

TRANSPORT

&

**PRODUCT SITE
IDENTIFICATION**

INFORMATION

DOCUMENT

Revision: 19th December 2018

Introduction

This document is organised to assist the customers who arrange their own transport of the Dincel Construction System (DCS) product. This document also explains the identification of the orders once on site.

DCS currently offers a delivery service to the following areas:

- NSW
 - Sydney CBD
 - Wollongong CBD
 - Central Coast
 - Newcastle CBD
 - Mid-north coast
 - Bathurst
 - Orange
 - Dubbo

- ACT
 - Canberra CBD

- QLD
 - Brisbane CBD
 - Sunshine Coast
 - Gold Coast

- VIC
 - Melbourne CBD

DCS can assist its customers seeking deliveries outside of these areas by providing a list of recommended transportation contacts.

Customers who require a transportation company may contact Dincel Construction System for the recommended transportation company list.

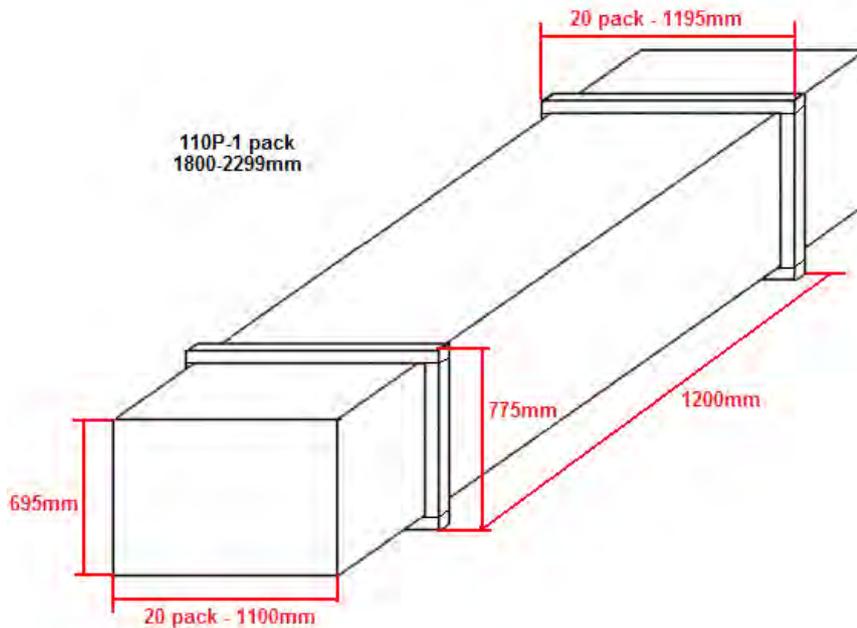
Description of Packaging for Transportation by Truck

Depending on the profile type and length of the material being ordered, Dincel Construction System has developed a range of packaging configurations to best ensure the product can be safely stored, handled and transported to site.

