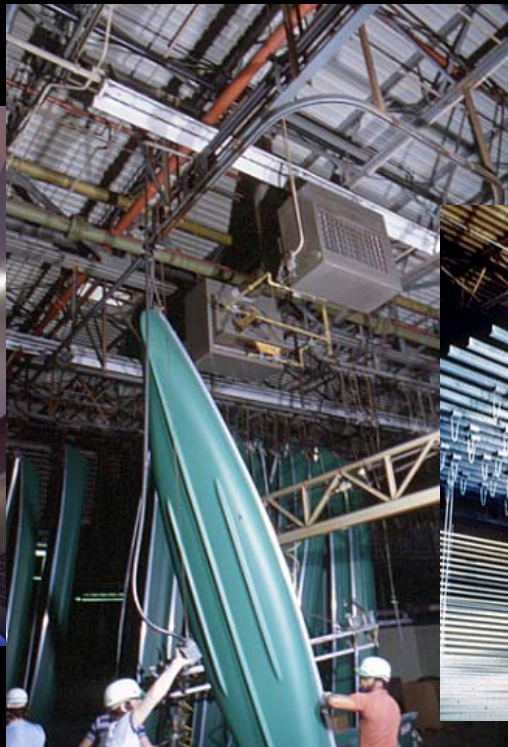

MCGINTY CONVEYORS



"Tire Retread" Manual Push Conveyor Systems

Distributors of Overhead - Power & Free - Floor - Rotary - & Custom Conveyors
"We Service What We Sell"

Introduction

We are pleased to provide this catalog for your reference.

However, McGinty Conveyors, Inc. has much more to offer than what is shown on these pages. Having been a leader in the material handling industry since 1946, it would be impossible to list all of our products and services.

We invite you to contact us on any material handling need you might have regardless of how small or large. We would be more than happy to work with you.

On behalf of the staff at McGinty Conveyors, Inc., thank you for your business and interest in our company.

John McGinty, Sr.
President

Material Handling That's Manual from Start to Finish

The Safe-Rail monorail conveyor system is the ideal solution for hand-push transport and storage applications. Developed in the 1930s, it provides an excellent starting point for mechanized product handling.

Constructed of standard components, Safe-Rail can be added onto at any time to build a more sophisticated power monorail or power & free conveyor system. Because of its compatibility with all other McGinty overhead conveyors, conversion time is minimal and higher levels of productivity and efficiency are achieved almost immediately.

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McGinty Conveyors, Inc. - Creating innovative material handling solutions since 1946.

Track

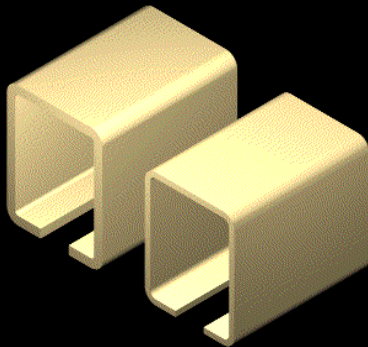
The Tire Retread manual push conveyor systems use track to provide the runway. The track is a tubular section formed from straightened and squared plate steel. Two different weights of track are used.

The TR-471 track, at 5 pounds per foot, the heaviest in the industry, provides added stability and greater rigidity over longer spans, requiring fewer track supports. The TR-802 track is lighter than the TR-471 track, weighing 3.5 pounds per foot. The lighter weight track reduces the "dead load" on track hangers and building support structures.

Both tracks are available as painted or unpainted at 10'-0" lengths, or stainless steel at 5'-0" lengths.

TR-471 Track

Inside Dims: 1-3/4" x 2-5/16"
Wall Thickness: 3/16"



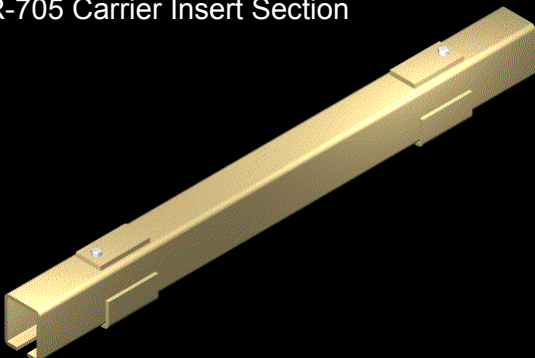
TR-802 Track

Inside Dims: 1-3/4" x 2-5/16"
Wall Thickness: 11 Ga.

