

REUSABLE PACKAGING TODAY

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Did you know...?

The first "standard" oil barrel was made in 1864 by Samuel Can Syckle. It was a wooden barrel with a 42 gallon capacity.

UPCOMING EVENTS

Chemical Packaging Committee

February 8-10, 2011
Sarasota, FL

Petroleum Packaging Council

April 1-3, 2011
Woodland, TX

RIPA Technical Conference

April 29 – May 1, 2012
The Henry Hotel Marriott
Dearborn, MI

UN Transport Sub-Committee

June 25—July 4, 2012
Geneva, Switzerland

RIPA Annual Conference/ IPANA Fall Conference

October 15- 21, 2012
Boca Raton Resort & Club
Boca Raton, FL

NEW DRIVERS' HOURS-OF-SERVICE RULES, COMPLIANCE DATE: JULY 1, 2013

On December 27, 2011, U.S. DOT's Federal Motor Carrier Safety Administration (FMCSA) published revisions to commercial drivers' "Hours-of-Service" rules. These revisions are in the form of a final rule. The new operational limitations and requirements for drivers and their employers go into effect July 1, 2013.

14-Hour Workday (On Duty): The agency has retained its current 14-hour limit for overall, on-duty time. A driver cannot drive after 14 hours of being "on duty" (i.e., performing any functions, including driving). Lunch breaks or other breaks do not extend the 14-hour period. Also, the 14 hours are consecutive from the time a driver reports for duty.

...See "Hours" page 4

PHMSA DISPLAYS TOBYHANNA TEST RESULTS ON WEB SITE

In a surprise move, PHMSA has decided to display on its website the results of tests performed on over 500 packaging design types undertaken by the U.S. Army Material Command (Tobyhanna) since 1996. Tobyhanna periodically tests a small number of hazardous material packaging designs, from small combination packagings to larger containers such as drums and IBCs. The data shows only "closed" cases, meaning those that have been finalized. It is not known how many cases have yet to be closed.

The information is available on the PackSys database, and includes among other data the test date, the name of the company the package design-type and test results.

...See "Tobyhanna" page 3

SPRING TECHNICAL CONFERENCE ANNOUNCEMENT

HOLD THESE DATES!!

- RIPA Spring Technical Conference in Dearborn, MI

RIPA's Spring Technical Meeting will be held April 29 – May 1 at the beautiful Henry Marriot Hotel in Dearborn, Michigan. We have secured an amazing room rate of just \$110.00/night! The hotel has been freshly redesigned and is close to great restaurants and many wonderful attractions, including the amazing Henry Ford Museum and the avant-garde Cranbrook Art Museum.

In addition to Product Group meetings and some great business presentations, our friends at Maxi Container have invited the group to tour their brand new distribution facility and enjoy an evening filled with fun, food and entertainment. In addition, on Tuesday afternoon RIPA is arranging a fascinating tour of the Ford Rouge Plant where you will witness Ford F-150's being assembled.

...See "Technical" page 3



CHAIR'S MESSAGE

As incoming RIPA Chair for 2012-2013, I want to thank outgoing Chair, Dennis Long, for his two years of stellar leadership and service. Dennis has set the leadership bar quite high, and I am pleased he will continue to be active in industry affairs.

Also, I want to welcome the incoming officers with whom I will be serving the next two years and thank them in advance for their willingness to help lead this organization: Vice Chair Ricky Buckner (Buckner Barrels), Treasurer Jerry Butler (ICS – FL), and Secretary Jeff Bey (Recycle Inc. East).

I am looking forward to a term that is certain to present many challenges to our industry and the association. There are sure to be new regulations from U.S. DOT that we will have to address. Also, business issues arising from consolidations and mergers should be viewed as opportunities to make our group stronger and more dynamic. RIPA will continue to put the association, its members, and reusable industrial packaging, generally, at the forefront of shipping and hazmat discussions. RIPA is a well-respected, authoritative voice among shippers, regulators, manufacturers, the media and the public. I intend to preserve and strengthen that reputation during my term.

