steel price will continue to rise as it did last year. Additionally, Japan is highly dependent on overseas resources and its industry policies and production is highly subject to external factors, making itself inevitably prone to the political shockwave from the Ukraine crisis.

KINSAN analyzed, **Japan's total fastener import from Ukraine and Russia in 2021 was almost none according to Ministry of Finance (Japan), but the total export to Russia exceeded 4,000 tons and the export to Ukraine was under 1 ton. It means Japan's fastener export to Ukraine and Russia accounts for 1% of Japanese fasteners going to the world. Among that 1% are iron and steel bolts taking the largest portion of 3,000 tons. These exported fasteners generally go to the automotive industry, but could be affected by the halted production of local Japanese carmakers due to the war.**



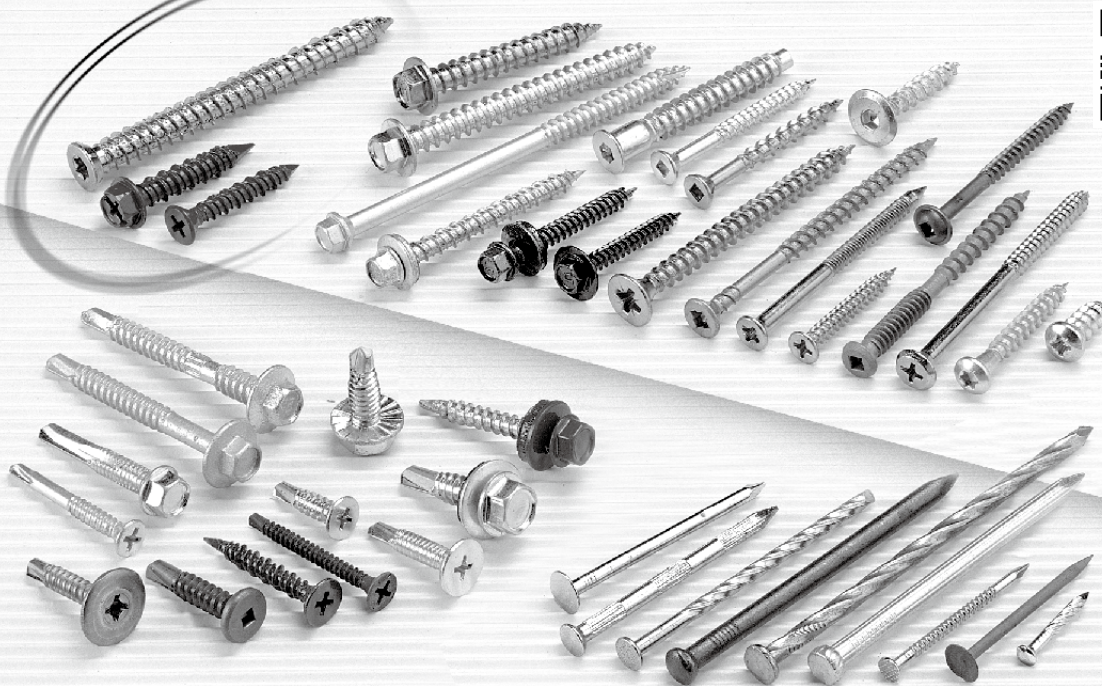
Taiwan in comparison exported 15,934 tons of fasteners to Russia in 2021, and that accounted for 0.99% of those going to the world, and that is also 4 times more than Japan's export to Russia. Taiwan exported 1,780 tons (0.11%) of fasteners to Ukraine, far more than Japan did. In export values, Taiwan exported USD 38.24 million (0.72%) worth of fasteners to Russia and a worth of USD 4.06 million (0.07%) to Ukraine. **Although Taiwan and Japan both have 1% in fastener export to Ukraine and Russia, Taiwan has far more volume than Japan does and faces a greater risk.** So far many Taiwanese fastener companies have reported to TFTA that their businesses are impacted. TFTA is closely monitoring the impact of the war and has held a seminar in quick response on March 16 this year. Refer to our article "TFTA Holds Seminar on Impact of Russia-Ukraine War" in this magazine.