Carrier Insert Section

The insert section of track is necessary in any closed loop system. This unit provides the only means for introducing carriers into the load track. For easy accessibility, we recommend that it be located in a low straight track section. Supports should be arranged at both ends of the section.

TR-705 Carrier Insert Section

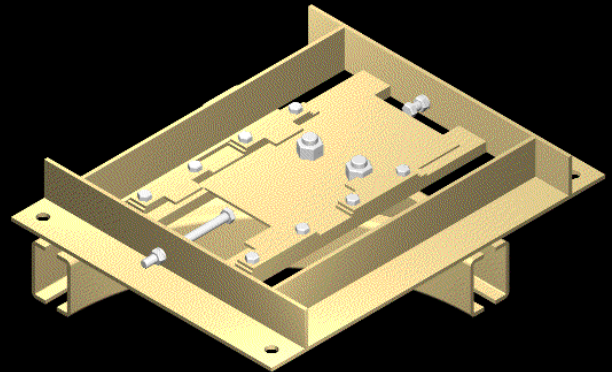


Frog Switches

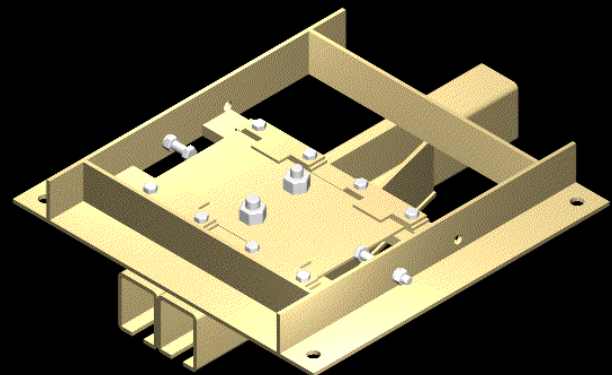
Rugged, compact units with a full frog throw of 5/8", provide smooth, unhampered carrier movement from one track to another. The die-formed frog plate allows a line-to-line fit of matching parts. Wide track gaps, present in most designs, are eliminated, giving the carrier wheels and load 100% support through the switch.

Frog switches can be either manually or automatically controlled, through the use of pull chains, air cylinders, or electric solenoids. When used as an escapement switch, a throw control is not needed; the lateral carrier guide rollers contact the lead angle of the frog plate, shifting it automatically.

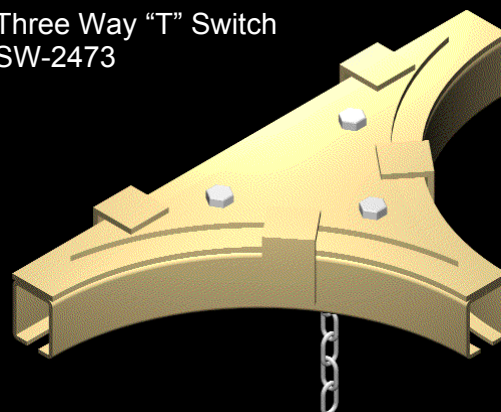
Two Way Manual Frog Switch SW-618 LH (Shown) SW-619 RH



Universal Radius Frog Switch SW-698 RH SW-699 LH (Shown)



Three Way "T" Switch SW-2473

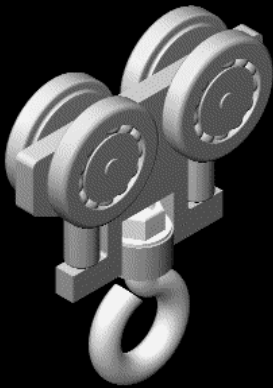


Standard Carriers

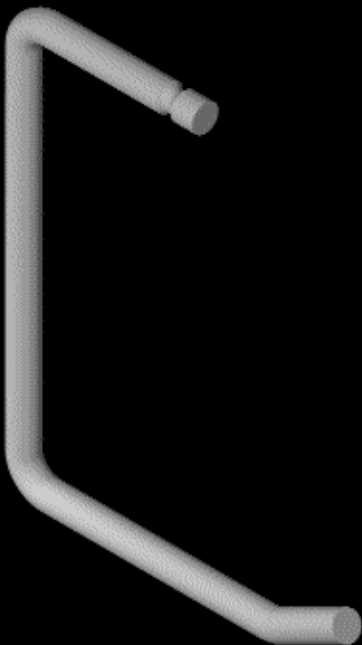
All carriers in the Tire Retread system are equipped with machined steel wheels with a full compliment of steel ball bearings. Wheel pendants are drop-forged and equipped with hardened machined steel thrust rollers for durability and smooth action. Load bars are malleable iron castings complete with bumpers for long wear. The eyes are drop-forged and heat-treated.