I am pleased to see that more and more of our customers now appreciate that the reuse of industrial packaging can play a central role in efforts to reduce their “carbon footprint.” Customers, regulators, and the public all are increasingly aware that environmental sustainability is a serious goal for all industries and all consumers. RIPA and its members will continue to position themselves as essential partners in this process.

RIPA will be active at the UN Subcommittee of Experts this coming year. We have seen already proposals from several nations that would lower test performance requirements for IBCs and, through ICCR, we have successfully put these issues on hold. However, there is little doubt we will see more of the same and RIPA, working through ICCR, will be at the UN to protect your interests.

Plans are being laid for the next international conference, which will take place in late May or early June 2013 in Europe. Our friends in SERRED are planning this event, and I am certain they will do a fantastic job.

RIPA enters 2012 in a strong financial position, although acquisitions and similar developments may have an impact on the revenue base. We already are tasking certain leaders to think strategically about these and related issues.

RIPA's next conference is the Technical Conference April 29 - May 1, 2012 in Dearborn, MI -- just outside Detroit. Mr. Richard Rubin of Maxi Container is graciously hosting a tour of his new distribution facility. Also, RIPA's Supplier Members are sponsoring a premium social event that you won't want to miss!

For the fall Annual Conference, RIPA is revisiting the format from 2009 and 2010 wherein the conference was co-located with IPANA's fall conference. The two associations will conduct some parallel, concurrent sessions unique to their members and their business needs, but they also will share in most social events as well as the Main Speakers Program. We hope this format will prove to be useful and efficient in future years as well.

I look forward to the challenges and opportunities afforded me in my role as RIPA Chair. Please provide me your input and advice as we move ahead through these changing times.



Spencer Walker



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Rockville, MD 20850

Chairman.....Dennis Long
President.....Paul Rankin
Editor.....C.L. Pettit
Editor.....Mark Rankin

Below is the meeting schedule. RIPA will soon send out registration materials to all members.

Schedule

Sunday, April 29	12:00 noon	RIPA Golf Outing
	6:00 – 7:30	Welcome Reception
Monday, April 30	8:30 – 12:00	Product Group Meetings
	1:00 – 4:00	Board of Directors Meeting
	6:00 – 8:00	Maxi Plant Tour and Reception
Tuesday, May 1	8:30 – 11:30	Business Session/Speaker Program
	1:00 – 4:00	Tour: Ford Rouge Plant

Members wishing to book rooms over the phone should contact The Henry's reservation desk at 1-888-709-8081. Code is RIPRIPA. Those who want to use the internet may click the following link and follow the instructions. The correct RIPA "code" is already checked. Our room block cost is \$110.00/night.

[Click here for online reservations.](#)

The test results show a fairly high percentage of failures for all packaging types. DOT has said that the packagings selected for testing "...do not constitute a random sample of packages available on the market." And, in public comments to various groups over the years, PHMSA enforcement personnel have maintained that packaging failures are not indicative of field performance.

RIPA has pointed out that Tobyhanna test results are not supported by DOT incident data. In fact, DOT's own incident data show that industrial hazmat packagings are extremely safe in actual transportation.

"RIPA is very concerned that this information has been made available to the public with no explanation about the selection and testing processes or what constitutes a packaging "failure," said Association President Paul Rankin. Someone not familiar with design type testing procedures may not be aware that a "failure" can be a single drop of liquid released in a drop test, noted Rankin.

RIPA plans to meet with DOT to discuss ways to provide needed context to the data. Companies interested in viewing the data can click on this link:

<https://hip.phmsa.dot.gov/analyticsSOAP/saw.dll?>

[Dashboard&NQUser=HazmatWebsiteUser1&NQPassword=HazmatWebsiteUser1&PortalPath=/shared/Public%20Website%20Pages/_portal/Package%20Testing](https://hip.phmsa.dot.gov/analyticsSOAP/saw.dll?Dashboard&NQUser=HazmatWebsiteUser1&NQPassword=HazmatWebsiteUser1&PortalPath=/shared/Public%20Website%20Pages/_portal/Package%20Testing)

OBAMA SEEKS U.S. MANUFACTURING RENAISSANCE

In his State of the Union address, President Obama laid out what he calls a "blueprint" for revitalizing the economy, emphasizing a rebirth for U.S. manufacturing, bolstering domestic energy production and training workers.

