With Complements

We are pleased to enclose the following equipment details that GlobalBound offers - whatever your needs, we have the answers:

- Centralized Lubrication Equipment
- Minimal Lubrication Systems
- Single Point Grease Lubricators
- Drum Pumps and Transfer Pumps
- Hydraulic and Lubrication Fittings
- Preventative Maintenance Practices
- Lubrication Management Programs
At-a-Glance

Wheel Safety

SafetyTrim
Monitors & Locks
Loose Wheel Nuts

Light & Heavy Duty Vans
Long Haul Heavy Truck & Trailers
Buses and Coaches

1405 D Babbage Lane
Indian Trail, NC 28079
Phone 704-684-0101
Fax 704-684-0102
www.globalboundind.com
SafetyTrim Vehicle Wheel Security

At-a-Glance Wheel Safety
SafetyTrim Truck Wheel Loss Prevention

Features and Advantages

- **SafetyTrim Nut Collar Assembly**
  - Management system prevents wheel loss (see benefits listing)
  - Attractive appearance, becomes an integral part of wheel/hub
  - Removable and easily reusable from one wheel to another

- **Nut Locking Device**
  - Senses movement to activate built-in locking movement
  - Activates an individual fluorescent window
    - Visual marker alerts users of a nut loosening event
  - Lightweight
    - Does not diminish road carrying capacity
  - Color choices
    - Black, Chrome, other choices available on special order
  - Durable Material
    - Industry approved nylon material heat and scratch resistant
    - Memory feature complements easy fitting/removal
  - Grip-tight installation ensures no lost collars in transit

- **Tight Fitting Nut Collar**
  - Protects nut/stud assembly
  - Guards against corrosive road contaminants
    - Protects against nut/stud fusing

- **Individual Visual Nut Marker**
  - Permits remedial action to be taken at a convenient time

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**GlobalBound Industries, LLC**

**At-a-Glance**

Wheel Safety
SafetyTrim Truck Wheel Loss Prevention

Benefits

• Pays For Itself in Just One Unscheduled Nut-Torque Procedure
  - Locked nut feature permits trip completion and ability to schedule a re-torque procedure at a convenient garage

• Decreased in Equipment Downtime
  - With SafetyTrim wheels will stay on hubs even if all nuts have loosened

• Eliminates Associated Costs of Wheel Replacement and Axel Repairs
  - Avoids damage to hubs, wheels and vehicle suspension, vehicle downtime and emergency road service expense

• SafetyTrim Protective Collar Keeps Wheel Nuts Free of Corrosion
  - Eliminates expensive repair of sheared/fused nut studs

• Reduction of Wheel Detachment Accidents and Expense
  - Avoids increasing detached wheel litigation awards from accidents and property damage and any fatalities caused by wheel loss
  - Avoids related court expenses
    • Associated medical costs, absence from job and compensation including defense costs, court costs, defendant's lost time as well as legal fees

• Reduction in Expensive Operational Insurance Premiums Due to SafetyTrim's Predictive Safety Features

At-a-Glance
Wheel Safety
SafetyTrim Vehicle Wheel Selection Chart
Loose Lug Nut Wheel Lock Monitoring System

It is estimated that up to 80% of the trucks on the road can have improperly attached wheels.

Individual wheels may be improperly installed, under torqued or over torqued to the extent that they can become a road hazard.

Take steps to ensure that your vehicle has safely torqued wheels.

Follow proper torquing procedures and install a SafetyTrim wheel nut locking monitoring system, conduct daily wheel inspections. SafetyTrim saves lives by monitoring and locking loose wheel lug nuts, preventing accidents and vehicle "wheel-offs".

SafetyTrim Characteristics: Easy installation, withstands extreme hot and cold temperatures, polymer memory provides firm fast installation. Monitors status for individual wheel nuts that require re-torquing and locks loose nuts in place for future services.

