MANUFACTURING OUTLOOK 2011
Where do we go from here?
“U.S. Manufacturing Crown Slips” . . . an article

- “The U.S. remained the world’s biggest manufacturing nation by output last year, but is poised to relinquish this slot in 2011 to China – thus ending a 110-year run as the number one country in factory production.

- In 2009, the U.S. created 19.9 % of the world’s manufacturing output, compared with 18.6 % for China.

- “If China does become the world’s biggest manufacturer, it will be a return to the top slot for a nation which was the world’s leading country for goods production for more than 1,500 years up until the 1850s, when Britain took over for a brief spell, mainly due to the impetus of the industrial revolution.”
The top manufacturing countries:
1. United States
2. China
3. Japan
4. Germany
5. Russian Federation
6. Italy
7. United Kingdom
8. France
9. South Korea
10. Canada

Is this the end of U.S. manufacturing? Hardly!
Five important manufacturing facts (www.nam.org):

- Goods produced in U.S. has kept pace with overall economic growth since 1947, as both GDP and manufacturing have grown by about seven times.

- U.S. still has the largest manufacturing sector in the world, and its market share (around 20%) has held steady for 30 years.

- Productivity growth is higher than in other sectors of the economy.

- Prices of manufactured goods have declined since 1995 in contrast to inflation in most other sectors, with the result that manufacturers are contributing to a higher standard of living for U.S. consumers.

- Manufacturing still pays premium wages and benefits, and supports much more economic activity per dollar of production than other sectors.
Recent survey of manufacturing business executives:
- 60% plan to expand operations
- 60% expect revenue growth
- Majority project a strengthening of exports and imports

Industry Indicators - Gross Domestic Product (GDP)
### Industry Indicators - Purchasing Managers Index (PMI):

<table>
<thead>
<tr>
<th>Index</th>
<th>Series Index October</th>
<th>Series Index September</th>
<th>Percentage Point Change</th>
<th>Direction</th>
<th>Rate of Change</th>
<th>Trend* (Months)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PMI</td>
<td>56.9</td>
<td>54.4</td>
<td>+2.5</td>
<td>Growing</td>
<td>Faster</td>
<td>15</td>
</tr>
<tr>
<td>New Orders</td>
<td>58.9</td>
<td>51.1</td>
<td>+7.8</td>
<td>Growing</td>
<td>Faster</td>
<td>16</td>
</tr>
<tr>
<td>Production</td>
<td>62.7</td>
<td>56.5</td>
<td>+6.2</td>
<td>Growing</td>
<td>Faster</td>
<td>17</td>
</tr>
<tr>
<td>Employment</td>
<td>57.7</td>
<td>56.5</td>
<td>+1.2</td>
<td>Growing</td>
<td>Faster</td>
<td>11</td>
</tr>
<tr>
<td>Supplier Deliveries</td>
<td>51.2</td>
<td>52.3</td>
<td>-1.1</td>
<td>Slowing</td>
<td>Slower</td>
<td>17</td>
</tr>
<tr>
<td>Inventories</td>
<td>53.9</td>
<td>55.6</td>
<td>-1.7</td>
<td>Growing</td>
<td>Slower</td>
<td>4</td>
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<tr>
<td>Customers’ Inventories</td>
<td>44.0</td>
<td>42.5</td>
<td>+1.5</td>
<td>Too Low</td>
<td>Slower</td>
<td>19</td>
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<tr>
<td>Prices</td>
<td>71.0</td>
<td>70.5</td>
<td>+0.5</td>
<td>Increasing</td>
<td>Faster</td>
<td>16</td>
</tr>
<tr>
<td>Backlog of Orders</td>
<td>46.0</td>
<td>46.5</td>
<td>-0.5</td>
<td>Contracting</td>
<td>Faster</td>
<td>2</td>
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<tr>
<td>Exports</td>
<td>60.5</td>
<td>54.5</td>
<td>+6.0</td>
<td>Growing</td>
<td>Faster</td>
<td>16</td>
</tr>
<tr>
<td>Imports</td>
<td>51.5</td>
<td>56.5</td>
<td>-5.0</td>
<td>Growing</td>
<td>Slower</td>
<td>14</td>
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<tr>
<td><strong>OVERALL ECONOMY</strong></td>
<td></td>
<td></td>
<td></td>
<td>Growing</td>
<td>Faster</td>
<td>18</td>
</tr>
<tr>
<td><strong>Manufacturing Sector</strong></td>
<td></td>
<td></td>
<td></td>
<td>Growing</td>
<td>Faster</td>
<td>15</td>
</tr>
</tbody>
</table>
Manufacturing Outlook 2011