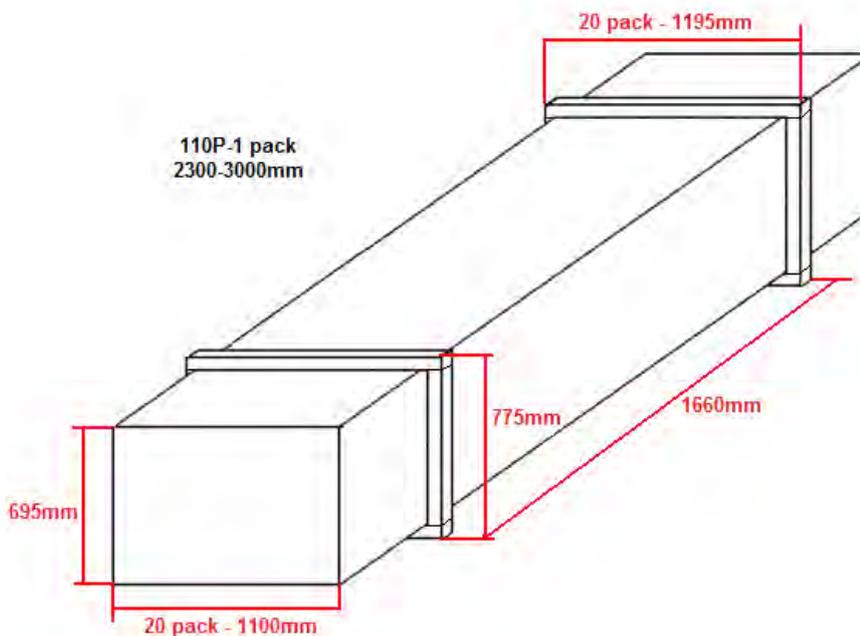
110P-1 Packaging

110P-1 panels are all packed into packs of twenty in timber frames; nailed together and then bound by plastic strapping. As such, any two 110P-1 packs can be loaded side by side to fill the width of the truck's deck. The vertical spacing between the two timber frames on each pack is determined by the panel length, as shown in the following diagrams:

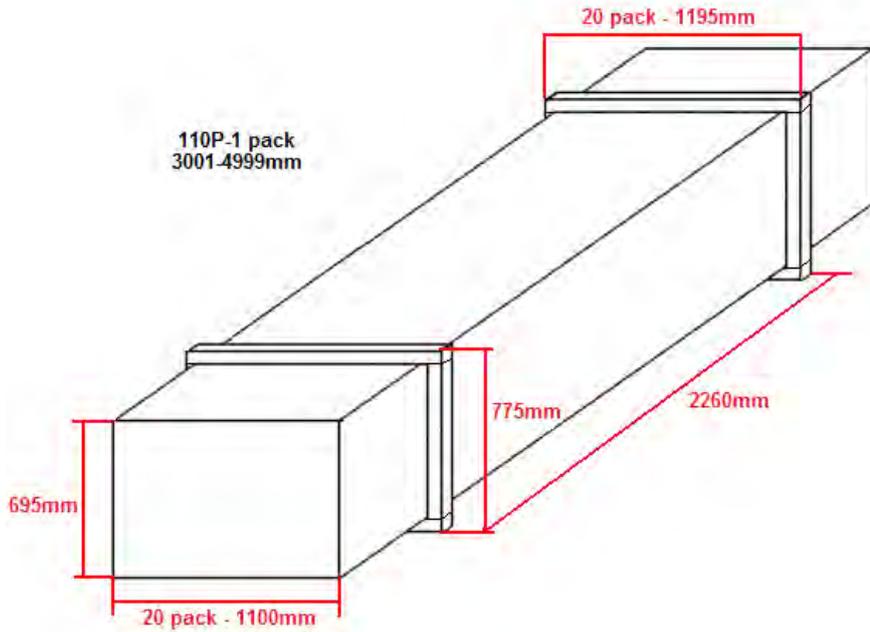
110P-1 material between 1800mm and 2299mm in length



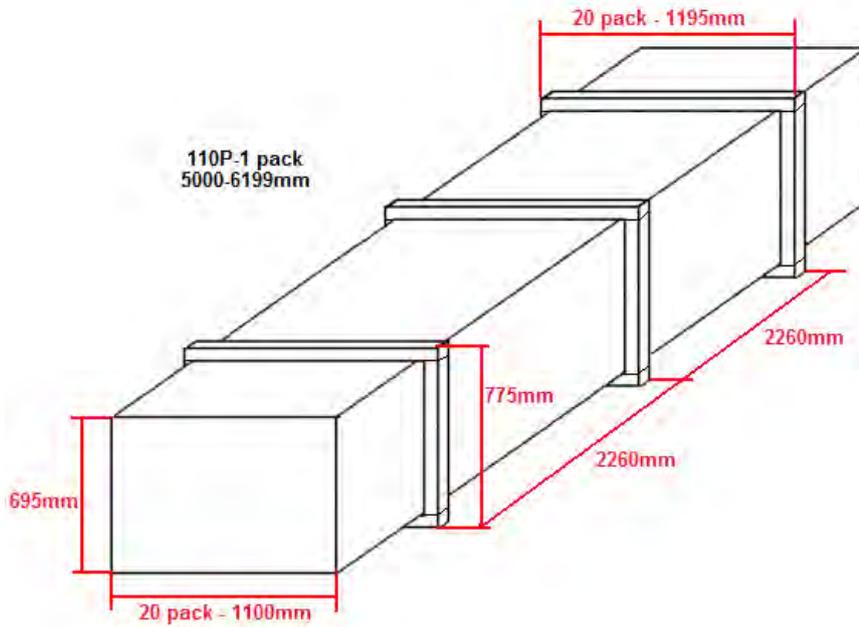
110P-1 material between 2300mm and 3000mm in length



