DRIVE IN

stow
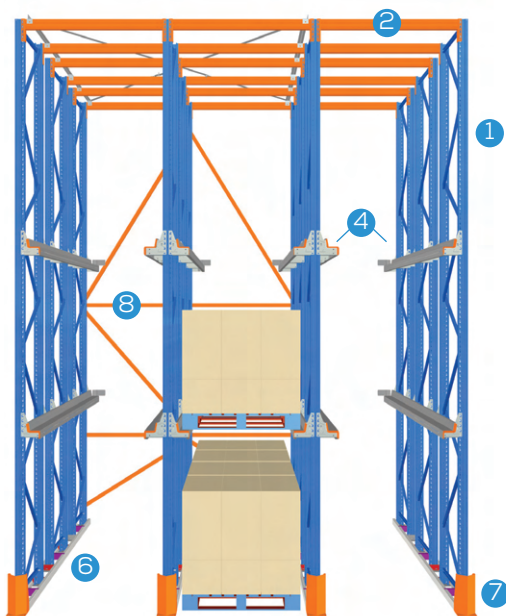
The high quality pallet storage system for optimized storage space.

DRIVE-IN RACKING

The Stow Drive-in racks are designed for storing large quantities of similar pallets and increase the storage space utilization compared to conventional pallet racking systems. This is achieved by eliminating picking aisles. The system provides safe block stacking of goods, which are too fragile or unstable to be stacked one on top of the other.

1/ The frame (upright)
2/ The top-beam
3/ The pallet rail
4/ The support arm
5/ The entry on the pallet rail
6/ The ground guidance
7/ The entry on the ground guidance
8/ The back-bracing
9/ The back-stop

MOST IMPORTANT FEATURES

The arms, combining a rigid connection and a fast and easy installation.
They are hooked in the frame, which is continuously perforated at a pitch of 50mm.
The height partitioning of each lane can be set individually!

The pallet rails, incorporating strength with excellent pallet guidance.

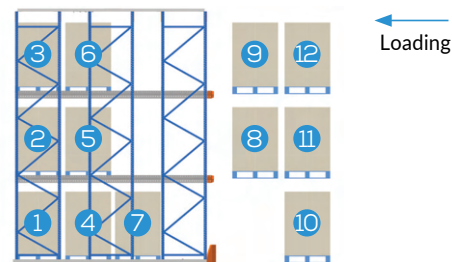Ground rails are recommended to guide the truck or pallets and to protect the installation.

LOADING PROCEDURE

Drive-in racking can be subdivided in three types, based on the load and unload procedure and the accessibility: 1/ **Single Drive-in** and 2/ **Double Drive-in** are loaded and unloaded according the LIFO (last in, first out) principle. 3/ **Drive-through** installations are loaded and unloaded according the FIFO (first in, first out) principle.
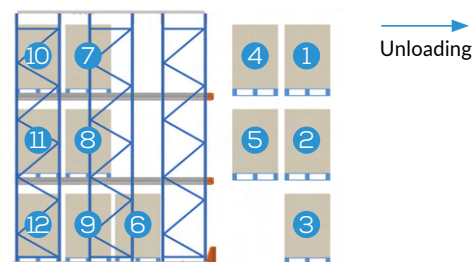
DRIVE-IN

In a single Drive-in the first pallet is placed at position 1 and the rack is loaded from the bottom to the top and from the back to the front. The unloading follows the inverse procedure, from the front to the back, from top to bottom. The loading and unloading sequence follows the LIFO principle (Last In, First Out).
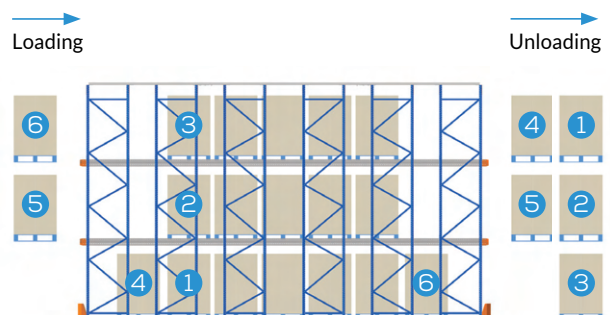
DOUBLE DRIVE-IN