- Leading Concerns:
  - Sophisticated technologies and processes require a more educated workforce . . . U.S. is not keeping pace.
  - Rising costs for corporate taxes, health care and pensions, regulations, utilities and tort litigation add almost 18%.
  - U.S. has the second highest corporate tax rate among our major trading partners, trailing only slightly behind Japan.
  - Losing import market share to both Asian and European competitors in the Asian marketplace.

- 2009 Buzzword . . . Diversification
  - The word needs to be “Distinguishability”
  - You must be able to define what Distinguishes your company from the competition . . . .
Our Panel:

- **Industrial Outlook – What to Expect Going Forward:**
  
  - *Andrew Sutphin – Analyst, UBS Wealth Management Research*

- **Automotive:**
  
  - *Tom Alongi – Partner, UHY LLP*

- **Aviation / Aerospace:**
  
  - *John Giglio – President, JRG Associates, LTD.*

- **Defense:**
  
  - *John Bedz – Defense Consultant, Automation Alley*

- **Medical Devices:**
  
  - *Jeff Kaczperski – CEO, Omega Plastics*
Industrial Outlook:
“What to Expect Going Forward”

UBS Wealth Management Research
Andrew Sutphin – Sector Equity Research Analyst
Presentation to UHY Manufacturing Conference 2011

This report has been prepared by UBS Financial Services Inc.
Introduction

➢ UBS Sector Equity Research Analyst

➢ Coverage Responsibilities:
  ➢ Basic Materials Industry
  ➢ Capital Goods Industry
    ➢ Aerospace & Defense
    ➢ Building Products
    ➢ Construction
    ➢ Electrical Equipment
    ➢ Industrial Conglomerations
    ➢ Machinery
    ➢ Trading and Distribution Companies
UBS WMR economic viewpoint

- Slow growth recovery
- Double-dip unlikely
- Defensive investment position
- Industrial production expands at a slower rate
  - Consistent with mid-cycle phase of recovery
- Rising commodity prices
Key economic indicators for industrial manufacturing

- Capacity Utilization ~ Federal Reserve
- ISM Manufacturing Purchasing Managers’ Index (PMI)
- ISM New Orders and Inventories
- Federal Reserve Board Industrial Production Index
- US Durable Goods Sales and Production ~ BLS
- Capital Goods Producer Price Index (PPI) ~ BLS
- S&P GSCI Commodity Price Index
Themes affecting companies in the industrial patch

- Rising pension costs
  - Lower discount rates and expected rates of return

- Commodity prices and input costs
  - Rising raw material prices in low-growth, low-spending environment

- Construction – residential and commercial – recovery?

- Emerging markets exposure

- M&A environment
US GDP growth back in positive territory

UBS WMR projects modest GDP growth going forward

GDP expected to grow 2.7-2.8% annually over 2010-2012

Source: Bureau of Economic Analysis, UBS WMR estimates
ISM new orders outpaced inventories in October

Production should increase to meet new orders

Source: Institute of Supply Management, UBS WMR estimates
ISM manufacturing PMI leads capacity utilization

Capacity util. should continue to rise given growth in ISM manufacturing PMI

Source: Institute of Supply Management, Federal Reserve, UBS WMR estimates
Increased capacity utilization should lift CAPEX

Capacity utilization highly correlated with capital expenditure

Source: Bureau of Economic Analysis, UBS WMR estimates
Improving durable sales should drive production higher

Manufacturing activity should resume at faster pace than before

Production overshot sales growth and headed back down

Sales has crossed above production again

Underproduction, which led to production pick up

Source: U.S. Census Bureau
S&P GSCI commodities prices on the rise

Can producers pass on rising input costs to consumers?