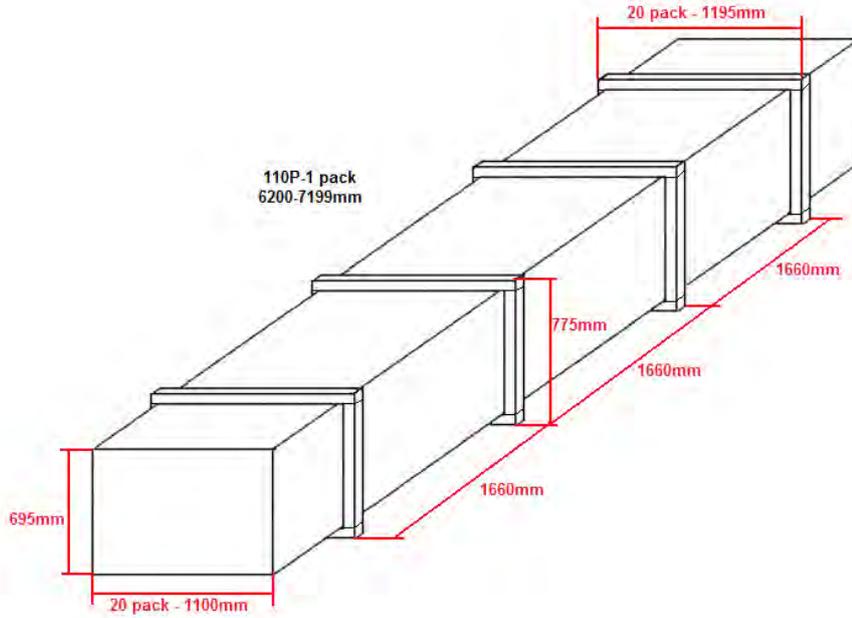
110P-1 material between 3001mm and 4999mm in length



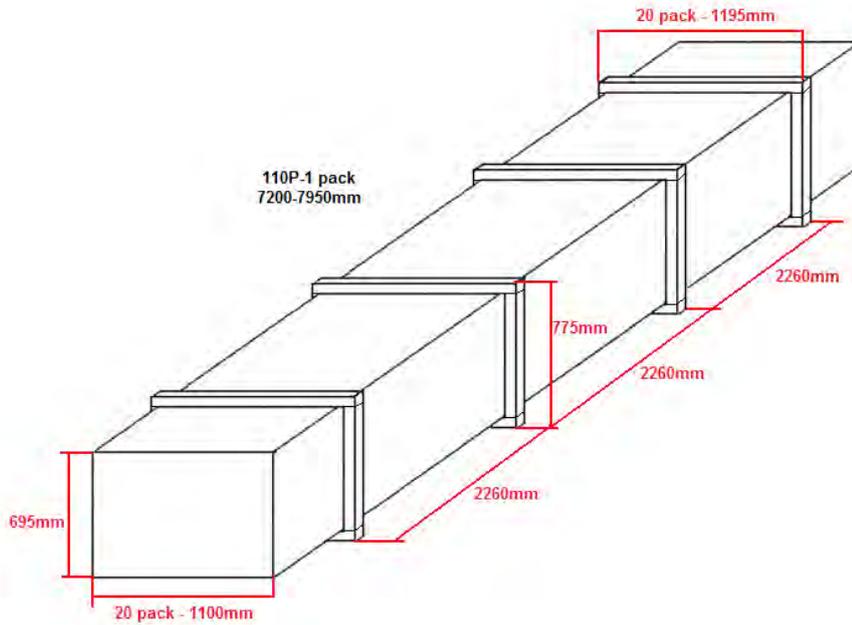
110P-1 material between 5000mm and 6199mm in length



