



Engineering in Great Britain



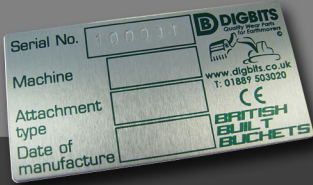
From the late 1990's there was a headlong rush to outsource manufacturing to low labour-cost overseas suppliers, such as the Far East and Eastern Europe. This trend has resulted in the failure of many British engineering firms.

The demise of many of our own, valued sub-contractors was key to our decision to establish our own, in-house engineering division in 2005.

DIGBITS has long recognised the benefits of utilising overseas resources for high volume, high labour content product - such as our rubber track supply - but we also understand their limits.

When we established our Engineering division, the philosophy was to augment our substantial sales stock of equipment - buckets and attachments - with the ability to react to customer demand for special, custom built equipment.

We wanted the ability to offer customers the correct kit to get their work done quickly and efficiently, rather than simply try to sell whatever we happen to have in stock.



Service:

We could not have achieved the levels of service we wanted to offer and our customers required with a 2-4 day road freight delay from Eastern Europe, let alone a 4-6 week shipping time from the Far East.



The Environment:

There are also environmental issues involved. BP estimates current annual CO2 emissions from shipping at between 600 and 800 million tonnes. Put this in context, roughly double the entire UK's total emissions. This will not avoid environmental taxes for long and coupled to rising congestion and cost on UK container handling, the tide will turn in favour of UK manufacturers.



Quality:

Having tested production overseas, we have also identified difficulties in getting the exact specification of raw materials for fabrications. Even where the quality is available, differences in classification codes and systems bring potential for confusion which can ultimately be costly to the end user.



HARDOX 400

Materials:



Unless you start with quality materials, it is impossible to build a quality product. We have seen numerous issues with parts and attachments produced outside the UK:



30 tonne excavator buckets which should have been fabricated with 60mm **HARDOX** cutting edges, but instead had two 30mm mild steel plates joined together. Bucket pins mae from a steel very close to EN19 specification, but far enough away that they would snap across the grease holes.

Both of the above issues occurred on genuine OEM parts - the manufacturers themselves were caught out.

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