Obama called for shifting the U.S. economy back to a manufacturing base after decades of ceding jobs in goods production to factory-heavy countries such as China. He proposed several new policies aimed at helping U.S. manufacturing and dissuading companies from shifting jobs overseas, including tax breaks for more investment and job creation inside the country, support for education and research that feeds the manufacturing sector, and stepped-up protection against subsidized imports -- with China named as the main target.

The National Association of Manufacturers called on the President to deliver on his promises, "with actions and not words." NAM believes the manufacturing sector is mainly hindered by regulations and high corporate taxes. "The Obama administration must take action to put an end to the rampant overregulation and over-reach by federal labor and environmental regulators," the group's president Jay Timmons said in statement to the press. "We need action on comprehensive tax reform that will lower the corporate tax rate so that we can compete for investment across the globe," said Timmons. Tax reform must also lower the rates of the 65 percent of manufacturers that file as individuals for the good of the economy and jobs, noted Timmons.

The policies described by Timmons are part of the NAM roadmap, "A Manufacturing Renaissance: Four Goals for Economic Growth," which provide a comprehensive set of ideas to improve and expand the U.S. manufacturing base.

11-Hour Daily Limit (Driving): The agency has retained its current 11-hour limit on daily driving time. All time spent behind the wheel of a commercial vehicle is considered "driving time". This includes time spent waiting for loading and unloading. After 11 hours of driving time, a driver must have 10 consecutive hours off duty before he/she can drive again (but they may perform other functions). An additional 2 hour allowance can be made for adverse weather conditions.

30-Minute Break: If 8 hours of "on duty" status have passed (not all of which must be spent driving), a 30-minute break must be taken before driving can start or resume. A driver can schedule his 30-minute break for as late as 8 hours into the driving shift or as early as 3 hours into the shift and be in compliance with the rule for a 30-minute break. A driver is, thus, able to work daily in whatever combination of driving and non-driving capacities for 13.5 hours. Once this limit is reached, however, an employee cannot drive again until they have 10 consecutive hours of rest.

60 / 70 Hours "Weekly" Rule: Drivers working for a company that does not operate motor vehicles every day of the week must not drive after accumulating 60 hours "on duty" (i.e., all functions) during any 7 consecutive days. These employees would first need to enjoy a "restart" period (see below). If a company operates vehicles every day of the week, employees must not drive after accumulating 70 hours on-duty (i.e., all functions) in any 8 consecutive days. (Again, they would need a "restart" period away from work.) Employees may, however, continue to perform non-driving duties after reaching these limits. Employees driving Monday-Friday with weekends off would still need to observe the 60 and 70 hour ceilings.

34-Hour Restart: The rules now include a "restart" provision. This provision allows drivers to "restart" their 60-hour or 70-hour clock after having at least 34 consecutive hours off duty. However, the restart period must include two consecutive periods extending from 1:00 am to 5:00 am. Experts in sleep and driver fatigue issues have concluded that these two consecutive night cycles are critical for driver performance.

Duty Status Record: In order to check compliance with the above-stated rules, drivers must keep track of their hours of service. Each motor carrier has the option to select the format which best suits its operation. This is also known as a log book. Certain shipping and trucking supply catalogues offer some standard log-book formats (e.g., www.jjkeller.com). Also, "electronic on board recorders" have been the subject of recent discussions among carriers, drivers and regulators. These devices have begun entering the market and can be made mandatory by regulators for carriers with serious hours-of-service non-compliance problems. Additionally, regulators may propose in the near future that electronic recorders also be mandatory for carriers of hazardous materials. Meanwhile, beginning June 5, 2012, FMCSA will require recorders to meet certain technical and design specifications that reflect recent evolution of the technology. Vehicles already equipped with electronic recorders may continue to use them past June 5th and throughout the vehicle's remaining service life.

Members should look at how these new rules will impact their unique driving operations and begin preparing for the July 2013 compliance date. Sanctions for non-compliance will be strict. For instance, a driver found driving more than 3 hours past the 11-hour daily limit will be personally fined \$2750, and the employer would be fined \$11,000.

