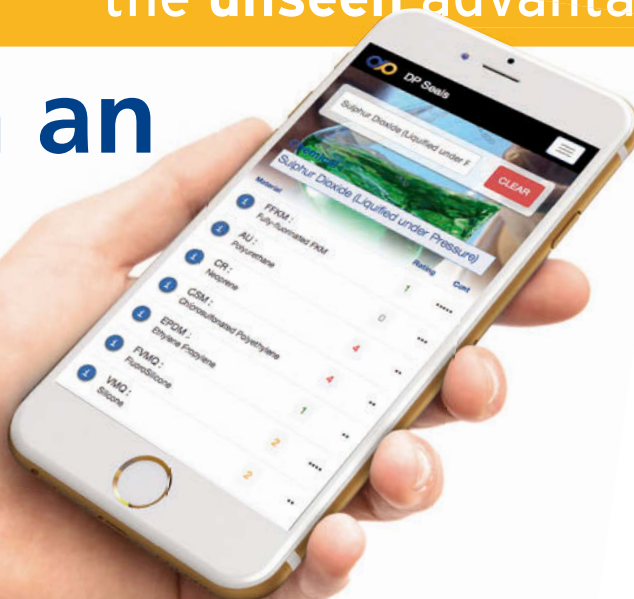




CCD in an app



At last it's here – almost – the App you've all been waiting for! Our handy Chemical Compatibility Database is soon to be available for Android and Apple smart phones and tablets and available from all good App Stores.

Once you've downloaded it, you'll have a mass of essential information at your fingertips – just tap in the chemical

you're interested in and up will come an exhaustive list of suitable materials rated for compatibility and cost. Plus there is a handy guide to help you make the right choice.

In the meantime – if you're in any doubt, just give us a call and we'll provide you with the all the technical advice on material selection you're likely to need.

The ride of his life!



You may remember in our previous issue, we mentioned that our project manager, John Groombridge, was following in the tracks of Bradley Wiggins and Chris Froome in doing his very own Tour de France, riding 400 kilometres from London to Paris as part of the British Heart Foundation's

fantastic fund-raiser. Well, he's only gone and done it!

Having suffered a cardiac incident a few years back, John wanted to spread the word about heart disease and show that an active life doesn't have to end because of this – and, of course, raise funds for a very worthy cause. So after intensive training over the last 6 months, and a good push-off from Andrew Piper, he pedalled off for Paris 'pushing his physical ability to the maximum' for what undoubtedly was the 'ride of his life'. Three days later he was in Paris and we'd like to say "John, you're a legend – well done!"



Welcome to the Summer edition of DP Update. There have been plenty of interesting events since our last issue, not least the EU referendum – but despite the result, we're happy to say that, if anything, manufacturing seems to have increased and signs for the future appear positive.

We've so many exciting things in the pipeline including a new corporate identity that ties in nicely with our 40th anniversary, and not liking to do anything in halves, we've also commissioned a new website and series of videos to be launched in November.

But it doesn't stop there, we've also created a DP Seals App incorporating our CCD (Chemical Compatibility Database), perfect for design engineers on the go.

So watch this space and check your email.

