Wheelhouse™ High-Density Mobile Storage System

Spacesaver’s Wheelhouse XpressDEK rail system provides the flexibility and rigidity of a traditional leveled, anchored, and grouted rail system, but with less installation time, and the ability to be relocated. The rail is comprised of a steel bar running surface supported by an extruded aluminum alloy base, which is capable of supporting heavy carriage loads and provides precision alignment for long-term carriage operation under heavy cyclic load stress.*

**XpressDEK rail system for Wheelhouse Systems**

### BENEFITS
1. Modular design saves installation time and mess, and provides the ability to be reconfigured and relocated. No anchoring, grouting or shimming required.
2. Leveled rail design provides optimum mobile carriage performance and reliability

### DESIGN AND CAPABILITIES
1. XpressDEK is compatible with the Wheelhouse High-Density Mobile Storage System with powered, mechanical assist or manual carriage configurations utilizing dual flange guidance.
2. 2” high profile (50 mm)
3. Installs directly atop existing floor slab, vinyl floor covering, or commercial carpeting. Protector plates are available to minimize damage to the floor material beneath the XpressDEK system.
4. Top surfaces of rail provide an even walking surface with ADA compliant gaps to accommodate anti-tip carriages.
5. Rail joints are comprised of hardened dowels and steel splice brackets to evenly transfer loads across joints and hold rails together to provide consistently smooth and reliable carriage operation.
6. 1045 steel rail provides a durable running surface for years of active use.
7. Extruded aluminum alloy rail base provides structural support for the steel rail, while also housing the rail leveling screws and providing support for the floor panels.
8. Floor panels are 3/4” plywood, available in both standard and fire retardant material. (Floor covering provided by others).
9. Ramps are available in an attractive extruded aluminum design or a 24” plywood/steel composite ADA compliant design.

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*Cyclic load stresses are the weight and forces placed on all parts of a mobile system as it cycles back and forth and as it rests. The force of movement combined with the weight of the stored materials is transferred to the storage housing and down the storage housing’s vertical members to the carriage, represents the cyclic load stress on the carriage. From the carriage, the load is transferred to the bearing/axle/wheel assembly where it becomes a point load that is then transferred to the system’s rails, and finally floor.
TECHNICAL SPECIFICATIONS

RAIL:
Rail shall consist of 5/8” square 1045 steel bar fastened into a 6063-T6 extruded aluminum alloy base with a combined weight of 4.2 lbs... per foot (6.25 kg/m). Rail assembly profile shall be 1-7/8” *50.8 mm) high (plus leveling screw extension) and 4.0” (101.6 mm) wide at the base flange. The top running surface shall be 5/8” (16 mm) wide and accommodate dual-flange carriage guidance. An ADA compliant anti-tip groove and flange shall be on each side of the rail running surface. All joints shall be aligned with (2) hardened dowel pins and joined with (2) steel splice brackets. Rail shall have leveling screws on each side of the running surface, positioned on 15” (381 mm) maximum centers.

Specifications are subject to change.