Source: Bloomberg
Prices Held Steady Through Recession and Recovery

Rising commodity input costs should drive producers’ prices upward

Source: Federal Reserve, Bureau of Labor & Statistics, UBS WMR estimates
The rise in capacity utilization may cause a lift in prices

Again, PPI should respond to rising capacity utilization

Source: Federal Reserve, Bureau of Labor & Statistics, UBS WMR estimates
Construction still below historic cycle troughs

Current construction activity is still at a historic low

Source: Dodge Construction Survey
Housing starts remain low

UBS projects housing starts may stay at depressed levels through 2011

Source: US Census Bureau, UBS WMR estimates
However, Architectural Billings growth is a positive sign.

Architectural Billings Index is a leading indicator for construction activity.

This may signal future rise in construction activity.

Source: American Institute of Architects
Industry expects overall outlook to improve over next 6 months

Current conditions are weak, but expect improvement

Source: National Electrical Manufacturers Association
Tiles in the economic mosaic from 3Q earnings season

- September 2010: 16th consecutive month of growth in New Orders
- Largest m/m improvement in New Orders since January 2009
- Production component saw largest improvement since January 2010

- Architectural Billings Index at 50.4 in September
- 1st reading above 50 (indicating growth) since Jan ‘08

- Carrier Transicold orders and sales up 40% for 3Q
- Reflects increased demand in produce transport

- UTX and HON seeing increase in spare parts consumption
More tidbits from 3Q earnings season

Illinois Tool Works
- Equipment sales up 50%, consumables up 11-12% for 3Q
- Industrial packaging sales accelerating:
  14% (July) → 17% (August) → 19% (September)

Cooper Industries
- Utility spending picking up (hot summer)
- Spending in energy efficiency products with quick payback

Airgas
- Sales of welding and cutting machines picking up
- Hard goods outpacing gas & rents, indicating recovery
- 1st quarter with increase in deployed cylinders since June ‘08

DuPont
- Mid-cycle businesses starting to rebound
- They include General Industrial, Utility, Food & Beverage, Oil & Gas
Further remarks on 3Q earnings season

- Stocks rewarded by market generally showed:
  - Solid EPS beats
  - Solid organic sales volume growth
  - Positive earnings momentum into 2011
  - Emerging market exposure
# S&P Industrial sector results and expectations to 2011

<table>
<thead>
<tr>
<th></th>
<th>3Q10 Expected</th>
<th>3Q Actual</th>
<th>4Q Expected</th>
<th>2011 Expected</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>S&amp;P 500 Sales Growth</strong></td>
<td>7%</td>
<td>7%</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td><strong>S&amp;P Industrial Sector Sales Growth</strong></td>
<td>8%</td>
<td>8%</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td><strong>S&amp;P 500 Earnings Growth</strong></td>
<td>29%</td>
<td>36%</td>
<td>32%</td>
<td>14%</td>
</tr>
<tr>
<td><strong>S&amp;P Industrial Sector Earnings Growth</strong></td>
<td>44%</td>
<td>51%</td>
<td>16%</td>
<td>16%</td>
</tr>
</tbody>
</table>

Source: Bloomberg, as of November 3, 2010
Key Takeaways

- Economic indicators signal gradual recovery in industrial production and demand
- Rising costs may drive price increases
- Currently in the mid-cycle phase of a recovery
  - Slowing rate of growth
- Overhang of residential & commercial construction
AUTOMOTIVE OUTLOOK: Where Do We Go From Here?
A Little More Than A Year Ago, We Thought The Industry Was....
What We Learned

- Supply base proved to be very resilient
- Competitive landscape still has too much capacity
- Diversification proves to be a key factor to long term viability
- OEM supplier relationships must change
- Industry can survive on reduced production levels
- Filing bankruptcy took on a new meaning
- Non-levered companies generally were the survivors
- Significant fixed costs and debt reduction occurred at the OEM and supplier levels
Necessary Capacity Reductions & Labor Sacrifices…

- N.A. Plants
- N.A. Capacity (min)

<table>
<thead>
<tr>
<th>Year</th>
<th>N.A. Plants</th>
<th>N.A. Capacity (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>103</td>
<td>18.9</td>
</tr>
<tr>
<td>2010</td>
<td>85</td>
<td>16.3</td>
</tr>
<tr>
<td>2016</td>
<td>81</td>
<td>16.8</td>
</tr>
</tbody>
</table>
...Helped Eliminate Burdensome Fixed Costs

![Bar chart showing estimated Detroit 3 fixed costs from 2005 to 2010. In 2005, the estimate was 81 billion dollars, and in 2010, it decreased to 47 billion dollars. There is an arrow indicating a decrease of $33 billion.]
….Resulted In Debt Reductions for Select Auto Companies…

Estimates $60 Billion Reduction in Net Debt Amongst Major Auto Companies (Excluding Pension/OPEB)
…And Even Remaining Levered Companies Aren’t Overly Levered
With the Restructuring, the Industry Now Has....
Where Do We Go From Here?

