

TECH DATA

ActivRAC™ 8M

MOBILIZED STORAGE SYSTEM

Spacesaver Industrial ActivRAC 8M Mechanical mobilized storage systems, designed specifically for manufacturing, warehouse and distribution environments, provides reliable, durable, and easy to use operation. Unique, innovative design allows you to mobilize your existing racking or industrial shelving and install the system on your existing floor. Flexible system design allows you to store more in less space as well as free up value generating space and better organize your materials resulting in improved operational efficiency.

BENEFITS

Spacesaver Industrial provides a mechanical assist mobilized storage system design that provides a convenient, easy to operate system, that allows you to compact your materials stored on racking or shelving.



ActivRAC 8M Mechanical assisted mobilized storage systems are space efficient and easy to use. They are designed for continuous use in manufacturing, warehouse and distribution environments, and provide durable, reliable and low maintenance operation. They feature fully welded wheel assemblies that ride on either low profile beveled top mount rails or recessed mounted rails which allow a flush rail/floor configuration.

DESIGN AND CAPABILITY



A. Top Mount Rail Design Option

All rails are installed on top of existing concrete slab.

- 3/8" (9.5mm) tall x 3-1/2" (89mm) wide steel rails with black zinc finish, with beveled edges. ADA compliant.
- Rail and carriage design allows concrete slab to be unlevel at the following maximum variation
 - 3/16" (4.8mm) variation over any 2' (.6m) rail run.
 - 1/4" (6.4mm) maximum variation over any 10' (3.04m) rail run.
- Provides minimal interruption of material handling equipment.
- Solid, top mounted on floor, supporting up to 8,000lbs (3,628kg) per wheel assembly.
- Disperses heavy wheel point loads to floor.
- Designed to operate under heavy, long-term, cyclic stress loads.
- Provides the solid basic foundation required for heavy-duty mobilized storage systems assuring low maintenance and easy operation.

B. Recessed Rail Design Option

All rails are installed flush with existing concrete slab.

- 3/8" (9.5mm) tall x 2-1/2" (63.5mm) wide steel rails with black zinc finish, designed to be installed flush into the concrete floor.
- Rail and carriage design allows concrete slab to be unlevel at the following maximum variation.
 - 3/16" (4.8mm) variation over any 2' (.6m) rail run.
 - 1/4" (6.4mm) maximum variation over any 10' (3.04m) rail run.
- Provides easiest housekeeping.
- Provides flush non-interrupted transition for material handling equipment.
- Solid, flush mounted in floor, supporting up to 8,000lbs (3,628kg) per wheel assembly.
- Disperses heavy wheel point loads to floor.
- Designed to operate under heavy, long-term, cyclic stress loads.
- Provides the solid basic foundation required for heavy-duty mobilized storage systems assuring low maintenance and easy operation.

C. Idler (Load) Wheels

- 3 1/2" (89 mm) Diameter steel idler wheels.
- Wheels utilize 1 3/4" (44mm) O.D. heavy duty roller bearings.
- Precision machined solid steel wheels.
 - Provide easy movement.
 - Prevent premature wear.

D. Center Drive Wheels & Drive Shaft

- 3 1/2" (89mm) diameter steel center drive wheels which are located in the center of all wheel assemblies and set lower than the idler wheels resulting in a positive drive.
- Center drive wheels incorporate a solid steel hex shaft connection to the drive shaft. No keys or setscrews.
- Heavy duty schedule 80 tubular drive shaft with solid steel hex ends that provided solid, maintenance free connection to the drive axles in each carriage section.

E. Wheel Channel & Carriage Base

- Welded wheel housing channel and end plates.
- Heavy 8 gauge steel formed channels.
 - Provides maximum strength for the load and cyclic stress requirements of a mobile system.
 - One-piece construction assures wheel alignment.
- Assembled structural steel carriage base has a maximum capacity of 8,000lbs (3,628kg) per rack/shelving section.