Andrew Piper
Managing Director



DP Seals Ltd

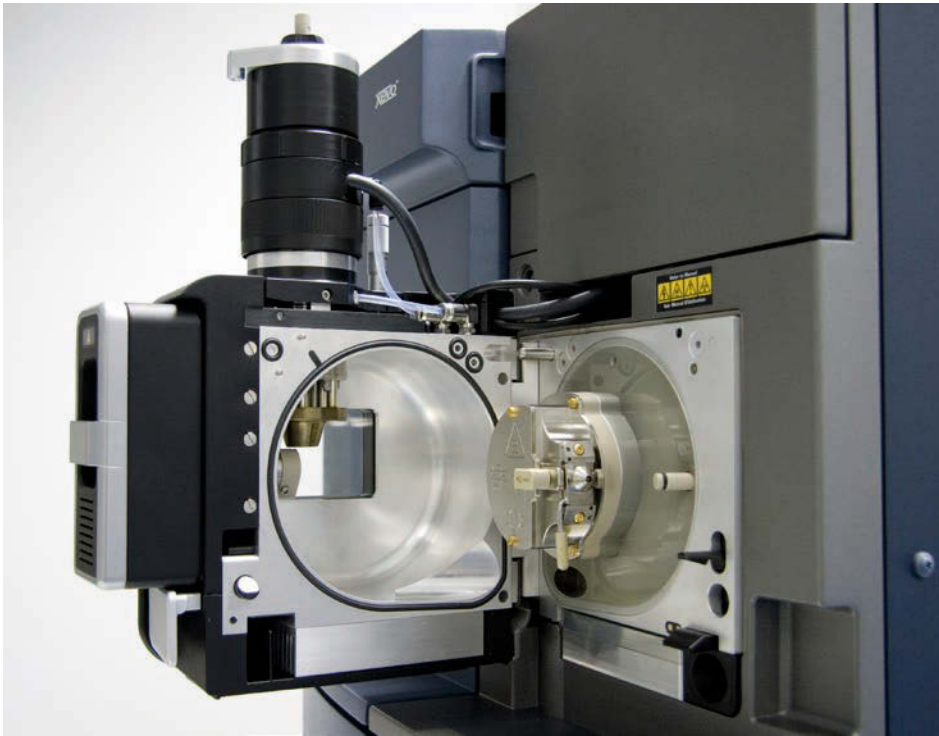
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DP Seals prescribes a healthy future for medical mouldings



The custom Viton seals we supply ensure 100% safe and reliable operation of universal ion sources in Waters Corporation's LC/MS (liquid chromatography-mass spectrometry) instruments.

For design engineers in the medical sector, uncompromising quality and precision are critical to their work – and where that involves rubber seals and mouldings, we've proved to be the perfect partner.

In fact, we're producing an ever increasing range of components for medical equipment – including spectrometers, nebulisers and ultrasonic scalpels – and making a difference in disciplines as diverse as orthopaedics, surgery and respironics.

One of the key factors in our success is undoubtedly our knowledge and understanding of the materials we use – from pure silicones to non-contaminable rubber and virtually any other grade that's a viable option.

Quality, precision, performance

We specialise in intricate rubber masking; produce chemically resistant medical grade rubber seals for use with aggressive media seen in CIP/SIP (Clean in Place/ Steam in Place) practices and

high temperature steam sterilization; and our capability extends to mouldings in FDA (Federal Drug Administration), anti-bacterial and USP (United States Pharmacopeia) Class silicones.

Whatever the component in question, whatever the quantity you need, our sophisticated materials selection, exceptional prototype tooling, high quality production and advanced cleaning technology all help to ensure a seal or moulding that will perform better, last longer and deliver the optimum combination of cost-effectiveness and practical benefit.

In short, with DP Seals, you've a single, proven source for any seal or moulding that might be needed in a medical application – designed specifically for the purpose, backed by full traceability documentation and always made to the exceptional standards you demand.

Joint success for DP Seals

One of our more unusual medical mouldings is used in the manufacture of high-performance replacement hip joints.

The purpose-designed moulding is called a finned mask and its function is to protect a number of small, intricately shaped areas of the joint's titanium shell – thereby ensuring optimum coverage and accuracy during the high-temperature coating and blasting which creates a textured surface with the organic properties necessary for the promotion of rapid and reliable biological fixation.

Utilising a specially formulated high-strength silicone, the finned mask mouldings have the capability to maintain composure and withstand high temperatures while the joint is being processed in a plasma based deposition chamber – and uniquely for us, the component is the only item we manufacture which is intentionally designed to be disposable after relatively limited usage.



Artistically arranged Fin Masks and spacers, not exactly how the client treats them.

Made in Post-Brexit Britain

Although it's been some time since the UK decided to end its EU membership, the consequences of that decision are still far from clear and no-one truly knows how long this period of uncertainty will last.