What We Do Know At This Time:

- Uncertain Economic Conditions:
  - Employment/unemployment trends
  - Uncertainty of taxes
  - Rising federal deficits
  - Commodity prices are likely to continue to be a risk
  - Government actions – “CAFE standards”/Energy Policy

- Global markets are key to future growth

- Increased pressure to return what was taken away

- Continued consolidation through the supply base

- More new Investments in R&D and technology

- Availability of credit much more difficult to obtain (but improving)

- Production volumes are expected to rise domestically and internationally

- Fundamentals for OEM’s & suppliers ....
OEM “New Age”

- Fewer plants with more flexible lines
- Lower capital expenditures due to above
- New trend for certain work to be done in house
- Cash and ROI much more critical - controlling supply and demand
- Build where you sell
- More attention to global markets
- Fewer Tier 1 suppliers
- “New” warranty expense sharing with suppliers
- More collaboration with vendors
Supplier “New Age”

- More “Mega Suppliers”
- Focused suppliers
- Connected suppliers
- Domestic suppliers need to find ways to grow in foreign markets through Tier 1’s
- 16M vehicle market not likely to return in the next 3-5 years
The V Pillars of Success for World Class Suppliers

I. Diversity

II. Global Footprint

III. Cost Focus

IV. Technological Leadership

V. Financial Strength
Achieving “World Class”

- Economies of scale to compete
  - Mergers and Acquisitions
- More market research on tier I’s and platforms
  - Who are the winners?
- More understanding of costs and operational metrics
  - Are you measuring the right stuff?
  - Do you know your costs?
  - Pricing for profitability
  - Are you operating at the lowest cost and providing the highest quality?
- Reinvest in technology
- Diversity in customer base and industry
- Continue to balance debt leverage
- More diverse and seasoned management teams
Risk Still Abound

- Prosperity still requires healthy economic recovery
- Inflation could put pressure on future profits
- Regulatory crosswinds CAFE/ energy policy
- Still excess capacity in US
- Saturation VPH at 2:1
- Government more of a major player
- Continued overseas competition
- No more bailouts
- Increased Gov’t spending will eventually lead to higher interest rates
- Consumer confidence still in question
China, Key to Future Growth

- Predictions are for China to be 30m unit market within 10 yrs
- China 23% of sales in 2010
- China largest auto market with lowest per capita of vehicle’s per household
- Opportunity for ALL suppliers
- Largest OEM’s in China are:
  - VW
  - GM
  - Hyundai
China Markets

- Very price oriented but that is declining w/ economic growth
- Currently 500 vehicle models being sold
- Vehicle mix is subcompacts/compacts
- Consolidations very likely-Government pushing consolidation
- Major issues in China
  - IP
  - Labor
  - Taxes and credits
  - Finding the right people is critical
Is There a “NEW NORMAL?”

- **Some say NO due to:**
  - Economic stimulus
  - Higher savings
  - Lower inflation
  - Economic recovery
  - US will change and adapt

- **Some say YES due to:**
  - Lower consumer confidence
  - Higher unemployment-workers not trained / low education levels
  - Potential slower growth due to higher taxes and interest rates
  - Highest federal deficit in US history
In Closing …. Quotes

- “It is not the industry you compete in, but **how** you compete in the industry.”