F. Carriage Side Profiles

- 3" (76mm) x 3" (76mm) x 1/4" (6.3mm) thick galvanized structural steel angles.
- Provides carriage framework and maintains wheel assembly alignment and squareness.
- Universal rack/shelving brackets provide attachment of racking/shelving to carriage base.

G. Cross Bracing

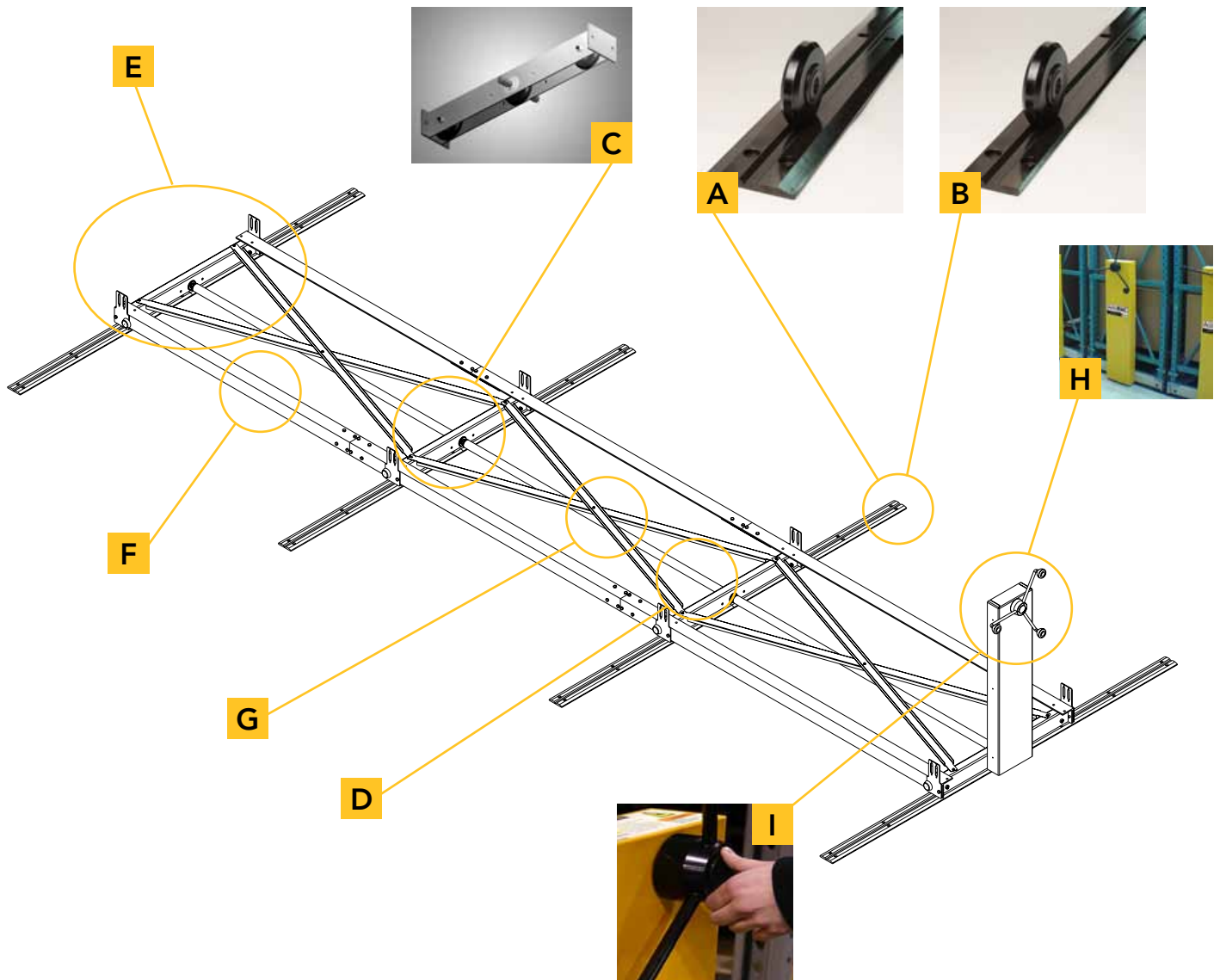
- Keeps wheel assemblies in exact alignment.
- Provides rigid base for racking or shelving.

