Dolphin Rubber

www.dpnrubber.com

D Type Rubber Fender

The D type rubber fender is one of the most commonly used fenders on the market. It is suitable for wharf and ship side. D-type rubber fender manufacturer - DPN improved on the previous generation of D fenders, and rated, compression, deflection, reaction, force, energy absorption all exceeded design standards so that they have better applicability and durability. At present, D type fender has been developed in various models, including D200 series, D300 series, D400 series and D500 series. At the same time, we can also make customized production according to the size of the customer's drawings.

Introduction of D Type Rubber Marine Fender

The D fenders we have installed for European customers have been in use for nearly 5 years without any skin lesions. Normally, we can guarantee the long service time of our products. At least 10 years can be guaranteed on the premise of no man-made damaged. This is also why our products sell so well.

In the aftermarket, through the DPN rubber system, we have established a good communication mechanism with the owner and we continue to improve our products. Our fender products use imported rubber from Thailand to ensure product quality from the source. At the same time, we are using advanced vulcanization technology to ensure that products are tasteless, non-toxic and green.

D Type Rubber Fender Metal accessories

Pressboard
Anchoring bolt
Nut
Washer
Every pre-built-in bolts are outfitted with corresponding nuts, washer, and spring washer.

D Type Rubber Fender Features

suitable reaction force, with higher energy absorption than cylindrical rubber fenders.
Easy for installation
Applicable for frame dock and ships due to the smaller bottom width.

Something the designer need to consider to design the Drubber fender
The role of the hull and dock on the ship component of the reaction force;
The fender absorbs the ship after the deformation of its dynamic size:

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The fender deformation caused by the reaction force in the hull:
The relative stiffness of the fender:
Non-forward squeeze when the side of the effectiveness of suction energy:
The rate at which the fender is decelerating the speed of the ship;
Changes in environmental conditions during the ship berthing:
The fender coefficient between the fender system and the hull:
Factors that cause the fender or support fender to hit the ring;
Infrastructure investment and maintenance costs of fender and support components;
The berth of the design of the ship's ton range;
Hull and fender contact with the way:
Water level changes;
The angle between the waves of force.

D type marine rubber fender supplier - DPN waiting for your Choice

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