

REMINC Training / Brochure Request Form

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Please Check:

- Contact me regarding a training visit
- REMINC General Products Catalog
- TAPTITE 2000® Products Application Guide
- TAPTITE 2000® Product Brochure
- REMFORM® Product Brochure
- TRU-START® Product Brochure
- FASTITE® 2000™ Product Brochure
- "54 Ways TAPTITE 2000® Fasteners Lower the Cost of Assembly" Request Form

Mail this form to REMINC at 25 Enterprise Center, Middletown, RI 02842 USA or fax it to fax #: (401) 841-5008

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1958 - 2004  
 Celebrating 46 Years Lowering  
 the Cost of Assembly



Providing Advanced Technology  
 to the Fastener Industry

ISSUE 1 - 2004

**CORFLEX®-I TAPTITE II® BOLTS SOLVE COSTLY PROBLEMS  
 ON AMERICA'S HIGHEST VOLUME VEHICLE**

Ford Motor Co. had been installing machine screws into pre-tapped floating nut members to secure the bed box to the chassis of F-Series™ pickup trucks. The floating nut, used to aid in hole-alignment, and machine screw, resulted in costly problems due to cross threading and rework.

The CORFLEX®-I TAPTITE II® "box-bolt" was introduced at Ford Motor Co. in the mid 1990's to solve this costly problem. As CORFLEX®-I TAPTITE II® thread rolling fasteners form their own mating internal thread upon insertion, cross threading is totally eliminated. An additional benefit to using CORFLEX®-I TAPTITE II® thread forming technology is the cost savings due to elimination of the nut tapping operation.

This CORFLEX®-I TAPTITE II® "box-bolt" is designed with a special low head height to fit within the corrugated design of a new, high strength-low alloy steel truck bed.

A special rounded edge washer, that minimizes paint damage during insertion, is incorporated, a TORX-PLUS® recess improves drivability and the cone point helps to "find" the floating nut member.

The CORFLEX®-I TAPTITE-II® "box-bolt" provides a sophisticated fastening solution demonstrating the problem solving and cost-savings benefits of CORFLEX®-I TAPTITE II® thread rolling fasteners.

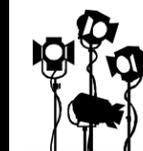


**CORFLEX®-I TAPTITE®-II  
 BOLT AND J-CLIP NUT USED  
 TO SECURE FORD PICKUP  
 TRUCK BED TO THE CHASSIS**

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**REMINC STAFF**

- Art Bancroft - Chairman / CEO
- Ralph Barton - President
- Laurie Mandly - Executive Vice President
- Ken Gomes - Vice President
- John Reynolds - Project Manager
- Bill Teixeira - Project Engineer
- Don Fosmoen - Project Engineer
- Suzanne Lilly - Special Projects Engineer
- Beth Rondeau - Director of Financial Admin.
- Muriel Boyd - Executive Secretary



**SPOTLIGHT ON  
 DON FOSMOEN**



Don Fosmoen has joined REMINC as a Project Engineer. Don's specialty is focused on the proper production of our TRILOBULAR™ fasteners – both from the manufacturing and tooling aspects. Don has 25 years experience in the production of our fasteners while at Kamax L.P. in Michigan. We welcome the addition of Mr. Fosmoen to the REMINC staff and look forward to his contributions in supporting our licensees' activities.

**R E G I S T E R**

## CEO COMMENTS



I have come across an excellent book written by Richard Koch, The 80/20 Principle. This book is one of the best primers regarding philosophies that can be used to improve the efficiencies of running a company. Basically, that 20% of one's overall efforts can achieve 80% of one's revenues - this is true for an individual as well as a company. This philosophy can drastically improve the company's income statement and reduce the workload of the employees. In addition, Mr. Koch also illustrates that the same principles can be used to simplify one's everyday life.

Many of the concepts are very simple, but like many instances in life if one does not implement the basics, then there is no way to be successful in the longer term. The promotion of REMINC's "cost-savings" fasteners and theories is no exception. I urge all our employees and manufacturers and end-users of our TRILOBULAR™ products to read Mr. Koch's book and implement the basic theories he is presenting with respect to the promotion of our products. The result can be a significant improvement on the "bottom-line", which will continue to improve year after year.

Today, our fasteners are utilized by many of the major companies located throughout the world – DaimlerChrysler, Ford, General Motors, Nokia and Whirlpool – to name just a few. These companies save significant costs annually by utilizing our products in various applications and have been doing so for many years.

REMINC TRILOBULAR™ products reduce the "cost of assembly" and save MONEY. Use our products in the high volume cost-intensive applications to reduce overall costs and watch the annual bottom-line improve.



