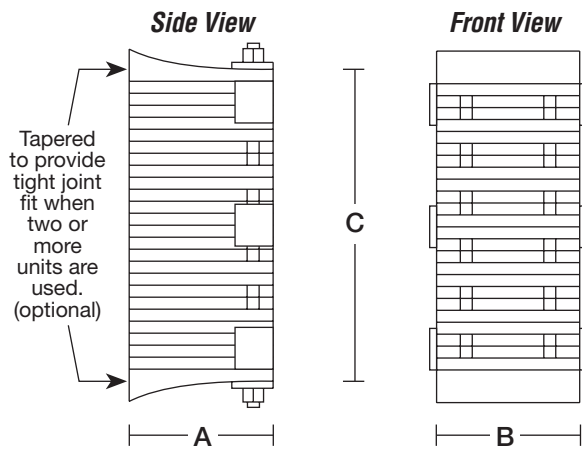


D-GUARD PUSH KNEE FENDER

MODEL 114B — DESIGN SPECIFICATIONS



Features

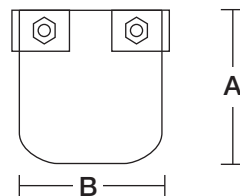
- Reinforced rubber D-guard sections are compressed onto 1 1/4" steel rods and secured with heavy-duty flatbar or angle
- Weld tabs are compressed onto steel rods and are welded directly to hull
- Each weld tab floats and works independent of other weld tabs thereby providing quick installation on irregular and damaged hulls
- Rubber is tapered at ends to provide tight joint when two or more units are used (optional)
- Provides up to 500% more rubber protection (10" vs. 2") as compared to molded rubber
- Tough plies of nylon reinforced rubber virtually eliminates chipping, unlike molded rubber or wood plank bumpers
- Fenders come complete with weld tabs — no need to incur costs associated with pinning extruded rubber into channel
- Mounted vertically on push knees
- Mounted horizontally as side, stern, and bow fenders
- Compression tests have demonstrated maximum impact absorption and reflection
- Unaffected by salt water, ozone, and oil
- 100% of rubber content is certified to be recycled

Attachment Systems

A. FLUSH WELD-TAB

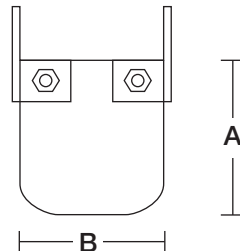
- (as shown above)
- welded directly to knee or welded into channel

Top View



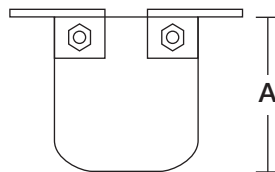
B. EXTENDED WELD-TAB

- welded over existing structure, guard rail, or sponson



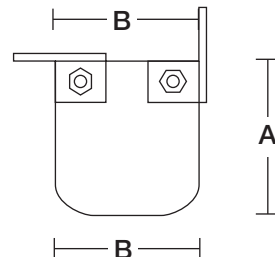
C. BROADMOUNT WELD-TAB

- welded directly to hull
- increased area of weld for added strength



D. COMBINATION

- any combination of weld tabs are available for custom fit



PART NO.	A	B	C	WT LBS PER LINEAL FT
SR 114 B 0609	6"	9"	12" to 480"	36
SR 114 B 0808	8"	8"		37
SR 114 B 0810	8"	10"		42
SR 114 B 1010	10"	10"		46

Specify attachment system when placing order.

See insert for Load Deflection, Energy Absorption, and Architectural Specifications.

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