In double Drive-in installations the load and unload sequence is the same as in a single Drive-in racking. It is composed of two Drive-in racks, placed back to back.
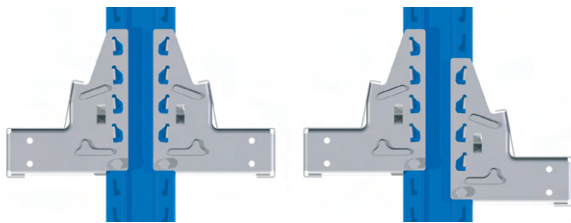
DRIVE-THROUGH

In Drive-through installations loading and unloading happens from opposite sides, according to the FIFO principle (First In, First Out).

DRIVE-IN
RAIL DESIGN

The specially designed rail offers a safe and smooth surface. The rail can be produced in lengths of up to 9m, so almost no rail connections are needed. This special design ensures that it is hardly sensitive to torsion under load, allowing bigger spans between two supporting arms.

DRIVE-IN ARM

Stow's racking system is particularly suitable to build drive-in installations. With upright widths of up to 140mm, Stow is able to build very high installations. The height partitioning of each lane can be set individually.

THE DRIVE-IN GROUND RAIL DESIGN

Productivity and safety are increased by the use of high visibility upright guards and ground rails. The entry guides are not connected to the ground rails, allowing quick replacement in case of damage. Thanks to the shape of the entry guide damage to the pallets at ground level during storage or retrieval is avoided.

MIDDLE OR END STOPS

The middle or end stops are used to protect the wall or to position the pallets correctly in the lanes.
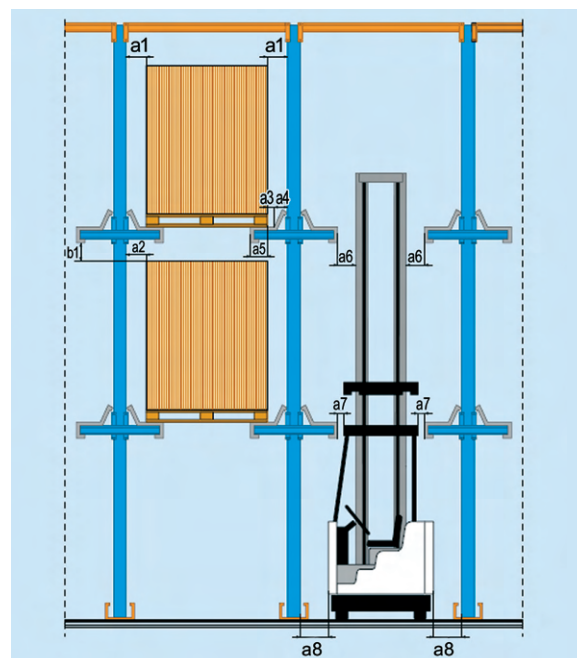
DRIVE-IN CONFIGURATION

The clearances for the pallets and the handling trucks are very important and must comply with FEM-regulations.

Dimensions: according FEM 10.3.02

a1 ≥ 75 mm
a2 ≥ 50 mm
a3 ≥ 50 mm
a4 ≥ 50 mm
a5 ≥ 20 mm
a6 ≥ 100 mm
a7 ≥ 75 mm
a8 ≥ 75 mm
b1 ≥ 100 mm

DRIVE-IN ARM DESIGN

The height partitioning can be set per drive-in lane:

- Pallet width = 1200 mm → Lane width = 1350 mm

- High and deep drive-in systems or for pallets with max. 50 mm overhang: an extra of 50 mm should be added → Lane width = 1400 mm

stow

we rack the world

www.stow-group.com

Headquarters:
Stow International nv • Industriepark 6B, 8587 Spiere-Helkijn, Belgium • info@stow-group.com

Stow Austria	Stow Belgium	Stow ČR
Stow Deutschland	Stow France	Stow Nederland
Stow Poland	Stow Slovakia	Stow U.K
Stow Turkey	Stow Spain	Stow Portugal

Stow International   Stow Pallet Racking   @Stow_INT   @stow_group   stowgroup