Examples of SafetyTrims Available
A Short Summary of Popular SafetyTrim Offered for Vehicles:

<table>
<thead>
<tr>
<th>Nut Size (mm)</th>
<th>SafetyTrim Details</th>
<th>Vehicle Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>32 &amp; 33</td>
<td>10 studs, chrome finish</td>
<td>Heavy duty trucks</td>
</tr>
<tr>
<td>28 &amp; 30</td>
<td>10 studs, black finish</td>
<td>School buses and trucks</td>
</tr>
<tr>
<td>28, 30 &amp; 32</td>
<td>8 studs, chrome &amp; black finish</td>
<td>Trucks and buses</td>
</tr>
<tr>
<td>19</td>
<td>5 or 6 studs available, black finish</td>
<td>Sprinter type vans &amp; other vehicles</td>
</tr>
</tbody>
</table>

Please Note:
SafetyTrims are available for 4, 5, 6, 8 and 10 wheel stud applications and offered in a variety of finishes.

Trims for nut sizes ranging from 17 to 33 millimeters are available. SafetyTrims can be configured to satisfy any individual vehicle needs

At -a- Glance
Wheel Safety
SafetyTrim Nut Locking Device

Principle of Operation

SafetyTrim is a nut management system, primarily for road wheels, which both visibly indicates there is a loose nut and more importantly locks that nut in place until it can be re-torqued.

Each SafetyTrim is moulded from a synthetic fiber known as Nylon 6-6, re-enforced with Silica for superior heat and friction resistance.

Melting point is 256 degrees Celsius. Nylon 6-6 has a chemical “memory” which allows it to revert back to its original shape, therefore SafetyTrim fits tightly and snugly once pushed over a nut, but is straightforward to fit and remove. Its design is such that splines (some having tapers, others straight) allow a nut to be covered by the nut pot whilst in any position. The nut pot is free-moving inside a trim or fixing plate.

When a nut moves, the nut pot (snugly sitting on the nut) moves with the offending nut and with it moves its own retention arm, which is molded of part of the nut pot.

First, this movement can be clearly seen through an alert hole as the retention arm moves from beneath the trim or fixing plate moulded into the trim/plate.

Second, at the edge of the trim/plate is a retaining wall which prevents the retention arm from moving further. The arm will not move further than the retaining wall and as it is attached to the nut further de-torquing of the nut is arrested.

SafetyTrims can be used in any environment when nuts or bolts are subject to vibrations or temperature changes which through expansion and contraction can allow movable nut to de-torque.

At-a-Glance

Wheel Safety
What Is Nylon 6-6?
by Lesley Barker, eHow Contributor - eHow.com

Nylon 6-6 is named this because of how its molecules link together. This synthetic fabric was the first man-made silk substitute. Developing Nylon 6-6 was the work of an organic chemist who had specialized in the chemistry of polymer molecules as they occur in nature. Then he was able to figure out a formula to make a similar material in the laboratory.

Identification
The chemical formula for Nylon 6-6 has a chain of six carbon molecules linked to a chain of six more carbon molecules. Between each chain is an amid group made up of oxygen, carbon, and nitrogen hydroxide. Nylon 6-6 is named for this double chain of six carbon molecules. It is a polymer chain.

Significance
Nylon 6-6 can be produced in the laboratory by combining adipoyl chloride with hexamethyline diamine. However, when Nylon 6-6 is made in a factory a different formula is used. There the process involves combining adipic acid with hexamethyline diamine. The result is a strong fiber that mimics silk. Both have parallel chains of amide molecules connected by hydrogen bonds.

History
It took several years for Wallace Carothers to figure out how to do this polymerizing process to make Nylon 6-6 into a strong enough fabric to replace silk in woman's stockings. After Carothers learned and described how natural polymers (like silk) form, he was hired to head the the E.I. du Pont de Nemous & Co. research and development laboratory. He was able to create a nylon polymer with weak fibers by 1934 but until he learned how to get all of the water out of the fibers, they were too weak to use. The process was perfected by 1935.

Benefits
Nylon 6-6 was the first man-made thermoplastic. It is an amazingly strong material. It is lightweight, windproof, stretchy, shiny and it is very difficult to damage. Oils, solvents and alcohols do not hurt nylon. However, nylon can begin to disintegrate if it comes into contact with dilute acids. If it is touched by phenols, alkalis, iodine or other acids, it will dissolve.