110P-1 material between 6200mm and 7199mm in length



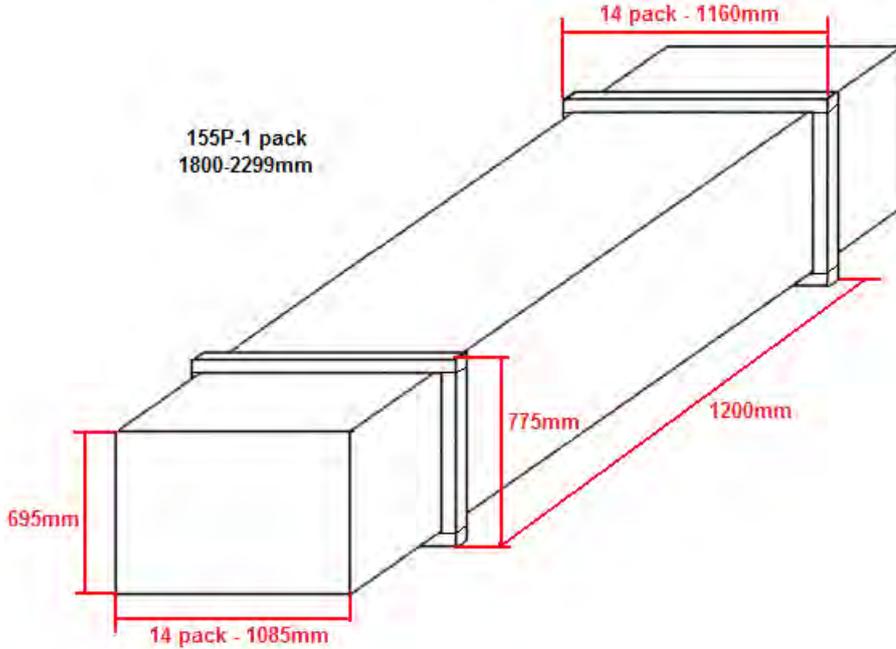
110P-1 material between 7200mm and 7950mm in length



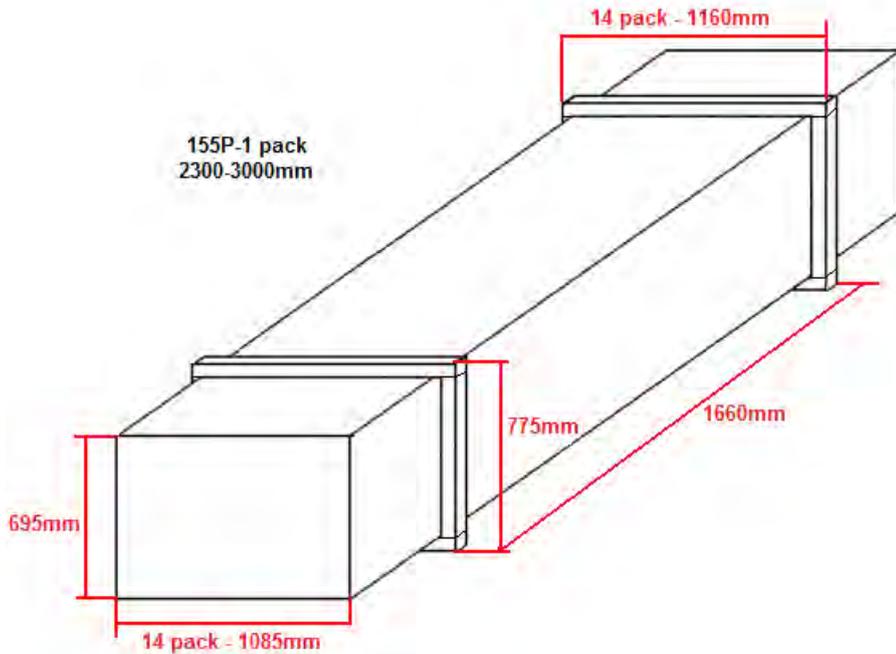
155P-1 Packaging

155P-1 panels are all packed into packs of fourteen in timber frames; nailed together and then bound by plastic strapping. As such, any two 155P-1 packs can be loaded side by side to fill the width of the truck's deck. The vertical spacing between the two timber frames on each pack is determined by the panel length, as shown in the following diagrams:

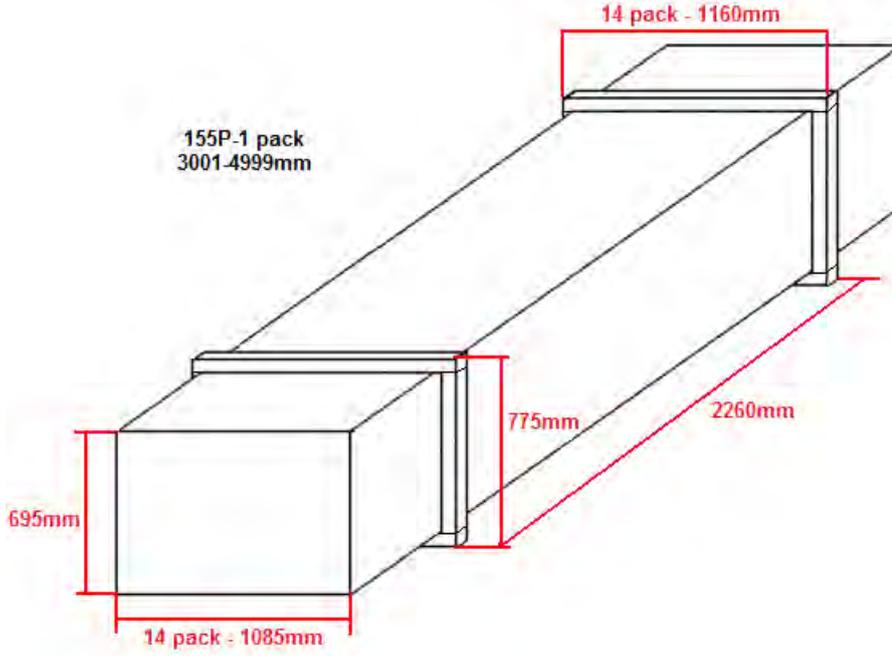
155P-1 material between 1800mm and 2299mm in length



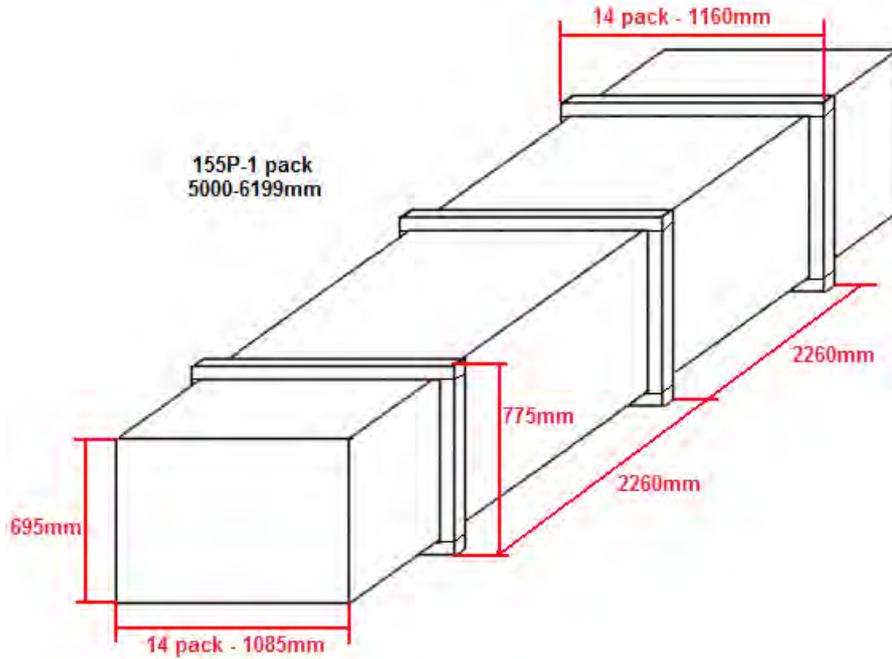
155P-1 material between 2300mm and 3000mm in length



