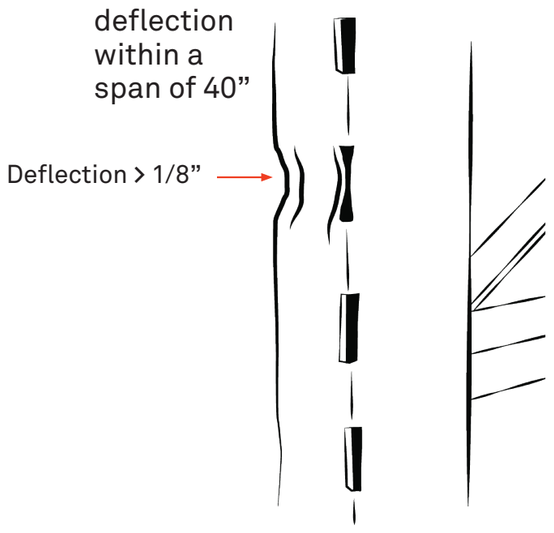
RACK SAFETY GUIDE

THE 1 2 3 RULE

1 UPRIGHTS FRONT

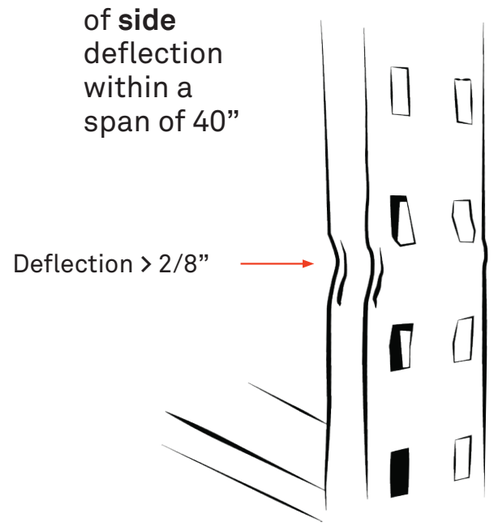
Over 1/8” of **front** deflection within a span of 40”



Also look for other types of damage such as dents, cracks,bulges, pinched columns and signs of corrosion.

2 UPRIGHTS SIDE

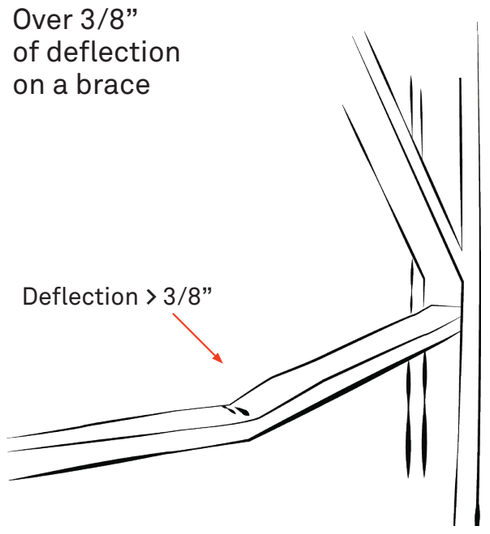
Over 2/8” of **side** deflection within a span of 40”



Also look for damage occasionally hidden behind the beam connectors.

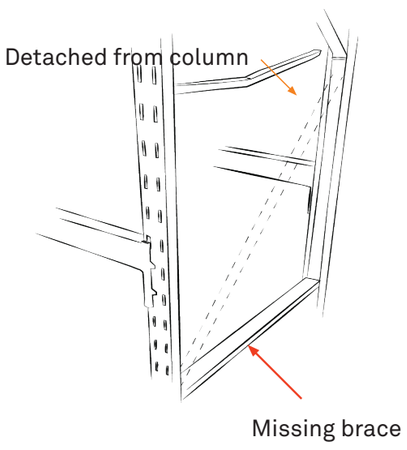
3 BRACES HORIZONTAL & DIAGONAL

Over 3/8” of deflection on a brace



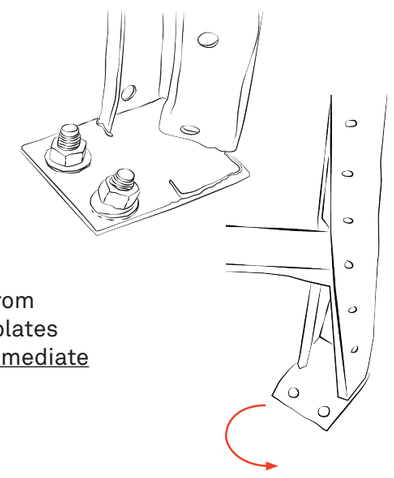
Also look for cracked or broken welds between the column and the brace.

