UltraArm SF

MotoCrane Specifications

At 12', the ***MotoCrane ULTRA*** weighs in at just ***160lbs*** unloaded. It is capable of positioning ***55lbs*** payloads at any position around the vehicle.

The arm design features active gyro stabilization and passive 3-axis (adjustable) nose dampening to isolate the head and camera package for buttery-smooth, rock-solid image stabilization. For the highest strength to weight ratio of any compact arm, the ***ULTRA*** is built with both **7075** and **6061-T6** aluminum alloy. ***ULTRA*** is also ***P66 rated,*** which means it's protected against dust, dirt, sand, debris, and water resistant against powerful jets. ***ULTRA*** mounts to cars, trucks, UTV's (on existing 45-51mm cage tubing), boats and custom rigs via TÜV-Certified 2" Speed Rail clamps.

WORKING

Max Wind Speed • 100 MPH
Max Acceleration • 1g lateral, longitudinal
Boom • 14 lbs. unloaded weight
System Weight • 190 lbs. unloaded, 370 lbs. fully loaded
(including max payload)
Max Controlled Speeds • 8 sec/360° Swing, 3 Sec 90˚ deg Lift
Range of Motion• Unlimited Swing (Pan) Rotation, 35° Lift (Tilt) Up & Down
Operating Temp • MIN: -30°F, MAX: 110°F
Active Arm Stabilization • Tilt axis, 1050 ft-lbs. PEAK stabilizing torque
Passive Arm Dampening • 14" Z-Axis, 45° Pitch and Roll Dampening
(Adjustable dampening)
Weather Rating • Water Resistant (IP66)

RIGGING/MOUNTING

Base Mounting • x4 TÜV-Certified 500kg 2-inchSpeed rail clamp

ELECTRICAL

Video Signal • Wired 3G HD-SDI Video thru Swing Axis (Infinite rotation)
Power Source • 48V 60A Battery
Power Consumption • 2kW Peak, 300W nominal (Depends on duty)
Intra-Module Connectors • IP68 Twist Lock
Internal System Voltage • 48V nominal (45-60)

SHADOW **Arm Specs**

Maximum height is achieved when the arm is positioned 90° off either side of the car.
Maximum height straight off the back (center of the car) is 10’6”
Maximum height straight off the front (center of the car) is 8’6”
Measurements are from ground to center of lens on even surfaces.
Heights will vary depending on the position of the arm around the car.