Potential
Nylon 6-6 is the strongest of all the nylons and it has the highest melting point so it is used for quite a few industrial applications. It comes in rods, tubes, and sheets so it can be used for insulation, sound insulation, and to replace rubber or even some metals. Since it doesn't scratch easily, it makes for attractive packaging even for foods and drugs. Both the FDA and the USDA have approved the use of nylon 6-6.
Fitting Instructions for the SafetyTrim Wheel Nut Management System
10 Stud Heavy Goods Vehicles

1. Remove any existing wheel trim or nut covers that might be in place
2. Check that all wheels are correctly torqued
3. Check the wheel nuts for any surface contaminants i.e. paint, rust etc...
4. Take the SafetyTrim in one hand and ensure ALL the indicators are turned back to the stop position, the object is to ensure that NO PART of the yellow indicator tabs are visible when fitted.
5. Offer the SafetyTrim up to the wheel, locate each nut pot onto the wheel nut – minimal anti-clockwise movement will allow location. when the nut pots are correctly lined up, push the unit firmly into place, a firm interference fit will thus be achieved.

A solid union between the SafetyTrim and the wheel/wheel nuts will be achieved when fitted correctly (ensure no part of any yellow indicator is visible after fitting).

Removing Instructions for the SafetyTrim Wheel Nut Management System
10 Stud Heavy Goods Vehicles

1. To remove SafetyTrim units, pull firmly at the top, sides and bottom and then work your way around, if units have been in place for a long period use a broad blade screwdriver or tyre lever to assist removal.
2. SafetyTrim units may be re-used many times (for the service life of the vehicle... as long as they are not damaged during fitting or removal or other accidental damage.

Please Note:
SafetyTrim is designed as an aid to good housekeeping and safety procedures. Correctly fitted, according to the manufacturer’s instructions, SafetyTrim will visually indicate any wheel nut movement and then restrict any further backing off. SafetyTrim should be used in conjunction with and part of the recommended service, daily inspection, re-torque procedures and maintenance programmes.

The correct remedial action for a loose wheel nut is to re-torque it. Do not overlook or delay this recommended and correct procedure.

Cleaning instructions: We recommend that the chromed SafetyTrims be cleaned with warm soapy water using only a wet cloth or sponge. Do not use excessive pressurised water cleaning systems.

At -a-Glance
Wheel Safety
LaFarge, One of the World's Leading Suppliers of Construction Materials Adopts SafetyTrim to Achieve High Ratings for Wheel Safety

“Best Practice” Solution for Truck Wheel Nut Safety

LaFarge Cement, UK recently adopted the SafetyTrim Wheel Security System as their "Best Practice" solution to loosening wheel nuts. The SafetyTrim nut management system is now being implemented across all the UK LaFarge Cement sites with a view to cover the other sectors of LaFarge fleets over the next year.

The largest diversified supplier of construction materials in the U.S. and Canada, LaFarge supplies cement and aggregate for residential, commercial and public work projects.

A single wheel loss or repair is always terribly expensive to any business involved in "On-Time" deliveries to meet site building schedules. SafetyTrim’s wheel management system both indicates and locks loose wheel nuts in position. This feature permits operators to conveniently schedule wheel re-torquing procedures.

Each SafetyTrim ring is molded from Nylon 6-6 thermoplastic. This material is resistant to both heat and cold conditions. Nylon 6-6 has a "chemical memory" that permits it to revert back to its original shape. This feature allows it to grip wheel nuts securely "in-place" once pushed over the truck’s wheels. SafetyTrim is easy to fit and remove in a workshop.