BRACES



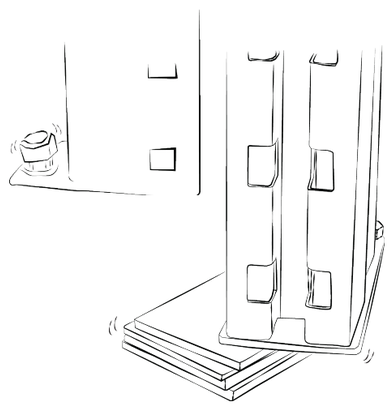
Horizontal and diagonal braces are essential to the capacity and stability of the rack system. Any missing, detached or torn braces should be addressed.

SHEARED OR TWISTED COLUMNS



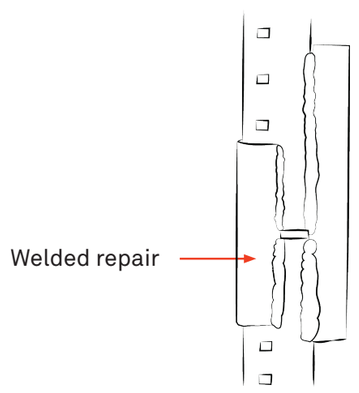
Twisted columns are difficult to assess. They may impede the load capacity of the rack, which is why we recommend calling an expert.

ANCHORING



Look for missing, loose and/or damaged anchors or foot plates. Shims should be well seated, well secured and of equal size to the footplate.

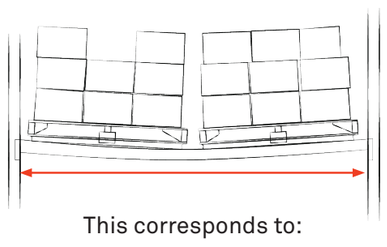
LOCAL REPAIRS



Unless approved by an engineer, any home made repair should be replaced by an engineered repair solution. Welded splices and non-matching extensions are signs of local repairs.

BEAMS

The maximum allowable beam deflection is: L / 180



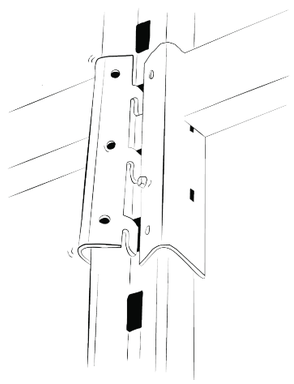
This corresponds to:

8’ beam = 4/8”
10’ beam = 5/8”
12’ beam = 6/8”

Look for deflected, damaged, unclipped and/or overloaded beams. Other common issues are missing safety bars, overloaded, improperly positioned or damaged pallets.

BEAM CONNECTORS

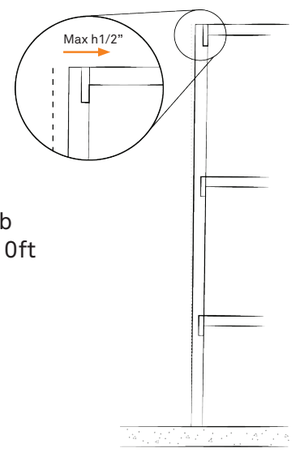
Safety pins should be correctly installed



Look for corrosion, deformations, cracks in the welds, broken connectors and/or missing safety pins. Safety pins are essential to prevent beam clips from detaching.

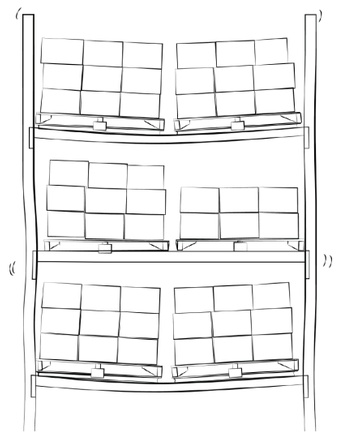
OUT-OF-PLUMB

Maximum allowable out-of-plumb is 1/2” over 10ft



An out-of-plumb upright means that it is not exactly vertical. The same rule applies in the cross-aisle and down-aisle directions.

LOAD CAPACITY



Labels informing of maximum load capacity should be visible and easily read by all. If you don’t know the load capacity of the racks, it should be determined by a Professional Engineer.

THE NEXT STEP...

RACK-AWARE PROGRAM

On site education on the rack observation process, reporting requirements, damage protocol, reconfiguration protocols and safe loading practices.

DAMAGE ASSESSMENT

Site visit to identify damaged components and protection items with quote to take action.

CSA COMPLIANCE INSPECTION

Formal inspection with checklist, CSA reference, site pictures, floor plan drawing, location of issues for repair or replacement and quote to take action.

ENGINEERED CERTIFICATION

Site review to gather rack layout, component data for system conformity and capacity calculations. Damage compenents and locations of each included in certified engineer report with quote to take action.

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