Many of the major trucking organizations are unhappy with the new rules. They cite crash and incident data that show vast improvements in road safety in recent years. On the other hand, safety advocates, law enforcement authorities, and experts in driver fatigue believe the new rules will improve safety.

In the past, these hours-of-service rules have been challenged in court, with some success, by industry. However, it is not immediately clear whether this latest round of rulemaking will end up in court. RIPA will keep members advised of any further developments.



DOT INSPECTOR GENERAL SLAMS PHMSA GRANT PROGRAM

According to DOT's Inspector General, PHMSA does not have adequate operating policies and process in place to effectively administer its 19-year old Hazardous Materials Emergency Preparedness Grant Program (HMEP). The IG has made ten recommendations to improve the program.

The grant program is funded by registration fees paid annually by hazmat shippers and carriers. PHMSA distributes to the states approximately \$26 million each year to the states to pay for emergency response planning and training activities. According to PHMSA, over the life of the HMEP program more than 2 million emergency responders have been provided training with HMEP grant funds.

Among the IG's key findings are:

- More than \$1 million was distributed to grantees inappropriately.
- PHMSA reimbursed grantees for ineligible activities.
- PHMSA failed to develop written standard operating procedures (SOPs) for the first 16-years the program was in operation. Even today, the SOPs are inadequate to ensure adequate program oversight.
- Fund allocation criteria are outdated.
- Insufficient staff is dedicated to the program.
- PHMSA failed to adequately coordinate or consult with grant recipients.

The IG believes that PHMSA now recognizes the inadequacies of the HMEP program and has been working to improve many aspects of its administration. However, much work remains to be done to bring the HMEP program fully in line with all IG recommendations.

MEET YOUR 2012 BOARD OF DIRECTORS

Every year, RIPA holds elections to replace or re-elect about one-third of its Board of Directors. Members serve three-year terms and can be re-elected once (for a total of six years) before being required by the by-laws to step down for at least one year. Officers serve two-year terms.

Board members attend three meetings each year and serve as the governing body of the association. The Board is responsible for the ultimate direction of the group, including policymaking, finances, and general oversight of staff activities.

Below is a list of the 2012 RIPA Officers and Board of Directors. We thank them for their service.

Name	Company	Title
Spencer Walker	National Container Group	Chairman
Ricky Buckner	Buckner Barrels Sales Corp.	Vice Chairman
Jerry Butler	ICS, LLC	Treasurer
Jeff Bey	Recycle, Inc. East	Secretary
Mike Bank	Natural Bridge Station, Inc.	Member
Dan Burek	Meyer Steel Drum, Inc.	Member
Peter DeWitt	DeWitt Barrels, Inc.	Member
Brian Evoy	Fibre Drum Sales, Inc.	Member
Noah Flom	Apex Drum Company	Member
Tim O'Bryan	O'Bryan Barrel Co.	Member
Richard Rubin	Maxi Container, Inc.	Member
Kay Rykowski	ICS, LLC	Member
Kyle Stavig	Container Mgmt. Services	Member
Mike Stephen	B. Stephen Cooperage, Inc.	Member
Rod Stewart	Can-Am Containers	Member
Barry Wingard	DrumCo of Arkansas	Member
Joe Wirth	Twin City Container	Member
Dennis Long	Indianapolis Drum Service	Ex-Officio

FMCSA SAYS DRIVERS CARRYING IBCS NEED TANK TRUCK ENDORSEMENT

Like a ship passing quietly in the night, the Federal Motor Carrier Safety Administration (FMCSA) issued a regulation in mid-2011 that requires truck drivers hauling loads of intermediate bulk containers (IBCs) to obtain a tank truck endorsement on their CDLs. This rule applies to the transportation of all IBCs, whether they are full, empty or carrying any amount of hazardous or non-hazardous residue.

Luckily, the new definition of a “tank vehicle” must be adopted by the various states before it can be formally implemented. States have until July 2014 to adopt the new definition. To date, RIPA has learned that Texas and Louisiana are enforcing the rule.