Mr. Andrew Brodley, Transport Manager at LaFarge Cement UK said "Identifying wheel nut movement is one of our key objectives in controlling the safety of personnel and prevention of road traffic incidents through loss of a wheel and tire. To enhance our already robust safety systems we held trials with various wheel nut indicator systems across our fleet and soon realized the benefits of the SafetyTrim System with its dual function of easy identification and locking ability should a wheel stud become loose". He added, "The SafetyTrim System when used in conjunction with our recommended vehicle servicing and maintenance program can support wheel security and therefore having raised this as a best practice solution with LaFarge we have incorporated the SafetyTrim System across our entire cement fleet of 130 articulated vehicles".

At -a-Glance
Wheel Safety
Don’t Ignore Wheel Safety — Avoid Wheel-Off Accidents, Unscheduled Road Downtime and Stiff Penalties

Vehicle Wheel Safety System Monitors and Locks Loose Wheel Nut in place "At – a – Glance" Safety

SafetyTrim Loose Nut Management System monitors individual wheel nuts and Locks loose nuts in Place to ensure Safe Highway Driving.

The patented "At – a – Glance" device holds loose nuts in place until they can be properly re-torqued at a convenient time and place.

Loose wheel nuts on the highway are dangerous. Reports of wheel-off incidents continue to haunt the news. It has long been recognized that proper torqueing of wheel nuts play an important role in vehicle preventative maintenance.

The SafetyTrim Ring System supports preventative maintenance practices for industry namely, Technology & Maintenance Council Recommended Practice 237A, "Retorquing Guidelines for Disc Wheels". This RP details guidelines regarding the need to retorque disc wheels following installation on a vehicle.

It has long been recognized that proper vehicle wheel retorquing supports good preventative maintenance practices. However reports of Wheel-Off accidents and casualties continue to haunt the news:

If a wheel separates from a commercial vehicle in the Province of Ontario, Canada the offender is immediately considered guilty of a dangerous offense and can be fined up to $50,000 for each wheel separation. The Ontario law has survived several court challenges to its "No Defense" policy.

Further, cross border vehicles from the US to Ontario must have all vehicle wheels correctly torqued to proper wheel nut specifications by Ontario recognized trained/ certified wheel installers.

SafetyTrim installation is simple, upon completion of proper wheel torquing procedures of individual wheel nuts, simple press the durable thermoplastic SafetyTrim ring over the individual wheel nuts and "You're in Control" Units available in black and chrome finishes.

Use of an inexpensive loose wheel nut indicator locking system assists owner-operators follow proper predictive maintenance procedure to achieve high ratings for wheel safety.

Be Safe, Be Secure with SafetyTrim!
School Buses – A Safe Ride on a Green Machine

School Transportation News, 18th Annual STN EXPO info

School buses deliver their precious cargo each school day and are often taken for granted. Wheel Safety is part of the continuous improvement process.

Consider these facts:
- According to the National Safety Council, School Buses are 172 times safer than a family automobile
- 54 students, average number of pupils transported be each school bus
- 26 million students ride school buses across thousands of miles of roads and highways daily
- 3.1 billion - Total annual car fuel savings by students riding school buses (gallons)
- Source: The American School Bus Council

Insuring safe, economical trouble-free transportation of students to school in accordance with Federal and State regulations is the everyday goal of school organizers.

Loose wheel nuts on the highway create a dangerous situation. It has long been recognized that proper torqueing of wheel nuts play an important role in vehicle and wheel preventative maintenance.

Over many years, Federal and State school bus regulations have been established to enforce Road and Vehicle Safety standards, however, the important component that keeps vehicles moving on the road namely, the wheels, are often overlooked. Wheels must be in peak condition at all times to ensure safe passage of students daily without incident.

Loose wheel nuts on moving vehicles create a dangerous situation, including wheel loss. These conditions have been recognized as an ongoing problem by the nationwide organization Technology & Maintenance council (TMC) whose goal of extending the boundaries of Vehicle Maintenance includes recommended practices (RP 237A) for proper wheel torqueing procedures to help alleviate this problem.

As part of the continuous improvement process for a safe and friendly environment, SafetyTrimworldwide has now developed a line of SafetyTrims with school buses in mind, namely black thermoplastic nut safety rings to accommodate eight and ten set lug wheel configurations. These safety rings are ideally suited for school buses and provide quick and easy installation at garages.