## FORD MOTOR COMPANY'S NEW ADVERTISING CAMPAIGN SHOWCASING CORFLEX®-I TAPTITE® FASTENERS AN INTEGRAL PART OF THE FORD F-150™ AMERICA'S GREATEST SELLING VEHICLE

Ford Motor Co. has highlighted this application in an advertising campaign for their newly designed 2004 model year pickup truck, as one example of the engineering that goes into producing America's highest volume vehicle, the Ford F-150™. The editors of Motor Trend magazine, and Road and Track magazine featured these advertisements in their Fall 2003 issues.



Ford's F-150™ has been the best selling light duty pickup truck in America every year since 1977.

912,000 Ford F-Series™ trucks were sold in model year 2002.

Every Ford F-150™ uses six M12-1.75 CORFLEX®-I TAPTITE II® "box-bolts" to secure the bed to the chassis.

Every Ford F-250™ and F-350™ Super Duty uses eight M14-2.0 CORFLEX®-I TAPTITE II® "box-bolts" to secure the bed to the chassis.

CORFLEX®-I TAPTITE 2000® fasteners are specified, by name, in Ford Motor Co.'s worldwide standards WD-203 and WD-251 and are to be used in all future designs.

CORFLEX®-I TAPTITE II® fasteners, an integral part of America's greatest selling vehicle.

**LEADERS IN LOWERING THE COST OF ASSEMBLY**

## "DO YOU KNOW YOUR ASSEMBLY COSTS?" - ARTICLE 2 By Alan Pritchard

### DESIGN CONSIDERATIONS FOR IN-PLACE COST EFFECTIVE FASTENERS

For many applications, standard nuts, screws and bolts are still considered the most efficient and cheapest means of fastening. However, for most, if not all, high volume applications they can be unnecessarily expensive.

The use of standard nuts, screws and bolts will, in many instances, result in units being designed too large and bulky or expensive as the use of minimal assembly size and fastener site accessibility do not go 'hand in glove'.

Often the unit assembly has to be designed over-sized in order to make the assembly feasible. This adds to an increase in unit weight that, in the case of automotive design, for example, is contradictory to the need for achieving improved fuel to weight ratios.

Armed with the knowledge as to how a unit assembly is expected to perform, there can be ways in which a fastener can be selected that are both functional and cost effective and can further lead to reduced assembly size and weight that will not detract from the design requirements.

In choosing a fastener several points should be kept firmly in mind:

- Will the fastener, as designed, provide an acceptable level of static strength?
- Will the fastener provide a resistance to loosening under dynamic loading conditions?
- Will the fastener provide a resistance to loosening from creep or where joint relaxation conditions might occur?
- Does the fastener need to be removed during service?
- Is the fastener material and finish correct?
- Is there a need for a level of locking or a 'stiff feature' to be present in the fastener design?
- Is the fastener of the right type?

There have been and will continue to be instances where a fastener is introduced that is, in effect, over designed to meet the requirements of the assembly. Such actions are not cost effective and should be avoided, wherever possible.

Most fastener suppliers will or can offer more than one product that will ostensibly meet an assembly and design requirement. You should remember that only one of these offerings is the best and most cost effective for your needs.

Questions that are asked and answered at an early stage and before the introduction of a new design, can provide an assembly company with confidence that the correct fastener specification has been made.

The REMINC fastener designs have been developed over more than 45 years to provide cost effective and efficient means for assembling components. The fastener products are synonymous with the best in 'high performance thread rolling screws and bolts' and 'all metal thread locking screws'. More recently there have been introduced products that are considering of assembly ergonomic needs and for use in the latest introductions of lightweight nut anchor materials.

Within the REMINC portfolio there are products that will, in effect, answer all of the questions that have been raised in this article.

The REMINC/CONTI team of fastener design experts with their vast experience of Application Engineering are always available for you to consult with on all matters relating to the correct, cost effective fastener to suit your needs.



### REMINC Responds!

#### FIELDING THE QUESTIONS

*Q: Do TAPTITE 2000® fasteners "right" themselves if presented to the hole off-axis?*

A: Yes, if initial thread forming is slightly off-angle, the TAPTITE 2000® fastener will straighten itself out as it is run down and seated. If off-angle conditions are frequently anticipated, the TAPTITE 2000® fastener provides excellent cost savings and technical solution versus using a screw with a traditional "dogpoint" design.

*Q: What happens to the corrosion resistance of a nut when TAPTITE 2000® fasteners are used for thread forming?*

A: The corrosion resistance is actually improved. This is because a TAPTITE 2000® fastener forms the threads into the nut member providing a tighter fit with the nut member than with a standard machine bolt and threaded nut. The tighter fit helps prevent moisture from penetrating into the thread area, which improves corrosion resistance. Also, in the automotive industry, weld nuts are often painted along with the automobile, where the TAPTITE 2000® fastener can easily "clean out" the paint contamination and weld splatter during installation. When machine screws are used, the holes are often "masked" to prevent installation problems – leading to increased assembly costs!