## (China) Jiaxing-Shaoxing Sea Bridge Adopts Digital Bolt Monitoring Technology

Jiaxing-Shaoxing Sea Bridge is the first one in China to use a digital monitoring technology on high-strength hinge bolts.

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Sixteen bolts on the bridge were selected for real-time monitoring to analyze the load bearing of 1,300 bolts for the safety of the bridge.

The managing director of the bridge said, "It's very crucial for the safety of the bridge to know if these 1,300 bolts are in the safe range. We used to rely on the torque and angle method conducted by experienced people to inspect and determine the bolts' preload. They knocked on the structure, using sound, tone, state of appearance and other factors to determine if they have to adjust the fastening of the bolts. However, this is a high-cost and low-efficiency manual check that is way below the requirements for building a bridge that will last 100 years."

"A bridge in service is subject to the influence of passing vehicles and wind that causes deviation in the bolts' fastening, and could affect the safety of the bridge in worst-case scenarios." Jiaying-Shaoxing Sea Bridge was monitored once a year in the past, and now by utilizing digital monitoring, real-time checks can be performed on the bridge to improve data accuracy.

Every move of the monitored 16 bolts are visualized digitally to provide clear and scientific data on bolt fastening and reference to the load bearing of other bolts.

By magnifying the grooves, engineers confirmed the "backed off" or unfastened nut hadn't been tightened enough, which led to other parts misaligning, then a loss of lubricating oil. Hot gases spewed into the engine room and exploded.

Ferry officials have added engine room cameras, and will require secondary inspections of critical engine work including bolts. The Wenatchee returned to service in late January and serves the Bainbridge Island-Seattle route.



## Companies Development

### Ferry Company Loses USD 3.8 Million for an Insufficiently Torqued Bolt

An engine fire inside the Washington state ferry Wenatchee was caused by an insufficiently torqued bolt, which set off a chain reaction of broken parts and overheating, said a National Transportation Safety Board report released on March 15, 2022.

There were no injuries during the incident, which happened on a test sailing after a series of repairs. The 13-member ferry crew stopped the fire within two to three minutes. However, the fire caused \$3.8 million in damage and kept the Wenatchee out of service for nine months.

The summary report says an oiler discovered white smoke in an engine room while the ferry was cruising at full power. Another crew member near the control panels saw fire, smoke and debris flying everywhere. Afterward, engineers found a large rod and piston strewn on the steel engine-room floor. Investigations found two broken bolts and another that unfastened while the engine was running. They were supposed to be torqued to 75 foot-pounds.

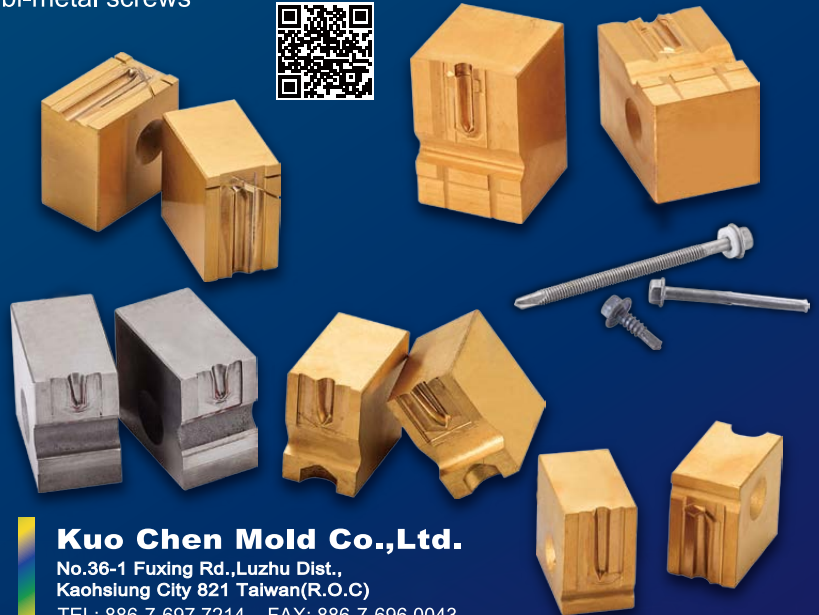


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## Bulten Has Decided to Exit Its Operations in Russia Due to the Current Situation



The exit process starts immediately. The ambition is for the process to occur in a controlled way to secure obligations towards employees, customers and other business partners. Bulten has 125 employees in Russia, and is since 2012 running its business through a Joint Venture with the automotive manufacturer GAZ.