When the rule was originally proposed by FMCSA several years ago, it’s scope was limited to large tanks, including portable tanks, with a liquid capacity of 1,000 gallons or more that are “...permanently or temporarily attached to the vehicle or the chassis.” The final rule lowered the capacity limit to include tanks “having an individual rated capacity of more than 119 gallons and an aggregated rated capacity of 1,000 gallons or more.” Thus, with the stroke of a pen, and no prior warning, FMCSA expanded the universe of drivers requiring a tank vehicle endorsement by thousands.

Here is the new definition:

Tank vehicle means any commercial motor vehicle that is designed to transport any liquid or gaseous materials within a tank or tanks having an individual rated capacity of more than 119 gallons and an aggregate rated capacity of 1,000 gallons or more that is either permanently or temporarily attached to the vehicle or the chassis (emphasis added). A commercial motor vehicle transporting an empty storage container tank, not designed for transportation, with rated capacity of 1,000 gallons or more that is temporarily attached to a flatbed trailer is not considered a tank vehicle.

According to RIPA President Paul Rankin, the extensive impact of the final rule was not fully understood by FMCSA. “The trucking industry generally believed that the rule was designed to cover tank trucks and specialized vehicles that had portable tanks affixed to the truck chassis,” said Rankin. “People were shocked to learn that FMCSA considers blocking and bracing to be a form of temporary attachment,” he explained. Even more astounding is the fact that the rule covers the transport of empty IBCs or IBCs containing small amounts of residue. If left unchanged, any driver of any truck carrying 4 or more 275-gallon capacity IBCs - full or empty - would need a tank truck endorsement!

Now that the facts are out, however, the rule has created a huge backlash against FMCSA. Rankin is chairing a coalition of interested trade association representatives to discuss the issue, with the hoped-for outcome being a call for FMCSA to change the rule so that it applies to very large tanks (e.g. greater than 1,000 gallons capacity) or only tanks that are permanently affixed to trailers.

If allowed to stand, the rule would require drivers to take a written tank vehicle test and pay an annual fee. Some states also require drivers to pass a driving test in a tank truck.

RIPA will keep you informed of our progress on this issue in the weeks ahead.



ISO PACKAGING REUSE STANDARD ADVANCES

The votes are in and members of the International Organization for Standardization (ISO) Sub-committee on “Packaging and the Environment – Reuse” have approved a draft standard that will create common global definitions and procedures for packaging reuse.

The standard has now entered the final stage of the ISO approval process; only representatives of approved governmental standards bodies are authorized to participate in future meetings. RIPA chairs the ANSI body that acts as the U.S. representative to the ISO Packaging and Environment Committee, and therefore, can attend meetings and vote.

Several governments, including Argentina, France, Turkey and Germany have asked for a substantive revision to the definition of “reusable packaging” that would align it with the existing definition used in the European Waste Directive.

The proposed revision would add a new requirement that packaging and packaging components must be “designed” with reuse in mind in order to be designated as “reusable.”

The current definition reads:

Reusable packaging: “packaging or packaging component which proves its capability of accomplishing within its life cycle a minimum number of trips or rotations in a system for reuse.”

The proposed revised definition would look like this:

Reusable packaging: “packaging or packaging component which HAS BEEN DESIGNED TO ACCOMPLISH OR PROVES ITS ABILITY TO ACCOMPLISH within its life cycle a minimum number of trips or rotations in a system for reuse.”

“This proposed amendatory language was removed from the draft standard in Atlanta because many governments recognize that some packagings which are not purposefully designed for reuse are nonetheless re-used,” said RIPA President Paul Rankin. The new language could actually discourage reuse by granting to new packaging producers the right to eliminate reuse as an option, noted Rankin. “ANSI will work with other like-minded standards organizations to retain the current version of the reusable packaging definition,” said Rankin.

The issue will be taken up at the Spring meeting of the ISO working group which takes place in Seoul, Korea in May.