- “There are no secrets to success. It is the result of preparation, hard work, and learning from failure.”
  - *Colin Powell*

- “Government's view of the economy could be summed up in a few short phrases: If it moves, tax it. If it keeps moving, regulate it. And if it stops moving, subsidize it.”
  - *Ronald Reagan*
John Giglio
President/Owner
JRG Associates, LTD

AEROSPACE/AVIATION
Aerospace/Aviation Outlook

- **Market Conditions:**
  - Airline Profits
  - Corporate & Private Aircraft
  - Aircraft Inventories
  - New Aircraft Sales

- **Market Changes:**
  - Consolidation
  - Fractional Ownership
  - Corporate Aircraft
  - Air Taxi, Personal Jets, Piston Engines, Turboprops, Turboshfts, Turbofans & APU’s
  - Asia-Pacific’s Market
Aerospace/Aviation Outlook

- Potential Market - Gas Turbine Engines:
  - Fan Engines . . . Large and Small:
    - Aircraft
    - Helicopter
    - Power Generation (Electricity/Pumping)
    - Marine
  - Turboprop Engines
    - Aircraft & Helicopters
  - Auxiliary Power Units – APU’s
  - Rocket Engines
Aerospace/Aviation Outlook

Opportunities

- Production:
  - First Tier Engine Suppliers
  - 2\textsuperscript{nd} Tier Engine & Aviation Suppliers
  - NASA
  - Power Generation and Pumping
  - Defense and Government Contracts
  - Supplier Diversity Programs
Aerospace/Aviation Outlook

Opportunities:

- Overhaul & Repair:
  - Prime & Sub-Prime Overhaul
  - FAA Book Repairs
  - SRR Repairs
  - DER’s
  - PMA’s

- Good News in the Aerospace Market . . .
DEFENSE/SECURITY SECTOR
John Bedz
- Defense Consultant for Automation Alley, contracted to the National Automotive Center (NAC)

2008—Present
- Authored report on TARDEC research program effectiveness
- Managed project on industry outreach

Previous focus
- Managed Michigan efforts to grow MEMS and nontechnology sector in the state
Three Organizations with Mission Overlap

- **TACOM-LCMC** - Provides comprehensive acquisition, contracting, business advisory, production support, and depot-level maintenance services in acquiring, fielding, and sustaining TACOM LCMC systems and supporting requirements.

- **TARDEC** - R&D center providing full service life cycle engineering support to TACOM LCMC. Part of U.S. Army Research, Development and Engineering Command (RDECOM). It is the Nation's laboratory for advanced military automotive technology.

- **NAC** - Serves as the Army focal point for the development of dual-use automotive technologies and their application to military ground vehicles. Focuses on facilitating joint efforts between industry, government and academia in basic research, collaboration, technology, industrial base development and professional development.
The Defense Sector in This Region

Click on PEOs for Contact information and Lists of Systems

Click here for ProcNet (Business Opportunities)

Click on R&D organizations for Contact information and other non-contracting ways of doing business

TACOM LCMC Home Page http://www.tacom.army.mil
Interaction with Companies

- **Ground Vehicle Systems Engineering Technology Symposium (GVSETS)**
  - TARDEC event focused on R&D, and integration (August)

- **Advanced Planning Briefing for Industry (APBI)**
  - October – Last 2 years @ the Dearborn Hyatt
    - October 26-28, 2011
  - Mandated briefing outlining budgets and duties of programs
    - (attn: Viggato and Bochenek)
Interaction with Companies

- **Sector organizations**
  - National Defense Industrial Association (NDIA)
    - [http://www.ndia-mich.org](http://www.ndia-mich.org)
  - Women in Defense (WID)
    - [http://www.wid-mi.org/](http://www.wid-mi.org/)
  - Association for Unmanned Vehicle Systems International (AUVSI)
  - Procurement Technical Assistance Center (PTAC)
    - [http://www.ptacsofmichigan.org](http://www.ptacsofmichigan.org)
## Budgets

### Department of Defense 2010 $683.8B

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
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<tbody>
<tr>
<td>2007</td>
<td>$23.9B</td>
</tr>
<tr>
<td>2008</td>
<td>$30.5B</td>
</tr>
<tr>
<td>2009</td>
<td>$25.1B</td>
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<td>2010</td>
<td>$20.4B</td>
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**Contract Actions – Options Modifications and New Contracts**

<table>
<thead>
<tr>
<th>TARDEC /NAC</th>
<th>Amount</th>
<th>Frequency</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>$85M - $105M</td>
<td>annually</td>
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Program Opportunities

2 paths – Procurement or R&D

Procurement—PMs and their Prime Contractors

(GDLS, BAE, AM General, Boeing, Navistar, Lockheed Martin, etc.)