These carriers and trolleys are designed with jointed load bars. The resulting independent action of each pair of wheels permits a more even load distribution through switches and curves, reducing track and carrier wear.

CA-2615 Four Wheel Carrier
250 lb. Capacity



CA-2010 "C" Hook
250 lb. Capacity

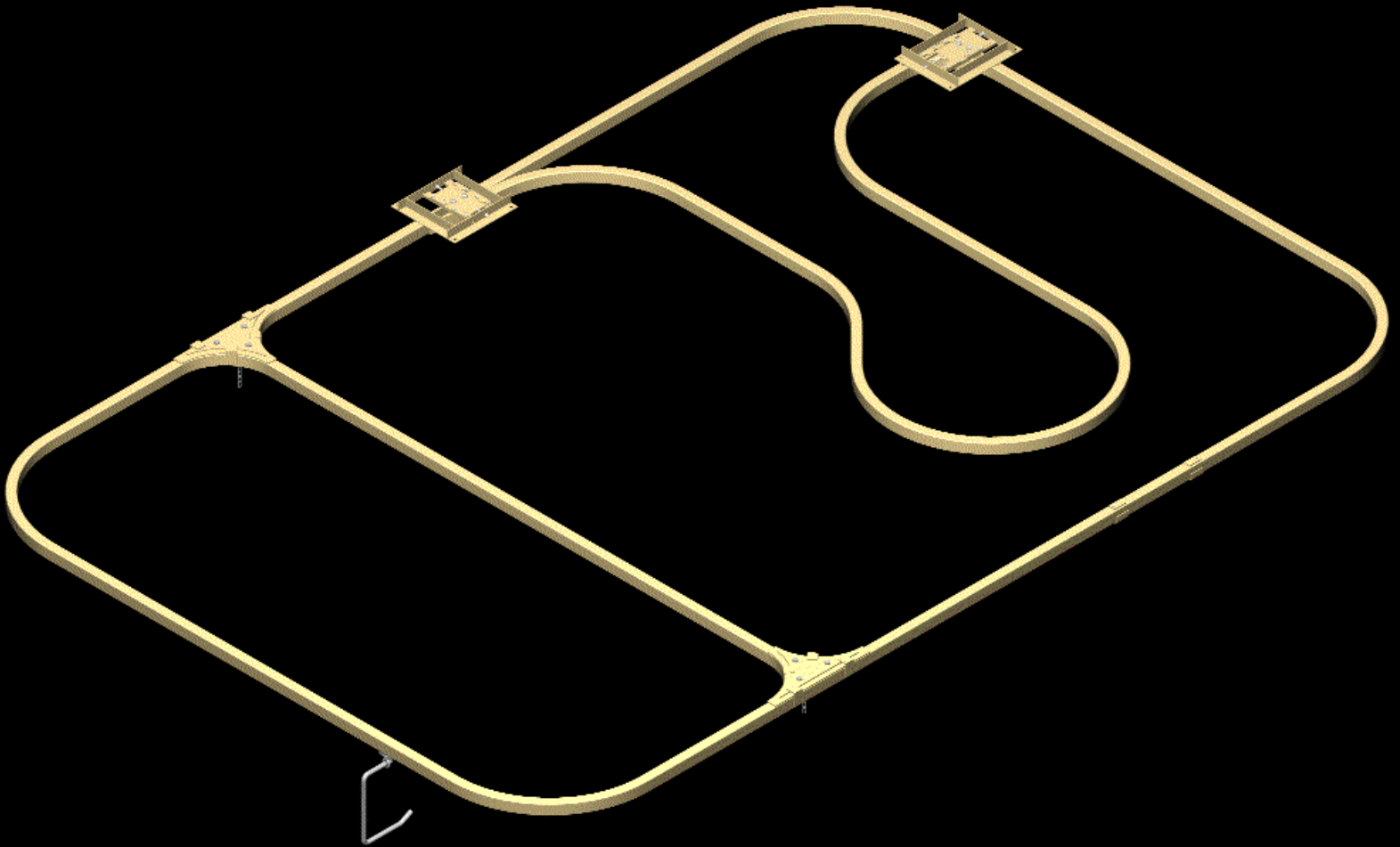


Benefits:

