Reduce Repair Downtime, Cut Costs

Jagged-edged materials or tramp iron, such as tools or parts from broken equipment, can take a heavy toll on your conveyor system. Such materials can catch on your conveyor's support structure and idlers, tangle around rollers, and finally punch through and rip even the thickest belts, slitting or tearing the belt to the point it must be shut down and repaired.

It's hard to prevent this kind of sudden damage. But, with Flexco® Conveyor Belt Rip Repair Fasteners, it's not hard to prevent lengthy downtime, expensive repairs, and costly lost production.

Flexco Rip Repair Fasteners provide a rapid, cost-effective solution to repairing lengthwise rips and worn sections in belts — from 3/16" (5mm) to 1-3/16" (30mm) thick, including steel cable constructions. They temporarily preserve the strength and integrity of damaged conveyor belts — with minimal downtime. Offered also in stainless steel and other non-magnetic alloys, Flexco Rip Repair Fasteners will not interfere with the performance of magnetic pulleys or separators.

And, if your application has a recurring problem with rips and tears, we can help you put together a Flexco Rip Repair emergency kit. Always on hand, complete with installation tools and different size fasteners, the emergency kit will enable you to respond quickly and cut downtime costs even further.

Flexco Rip Repair Fasteners keep your belt — and your production — moving until permanent repair can be scheduled during planned downtime. Integrate Flexco Conveyor Belt Rip Repair Fasteners into your operations and see just how dramatically you can speed up your recovery from belt damage.
Choose the FLEXCO® Conveyor Belt Rip Repair Fastener that fits your rip repair needs.

For repairing jagged rips, bridging soft spots.
To repair jagged rips or to bridge soft spots before they become rips, our three-bolt Rip Plates (RP1 and RP2) are the answer. These plates are extra long and should be installed crosswise to the belt. Two of the three bolts should be placed on the weak, or “flap,” side of a jagged tear to increase stability. Alternating two- and three-bolt rip repair fasteners is recommended. Rip Repair Fasteners are installed with the same punches, wrenches and bolt breakers as FLEXCO Bolt Solid Plate Fasteners.

For fast, temporary rip repairs.
For quick, temporary rip repairs, select No. 16 Turtle® one-piece drive-on fasteners. Installed using only a hammer, the Turtle fastener should be placed every 4" to 6" along the rip. (Adding FLEXCO Bolt Solid Plate Fasteners between each Turtle fastener will give extended service to the repair until the belt can be permanently repaired or replaced.) A box of 50 Turtle fasteners will repair rips approximately 25 feet long.

NOTE: Turtle fasteners are recommended only for temporary rip repairs. They are never to be used for joining belt ends together.

For repairing straight lengthwise rips, repairing edge tears, patching holes in belting.
For repairing straight, lengthwise rips and edge tears and patching holes in belting, we recommend standard FLEXCO® Nos. 140, 190, 2 and 2-1/4 Bolt Solid Plate Fasteners.
For repairing straight, lengthwise rips in heavy-duty belts from 9/16" (14mm) to 1-3/16" (30mm) thick, or in steel cable belts, use standard FLEXCO Bolt Solid Plate No. 2-1/4 Fasteners.

Make rapid repairs with hand or power installation tools.
FLEXCO Rip Repair Fasteners are installed using simple, portable hand or power tools, including a punch or a boring bit, a wrench, and two bolt breakers. With impact wrench-driven power tools, you can cut installation time by up to one-half. To use power tools, you'll need a Quick Change Chuck, which adapts FLEXCO tools to the square drive stud on air or electric impact wrenches.

For more complete ordering information on FLEXCO® Bolt Solid Plate Fasteners or FLEXCO installation tools, please see the FLEXCO Bolt Solid Plate fastener catalog.

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<tr>
<th>Ordering Numbers for Rip Plates and No. 16 Turtle® Fasteners</th>
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<td>Belt Thickness</td>
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*EVERDUR® is a trademark of American Brass. It is anti-magnetic and relatively spark-free when compared with steel.

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