http://contracting.tacom.army.mil/sbo/sbo.htm

Development: Broad Agency Announcement

Small Bus. Innovation Research (SBIR)

Cooperative R&D Agreement (CRADA)

Expedited Modernization Init. Procedure (EMIP)

Expedited Modernization Initiative Procedure

- EMIP can:
  - Refer technologies to other Government departments that may make an internal acquisition decision, based on program priorities
  - Provide contractor written feedback (Referral Letter), within 30-60 days upon completion of EMIP demonstration
  - Vendors information will be maintained in a government only accessible data base for future use

- EMIP is:
  - Multi-phased, continuous process designed to improve capabilities on current/future tactical wheeled vehicles for the war fighter
  - Identifies & leverages Industry’s investment in advanced technologies at the component, and subsystem level
  - Educates Government representatives about demonstrated technologies and provides contractors a single point of contact

- EMIP is not:
  - A source selection, but instead a means to identify and leverage Industry’s investments through the Market Research process
  - A Program
  - Does not solicit
  - Does not have a funding line, to field demonstrated technologies
GV Gateway

- Unsolicited Ideas
- Establishes contact
- Routed to thrust area
- Stored for future use

https://tardec.groundvehiclegateway.com/
Contracted Programs

- TARDEC Omnibus/TACOM Omnibus
- SBIR 11.1 Pre-release – November 9, 2010
  Dual Use Genesee – November 18th
  http://www.sbir.gov/solicitations/
- Diminishing Manufacturing Sources, Material Shortages Program (DMSMS)
Services Categories

- Industrial base capability trend and risk analysis
- Component and technology assessments, engineering, and analyses
- Technical Information
- Technical Data Packages (TDP’s)
- Provide replacement parts and software
- Demonstrate components and test planning and support
How Do I Participate?

Opt-in to the DMSMS database by going to:

http://www.dmsms-tardec-army.com

Advantages:
• Indicates interest
• Accurately describes your company’s capabilities
• Connects the DMSMS team with a real person, phone number, and email address
Automation Alley Contact

NAC/TARDEC R&D:

John Bedz  bedzj@automationalley.com
O: 586.276.9003  M: 734.751.3989

DMSMS Team

Dan Raubinger  Cindy Kainz
Anil Sanne  Lisa Perazza
Anne Walter  Kyle Wojan

Tel: 800.427.5100  lastnamefirstinitial@automationalley.com
**Principles**
- We are good team players
- We care about others
- We do what we say
- We are learners

**Passion**
- To see projects go from development into production better than ever

*We are*
Uncommon
Speed
Adaptability
Collaboration
Satisfaction
57% exceed 100% met
“Top 10% in tooling automation”

Performance
New tooling: 300+/ yr
Ave. tool build 3 wks
On-time delivery 98+%
RMAs <1% of shipments

Biggest Mkt: Medical
Medical Industry Outlook

U.S. MedTech Industry Forecast

Revenue ($ Billions)

Frost & Sullivan

CAGR: 7.18%
“many firms are in a holding pattern, waiting to see what their healthcare economics people will say.”
“The FDA has made it very clear that there is going to be very aggressive enforcement. Companies are going to be held to very high standards.”

Mark Mansour, a partner; food and drug law

“…the pendulum has swung way over to the safety side.”

John Neis, managing director of Venture Investors
And Yet…

2009 HEALTH SHARE OF GDP:  + 1.1 % TO 17.3 %

LARGEST 1 YR. INCREASE SINCE 1960
Bottom Line

- 2011
  10-12% growth

- Next 5 yrs:
  8% growth

- Continued investment
How do I get that work?
Learn the Market

Regulatory Environment
Smaller Parts & Volumes
Lots of OEMs
Language

UHY LLP
Certified Public Accountants
Get a Plan
SELL!

No one is going to chase you
You need to look the part
Prospect’s Concern?

You will run away
Auto Forecast to 2015
Your BIGGEST Question

Involved or Committed

UHY LLP
Certified Public Accountants
We Committed

ISO 13485
Marketing
White room
Clean rooms
Road Map

1. Learn market
2. Develop a plan
3. Commit to it
   - Invest
   - SELL
Omega Plastics

omegaoplasticsmedical.com