NXT UMOUNT® STRUCTURAL RAIL SPLICE

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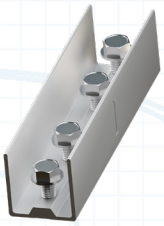
PROS AND CONS

SPLICE TYPE	PROS	CONS	TRULY STRUCTURAL
Non-Structural (General)	Allows the manufactured length of rail to be extended.	Adds 1-2 additional attachments per splice. Adds more roof penetrations per splice.	✗
Midspan (Traditional Structural Splice)	Allows for a rail-coupling point for the span.	This splice cannot be utilized in the cantilever zone without at least 1 additional attachment. Adds more roof penetrations per splice.	✗
Cantilever Zone (Traditional Structural Splice)	Allows for a rail-coupling point in the cantilever zone.	Adds at least 1 additional attachment per splice in the cantilever zone. Adds more roof penetrations per splice.	✗
NXT Truly Structural Splice (NXT Structural Rail Splice)	Allows for a rail-coupling point in either the midspan or cantilever area without adding ANY additional attachments.	Unirac sells fewer attachments because our splice is the best on the market.	✓

INTERNAL RAIL SPLICE THAT IS TRULY STRUCTURAL



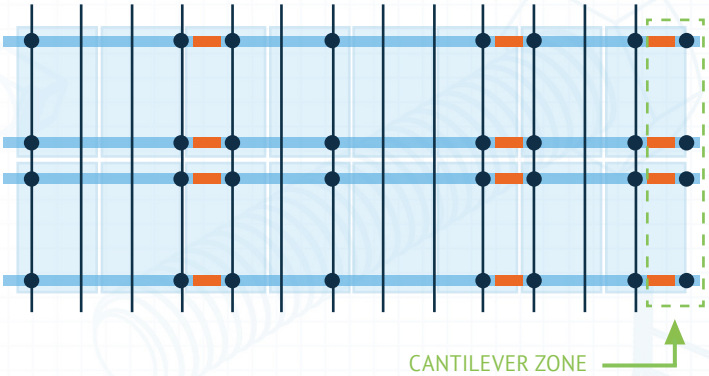
- Use 15-40% Fewer Attachments vs. Non-Structural Splice.
- No complicated splice rules: Install it where you need it, when you need it.
- Stay on schedule on the roof with fewer rules, attachments, and rail cuts.

SAVE TIME, SAVE MONEY

- Save an hour or more on the roof with fewer rail cuts, fewer attachments, and easier layouts.
- NXT splices save an average of $0.02/watt in labor and materials.

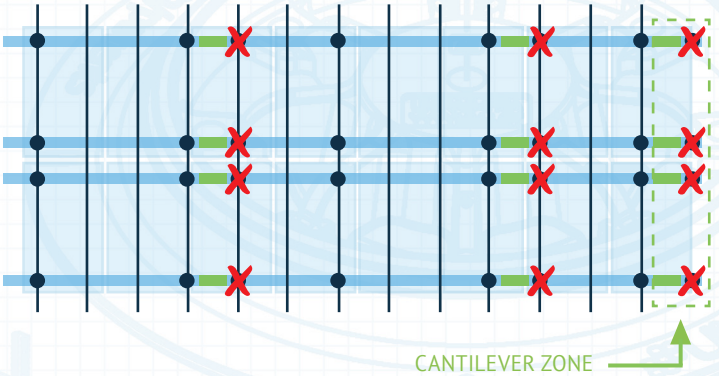
NON-STRUCTURAL SPLICES

12 SPLICES
32 ATTACHMENTS



NXT STRUCTURAL RAIL SPLICES

12 SPLICES
20 ATTACHMENTS



In this example: NXT Structural Rail Splice uses 15-40% Fewer Attachments & Roof Penetrations

FOR QUESTIONS OR CUSTOMER SERVICE CONTACT:
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CONFORMS TO UL2703

ISO 9001:2015 14001:2015 CERTIFIED

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THE ONLY TRULY STRUCTURAL SPLICE

Unirac is proud to premier our NXT Structural Rail Splice. Currently, Unirac is the only PV racking company that delivers an internal rail splice that is truly structural.