H. Mechanical Assist Drive Systems

- Mobilized storage bases are moved by means of a mechanical assist chain and sprocket drive unit located in the front of each carriage.
 - Allows users to move heavy loads easily.
 - Three gear ratios are available.
 - Optional dual controls for accessing a system module from both the front and rear.

I. Three Spoke Handle & Hub Anti-Drift System

- Three spoke handle and rotating knob provides smooth movement.
- Hub anti-drift system is designed to prevent carriage from drifting.
 - A simple pull to move and push to lock mechanism is incorporated in the handle assemble.



SPECIFICATIONS

Rail- Top Mount:

Rail shall be, 1018 steel bar minimum 3-1/2" (89mm) wide x minimum 3/8" (9.5mm) high with black zinc finish. Rail edges shall be beveled down to a maximum of 3/16" (4.8mm) to allow for the rail to be transversed by material handling equipment. Rail shall disperse the wheel point loads to structural slab. Rail shall have two permanently mounted floor anchors maximum 15" (381mm) on center. Rails shall be installed on top of concrete slab. Rail and carriage design allows concrete slab to be unlevel at the following maximum variation of 3/16" (4.8mm) variation over any 2' (0.6m) rail run and 1/4" (6.4mm) maximum variation over any 10' (3.04m) rail run.

Rail- Recessed Mount:

Rail shall be, 1018 steel bar minimum 2-1/2" (63.5mm) wide x minimum 3/8" (9.5mm) high with black zinc finish. Rail shall disperse the wheel point loads to structural slab. Rail shall have two permanently mounted floor anchors maximum 15" (381mm) on center. Rail shall be installed recessed into concrete slab and flush to top of concrete slab. Rail and carriage design allows concrete slab to be unlevel at the following maximum variation of 3/16" (4.8mm) variation over any 2' (0.6m) rail run and 1/4" (6.4mm) maximum variation over any 10' (3.04m) rail run.

Mobile Carriage Bases:

Assembled structural steel carriage base has a minimum capacity of 8,000lbs (3,628kg) per rack/shelving section. Each welded wheel assembly shall be equipped with two idler (load) wheels, minimum 3-1/2" (89mm) diameter steel wheels. Wheels are equipped with 1-3/4" (44mm) O.D. heavy duty roller bearings. Wheel capacity minimum 4,000lbs (1,814kg) each. Wheels shall be machined to mate with concave track design and all wheels guide. All carriage sections between wheel assemblies have integral cross bracing to maintain accepted tolerances for function of systems. Side profiles shall provide and maintain wheel assembly alignment and squareness. The side profiles shall be pre-drilled at the factory but are bolted, and assembled on the job site as integral carriage members. Structural steel side profiles shall be minimum 3" (76mm) x 3" (76mm) x 1/4" (6.3mm) thick galvanized structural steel angles. Finish shall be powder coat paint with the exception of galvanized steel side profiles, cross bracing and mechanical assist drive unit frame.

Mechanical Assist Drive System

Mechanical assist carriages shall be equipped with a center drive shaft that drives all wheel housings. Center drive wheels shall be a minimum 3-1/2" (89mm) steel wheels and shall be machined to mate with concave track design. Center drive wheels and axles and drive shaft must utilize solid steel hex connection eliminating need for keys and setscrews. Connecting drive shafts will be constructed of a minimum schedule 80 tubular drive shaft with solid steel hex ends.

Mechanical Assist Housing and Operator

Mobilized storage bases are moved by means of a mechanical assist chain and sprocket drive unit and operator located in the front of each carriage. Multiple drive ratios are available. A roller chain connects sprockets and adjustable chain idlers and is required to maintain proper chain tension. Carriage is moved by rotating a three spoke handle with rotating knobs. Hub anti-drift system is required to prevent carriage from drifting. Dual control housings and operators for accessing a system module from both the front and rear are optional.

Specifications are subject to change



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