Installation of a SafetyTrim wheel security ring is simple, after following recommended TMC procedures to check that all individual wheel nuts are properly torqued to wheel specifications, simply press the thermoplastic SafetyTrim ring firmly over the individual wheel nuts and you're in control with individual "At – a – Glance" nut safety indicators that indicate when a wheel nut is backing off.

In operation, should a wheel nut back off a quarter of a turn, a yellow individual nut indicator marker appears – this action simultaneously indicates the nut has begun to loosen and simultaneously "Locks" the offending nut on the wheel hub to stop the process.

Incorporating daily "At – a – Glance" inspections of individual school bus wheels results in operators knowing status of individual wheel nuts: result control of loose nuts, safer uninterrupted "On – The – Road" trips to school.

Take steps to keep school buses green by minimizing downtime and maximizing uptime.

SafetyTrim Wheel nut management systems ensure operators achieve a high rating for wheel safety.

At -a- Glance

Wheel Safety
Wheel Nut Monitoring Program Expands Product Line

Now suitable for Vans, Buses Trucks and Trailers

SafetyTrim Ends Loose Wheel Nuts – Prevents Wheel−Offs

Charlotte, NC – March 31, 2011 – Since its introduction over a year ago, SafetyTrim has now expanded its product line to include wheel safety products for mini-vans, sprinters, small and medium buses as well as trucks and trailers.

SafetyTrim is the only wheel nut management system that simultaneously indicates when a loose wheel nut condition occurs, but more importantly holds that nut in place until the wheel assembly can be re-torqued when the vehicle returns to the workshop.

Vehicle wheel loss in America and Canada is an ongoing dangerous problem. The SafetyTrim ring is pressed on the wheel and becomes an integral part of the wheel rim assembly. In operation the "At–a–Glance" Safety Device provides an individual visual signal by means of a fluorescent marker when a nut is backing off. Simultaneously the offending nut is "Locked" in position to prevent further back-off.

With these latest SafetyTrim additions of 4, 5 and 6 stud versions the safety line rings now cover mini vans, light vans, sprinters and buses as well as the original 8 and 10 stud trims for heavy duty truck and trailers.

GlobalBound Industries, LLC is an authorized North American Distributor for SafetyTrim. President Syd Gallimore stated this product line expansion is in line with the increasing emphasis on vehicle safety in North America. This innovative product provides both road safety and economic benefits that are of immense importance to the transportation industry.

For additional information, www.globalboundind.com or info@globalboundind.com
Contact Syd Gallimore (704) 684-0101
SafetyTrim Wheel Nut Locking Device
Worldwide List of Customers and Trial Installations

LaFarge Cement Company
Holcim Cement Company
City of London, UK Fire Brigade
City of Monroe, NC Fire Service
Volvo
NewPort Buses
Sainsbury’s Supermarket (UK)
Tesco Supermarket (UK)
Balfour Beatty (UK)
DAF Imperial Commercials
Charlotte Truck Center
Cooper Kenworth
Air Liquide
Wilco Hess
Caterpillar

At-a-Glance
Wheel Safety
**Company Details:**

**GlobalBound Industries, LLC** provides Industrial Safety Products and Services for machinery and general services to achieve peak operating efficiencies.

Principal products include **Lubrication Equipment and Vehicle Safety Systems**.

Major areas of Interest are **Automatic Centralized Lubrication Equipment** and **Vehicle Wheel Nut Security Monitoring Systems**.

The Company is **headquartered at Charlotte NC area** with industrial distributors in Eastern, Mid-West and Western United States.

**Company Principal:**

**Mr. Syd Gallimore, President**

Mr Gallimore is a qualified lubrication engineer with over 30 years in industry specializing in Predictive Maintenance technology for all types of industrial machinery with special emphasis on the transportation industry and a particular focus on preventative practices and issues concerning highway safety.

A member of the Society of Operational Engineers and Road Transport Engineers, Syd has in-depth knowledge on tribology on stationary and moving machinery.

Syd is a resident of Charlotte, NC area.