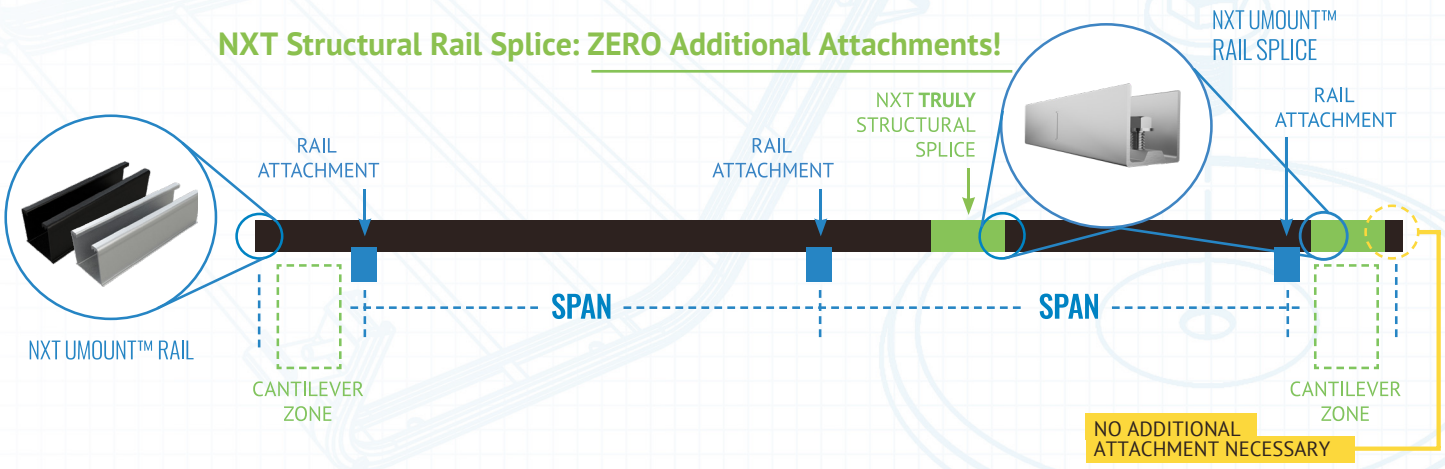
The truly structural splice is a rail-coupling used to extend a manufactured length of rail. It can be used in both the midspan and cantilever areas without requiring any additional attachments, which is where it differs from traditional or nonstructural splices.

TRULY STRUCTURAL SPLICED RAIL (NXT)

The NXT Structural Rail Splice does not require any additional attachments. Truly structural splices can occur at both the midspan and cantilever points without any additional attachments.

The NXT Structural Rail Splice can be placed anywhere within a span and in a cantilever.

Example: Splice falls anywhere within a span between attachments **or** outside of the last attachment.



The NXT Structural Rail Splice does not require extra cantilever attachments. This optimized design reduces labor and material costs, passing the savings directly to the customer.

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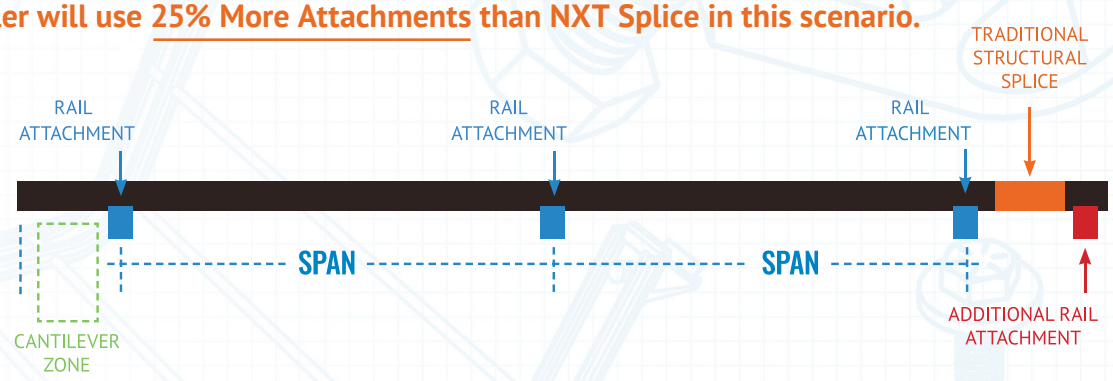
TRADITIONAL "STRUCTURAL" SPLICED RAIL

Traditional structural splices require that the installer add 1 extra attachment to splices in the cantilever zone.

Example: Splice falls outside the last attachment. Installers must do 1 of 2 things: either re-cut the installed rail so that the splice falls between two attachments OR add another attachment to the outside of the splice, either to the rafter or deck mount. Both options require more time and effort on the roof than NXT.

Installer will use 25% More Attachments than NXT Splice in this scenario.



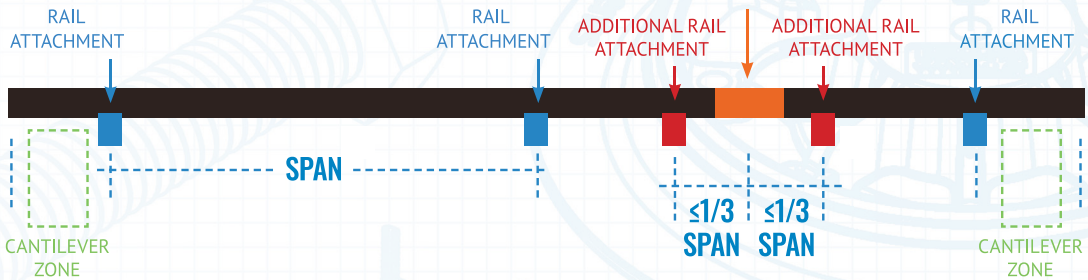
NON-STRUCTURAL SPLICED RAIL

A nonstructural splice requires the installer to add an additional 1-2 attachments on either side of the splice. This translates into extra cost, labor, and penetrations into the roof.

Non-structural splices must be treated like the end of a rail.

Example: Two additional attachments must be placed on both sides of the splice.

Installer will use 40% More Attachments than NXT Splice in this scenario.



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