- Tire Retread is a hand-push transport and storage alternative to manual rehandling of product. This decreases the potential for loss or damage.
- Tire Retread frees up vital floor space, providing product movement throughout a facility and allowing for organized product flow.
- Tire Retread provides dedicated storage in user specified area. This system eliminates wasted space and efficiently stores product in an organized manner within the same work areas, day after day.
- Since product is suspended from a Tire Retread carrier, manual rehandling of product is kept to a minimum, reducing the chance of product damage. Lowerators automatically raise and lower product, eliminating injuries related to lifting and bending.
- Tire Retread's enclosed track protects carriers and runways from dirt and other contaminants. In addition, Safe-Rail's sliding frog plates support loads through switches providing both smooth travel and longer switch life.
- Tire Retread components are compatible with all other McGinty conveyor systems. As a result, Tire Retread can be upgraded to a Zig-Zag or Twin-Trak system with 100 percent utilization of existing parts.

Basic Tire Retread System

Tag #	Part #	Description
1	CA-2615	Four Wheel Carrier (250 lb. cap.)
2	CA-2010	"C" Hook (250 lb. cap.)
3	TR-705	Carrier Insert Section
4	CU-1352	Horizontal Curve, 2'-0"R x 90°
5	SW-618	Left Hand Frog Switch
6	CU-2749	Horizontal Curve, 2'-0"R x 45°
7	SW-698	Right Hand Universal Radius Frog Switch
8	SW-2473	Three-Way "T" Switch
9	TR-471	Straight Track, 3/16" Thick, 10'-0" Long



Warranty & Limitation of Liability

Seller warrants Purchaser that the material and workmanship of its equipment is of good quality and free from defects. Seller agrees to furnish the Purchaser, without charge, F.O.B. Seller's plant at Indianapolis, Indiana, or F.O.B. Distributor's stock, a replacement part for any part or parts of the equipment proving defective in either material or workmanship within a period of one (1) year from date of shipment, BUT THIS SHALL BE OF NO FORCE AND EFFECT UNLESS: Purchaser gives seller immediate notice of defective part or parts; Purchaser affords Seller opportunity to inspect defective part or parts; material is still property of original owner; material is still part of the original installation operating under normal usage (eight (8) hours per day, five (5) days per week constitutes normal usage); and material is properly maintained and lubricated.

Seller's LIABILITY UNDER THIS WARRANTY SHALL BE LIMITED TO FURNISHING PART OR PARTS AS NECESSARY. ANY EXPENSE RELATIVE TO INSTALLATION SHALL NOT BE BORNE BY SELLER. EQUIPMENT DAMAGED AS A RESULT OF EXPOSURE TO CORROSIVE OR ABRASIVE SUBSTANCES SHALL NOT BE REPLACED UNDER THIS WARRANTY. THE ABOVE WARRANTIES DO NOT COVER PARTS WHICH, UPON INSPECTION, ARE DETERMINED BY SELLER TO HAVE BEEN SUBJECT TO MISUSE, NEGLIGENCE ALTERATIONS, ACCIDENT ABUSE, DAMAGE OR DAMAGE BY FIRE, FLOOD OR OTHER SIMILAR CASUALTY. Seller reserves the right to install or to supervise any adjustment incidental to the satisfactory operation of the equipment.

Seller does not warrant parts or components not of its manufacture. The manufacturers of electric motors and controls, air and hydraulic components and certain other items extend a one (1) year warranty.

Defective material of this type must be reported to the Seller for appropriate action through vendor. Our sole responsibility is to notify vendor of complaints.

This writing is intended by Seller and the Purchaser as a final expression of warranties to be made by Seller and is intended also as a complete and exclusive statement of the terms and said warranty.

THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY, OR FITNESS FOR A PARTICULAR PURPOSE. THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THOSE SET FORTH HEREIN.



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