Earlier this week, Bulten made the decision to move all production made in Russia for external markets to Europe. Bulten's decision to terminate its business in Russia will not have a significant impact on the company's income since the domestic sales in Russia is equal to 1.6% of the total annual sales. However, the exit might involve write-downs. More detailed information will be communicated later in the process.

かけがえない未来を拓くヤマヒロ・テクノロジー

## Japanese Yamahiro Adopts Co-developed IoT System

Yamahiro is a construction fastener manufacturer and developer headquartered in Osaka. The company decided to introduce an IoT system to improve productivity. The practical experience they shared can shed a light on the efficacy from upgrading to smart factory and the tasks to heed.

At first they purchased an IoT system worth a million Japanese dollars and tried connecting it to 3 machines, but they were not able to get the specific data they wanted. Then they thought of their own technical people, so they headed on to co-develop their own IoT system. They had the technical personnel collect data from machines, and had another person use the Amazon Web Services platform (a cloud-computing platform established by Amazon).

Using IoT, the first change they observed is the ability to measure productivity. By "visualizing data", they discovered they had less than 50% of total machine utilization. Knowing why and for how long the machines had stopped, they were able to improve to 85% and increase productivity by 170%. They used to have 2 shifts till 9 pm. Now they can achieve the same level of productivity on just the 1st shift till 5 pm. Besides shortening work time, they saved electricity bills, shortened 30 minutes from taking inventory, and discovered other unforeseen problems.

The second change is "data sharing". Everyone including the employees and owner with a computer can see the data and give suggestions on the spot. If the owner sees a machine not operating, he will give orders to onsite personnel right away. Therefore, they solved the bottleneck in the fastener heading process.

The third change is "prolonging dies life". They started with dies requiring frequent change, and were able to go from one hour a time to ten hours a time for changing the dies, saving work time.

Right now their most critical task is to cultivate analytic talents. It is very time-consuming to analyze data and therefore requires experienced people to take charge. The other task is to reduce errors by onsite personnel who collect and input machine data which also requires management by a dedicated person. Their next step is to apply IoT to threading, forming and packaging to save labor and freights, through which they can form a distribution unit in the company to maintain profit margin and tackle the challenges from the pandemic. The workforce saved from the production line can be assigned to the work with higher added values.

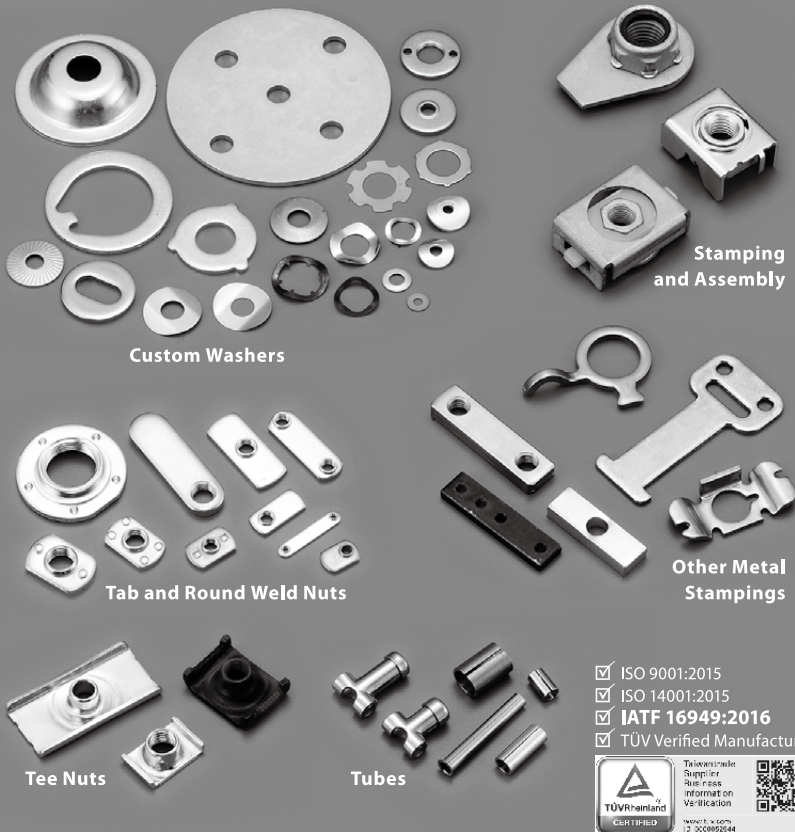
## 40 Years Experience in Stamping Manufacturing in Taiwan