That said, since the referendum, we've actually seen an increase in business and the signs seem positive for the immediate future. But how else is it likely to impact on the various industry sectors in which we operate?

Automobile manufacturing is responsible for nearly 12% of the UK's total goods exports, and has long been the poster boy of UK manufacturing, having made an amazing recovery from the dark days of the 2008 crash. Employing around 800,000 people across the wider industry and at the time of Brexit, motoring in high gear. Four out of five cars built in the UK are sold to overseas customers and the impact of Brexit has both a positive and negative effect in the current economic climate. With sterling down, UK companies may seem more competitive but in automobile manufacturing 60% of components being imported there is bound to be a negative effect as well.

In Aerospace, this effect will be limited, and as it's mostly priced in dollars there is the possibility of a boost in terms of margins for UK companies. However

aerospace manufacturing deals are usually very long-term and often on fixed-price contracts, thus insulating the UK industry from any major impact of sterling's weakness.

Certainly, we've seen an increase in work and activity from general manufacturing while our sub-sea work has been growing continuously, with more and more innovation coming from our Nordic partnerships as the oil and gas industries evolve.

We just don't know at this stage what trade deals the post-EU Britain will be able to negotiate, though we do hope that as one country we'll be able to operate in a more focussed and responsive way than the EU juggernaut, manoeuvring laboriously to get the agreement of 27 members. If this is the case British built products and components will be in increasing demand and hopefully, any uncertainty won't hinder ongoing investment and developments.

Generally, smaller companies like ours seem to be holding back on capital expenditure till they find out a bit more, but we will continue with our ongoing plans for development in 2016.

British companies have done well from EU grants for R&D, so a lack of funding for innovation may mean fewer new products and processes being developed by British industry – such as our patented moulding technology for which we secured EU funding.

Red tape and suffocating bureaucracy have been constant complaints about the EU, but as a global supplier, international standards are only likely to become more important and particularly vital in aerospace. We're not sure there will be much difference in the long-term.

The end of free movement could potentially exacerbate an ongoing skills shortage in British industry. The car industry currently has 30,000 vacancies and needs skilled workers from Europe. Within our company, 15% of our employees are from EU countries. Although this appeared to be one of the driving factors in the Brexit vote, free movement will be key to continued international investment, with such finance unlikely for new UK plants without the skilled people to work in them.

In common with the majority of people, we were stunned by the outcome of the referendum and the political chaos that ensued, but we look forward now to a positive – and no doubt interesting – few years ahead as we look to maintain, grow and forge new business relationships across the EU and globally.



DP Seals on the gogglebox?

When a design engineer starts work on a project that involves rubber seals or mouldings, there are bound to be a whole series of questions that have to be answered during the process.

So to make sure we're aware of the issues they have to face, we've recently conducted a survey of design engineers and asked them what they really need to know in order to be confident that the moulding they specify will be the right one for the job.

Obviously, there's a range of properties that can come into the equation – and one of the key considerations we heard about was hardness. In that respect, our engineers suggested the sort of questions we've listed below.

Back in 1976 when David Piper started DP Seals, this is what telly's used to look like!

Here's a really useful tip on reducing flash...



how might a material's hardness affect the component as a whole?

what bearing will hardness have on, say, compression, in a latch or close system, for instance?

what test data is available, which of it is relevant, is it up-to-date and reliable?

what's being done to ensure the consistent, repeatable standard of hardness that's been specified?

what quality control systems are in place to ensure the last moulding off the production line is exactly the same as the first?

Those, of course, were just a few of the queries that came up and to go some way to resolving more of the concerns, our MD, Andrew Piper, is shortly to front a series of videos in which he'll provide definitive answers to questions on hardness, temperature fluctuation, chemical resistance and much more besides.

A mouldings master-class, you could say. Look out for more details in future emails and newsletters. And in the meantime, if there's anything you need to know, just get in touch with our technical team.



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email us at info@dpseals.com

Of course, most importantly, we're available face to face, so feel free to call on **01202 674 671** and we'll be pleased to arrange a time to meet up with you to discuss requirements.



dpseals

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