Membership Report

RIPA is pleased to announce the formal acceptance of an application for membership as a Canadian Reconditioner/
Distributor Member from:

Armco Industries
1701 rue Chicoine
Vaudreuil-Dorion Quebec J7V 8P2
450-424-0177
Nick and Nancy Armenti, Owners
Andrew Armenti, Manager
www.armcoindustries.com



Steel Drum News, Trends And Issues
January 2012

HazMat News		Wine Making News
<p>Airport Security Waste Disposal Contracted</p> <p>TSA has awarded a \$46.8 million contract to Science Applications International Corporation, SAIC, of McLean, VA, to collect, store, package, transport and dispose of approximately 1.5 million pounds annually of hazardous materials -- such as fireworks, ammunition, flammable gas torches, insect spray, cooking fuel and medical needles, among others -- which air travelers voluntarily abandon at U.S. airport security checkpoints. Since the enactment of the Aviation and Transportation Security Act in 2001, TSA has become responsible for passenger and cargo screening, and is legally liable for the disposition of abandoned or forfeited personal property. SAIC will collect hazardous materials at all TSA operations and facilities at all U.S. airports, as well as the agency's Freedom Center, in Herndon, VA, and the Transportation Security Administration Systems Integration Facility, at Ronald Reagan Washington National Airport.</p> <p>SAIC will be expected to supply approximately 400 new containers, ranging in size from five to 55 gallons, which will be made either of steel or high density polyethylene. The company's employees will use these containers to segregate the accumulated hazardous materials into at least eight different classes: explosives, flammable gases, non-flammable and toxic gases, flammable and combustible liquids, flammable solids, toxic and infectious substances, corrosives and other unidentified or suspect hazardous materials.</p> <p>To help dispose of some of these explosive hazardous materials, SAIC will attempt to identify an acceptable public body that will accept the ammunition. This could be police or sheriff's departments or the Bureau of Alcohol, Tobacco, and Firearms. The company will also participate in the "mail back" programs that exist at approximately 168 airports, under which medical sharps and needles can be mailed to disposal facilities. SAIC was awarded the contract valued at \$46,806,079 on December 19, 2011.</p> <p>— Howard Skolnik</p>	<p>Skolnik Joins in the Celebration of Global Quality!</p> <p>On November 17th, 2011, Skolnik joined other manufacturers around the world to celebrate World Quality Day – it's a chance for quality professionals and organizations to unite around the world and celebrate their achievements. World Quality Day helps to raise the consciousness of how quality approaches can make a tangible impact on business. Skolnik is a small business, independently owned and we depend on our Chicago manufacturing facility to "keep our customers happy." We are considered to be a leader in the industrial container market as measured by our customer relationships and product dependability. At the core of our process, we have implemented a quality plan, Nuclear Quality Assurance 1, which requires us to meet our unique customer requirements – and to do so on time. Part of the celebration at Skolnik included company-wide training on recent quality developments as well as identifying new quality opportunities to consider in the coming year. We take pride in our quality program and performance. This plan helps us to meet the world class standards that benefit our customers and our employees. Check out the pictures taken during our staff training, luncheon and manufacturing.</p> <p>— Howard Skolnik</p>	<p>Next? Paper Wine Bottles!</p> <p>As a manufacturer of stainless steel wine barrels, we are accustomed to breaking with tradition in the wine world. Now comes news from the UK of a new bold design sure to challenge the traditions of the wine industry. A British designer is offering a grown-up step up from wine boxes. Created by Martin Myerscough of Greenbottle, the paper wine bottle is biodegradable and compostable. Myerscough is also the designer of the first paper milk bottles. His inspiration for both paper packaging designs came from trips to the dump. The designer questions how effective glass recycling actually is at a large scale, saying that the UK are "net importers of wine bottles and it's not worth shipping the glass back so it ends up here as road aggregate." Dimensioned to fit in a normal production line, the Greenbottle paper wine bottle features an inner foil lining, similar to wineboxes, to keep the product fresh and the container dry.</p> <p>Made of a combination of cardboard and ultralight plastic, the packaging is one tenth the weight of a glass bottle and produces ten percent of the carbon footprint of glass. The plastic is designed to easily separate from the paper for separate recycling. Check out Martin's innovative company</p> <p>— Dean Ricker</p>

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