**Production Specification:**

**Thickness:** Max. 6.5mm  
**Material:** Low/Mid/High Carbon, Stainless, Brass, Copper, Aluminum  
**Finish:** Galvanized, Nickel, GEOMET, DACROMET, Powder Coating, Phosphate, Hot Dip Galvanized, Black Oxide, Sand Blasting...

**Strict Quality Control:**

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- ▶ Regular inspection during forming process (IPQC)
- ▶ Traceability of material no., each process, equipment used, and personnel involved in



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## Acquisitions



## Birmingham Fastener Announces K-T Bolt Acquisition

Birmingham Fastener is excited to announce the acquisition of K-T Bolt Manufacturing, Inc. based in Katy, Texas. With over 100 years of combined fastener production, this acquisition strengthens Birmingham Fastener's product offering and manufacturing diversity. Most importantly, it allows the company to add teammates to its world-class staff and will yield long-term benefits for its customers. In doing so, the level of service it can offer to its customers will be increased.

K-T Bolt Manufacturing provides custom fabrication, closed-die forging, in-house heat treating, and electropolishing. With this partnership, Birmingham Fastener and its sister companies can expand product and service offerings to its customers. Randy Peck will stay on as President of K-T Bolt and join the leadership team at Birmingham fastener, offering his expertise in the field.

"The future of our company is now and always will be about growth and productive changes. At the same time, we must hold fast to our core values like world-class service, accountability, and a commitment to excellence that we've had since my father founded this company in 1980" says Brad Tinney, President and CEO of Birmingham Fastener. "This partnership allows us to further expand our footprint and strengthen our commitment to American fastener manufacturing."

## Japanese Nitto Seiko Acquires All Shares in KM Seiko

# NITTOSEIKO

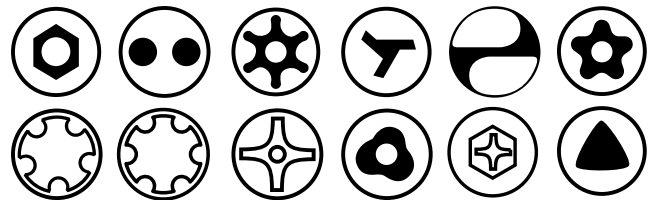
A professional public manufacturer of auto screw driving machines, Nitto Seiko signed an agreement with KM Seiko to acquire all shares in KM Seiko on April 1. With a revenue of JPY 3.2 billion, KM Seiko designs, manufactures and sells bolts, nuts, cold headed and cold formed parts to the automotive and construction industries in Japan and overseas. After the share transfer, KM Seiko will be a subsidiary under Nitto Seiko.

Nitto Seiko signed a share transfer agreement with KM Seiko as part of the "NITTOSEIKO Mission G" tactic, expecting to utilize respective distribution routes, product development and production to create a synergy and provide automotive and construction customers with solutions.

# Security Fasteners



# Tamper Resistant Fasteners

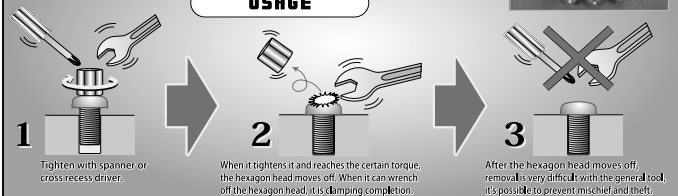


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