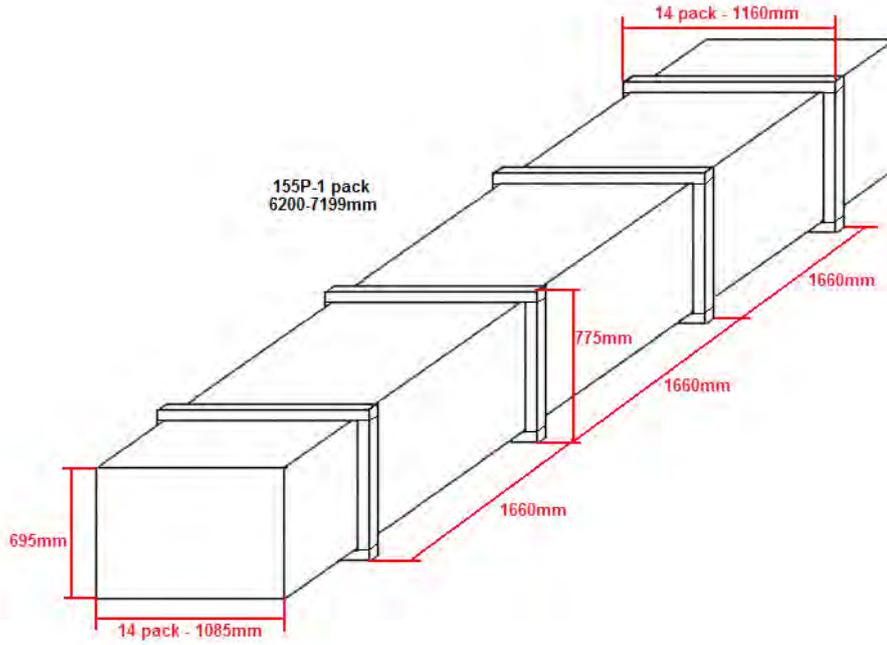
155P-1 material between 3001mm and 4999mm in length



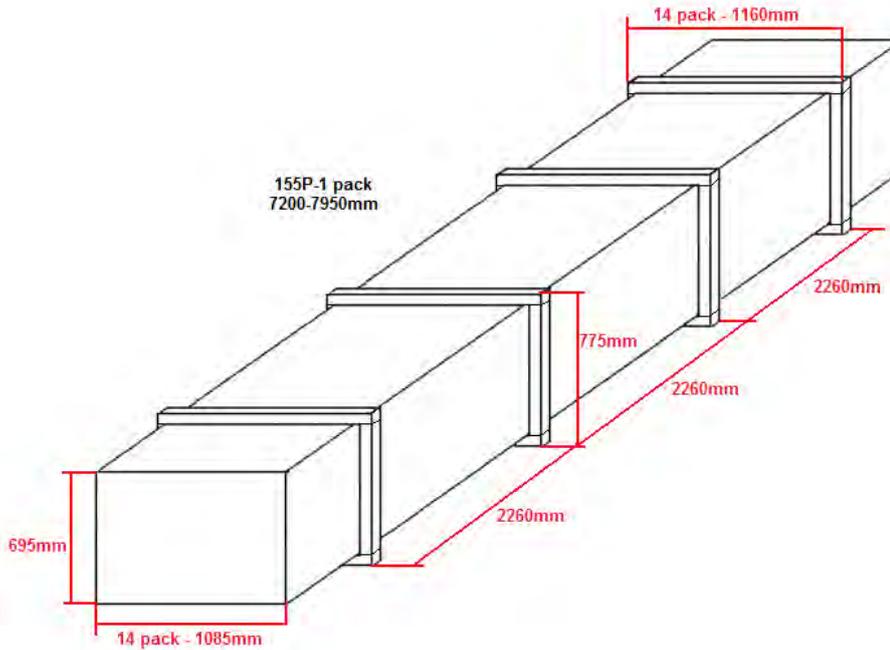
155P-1 material between 5000mm and 6199mm in length



155P-1 material between 6200mm and 7199mm in length



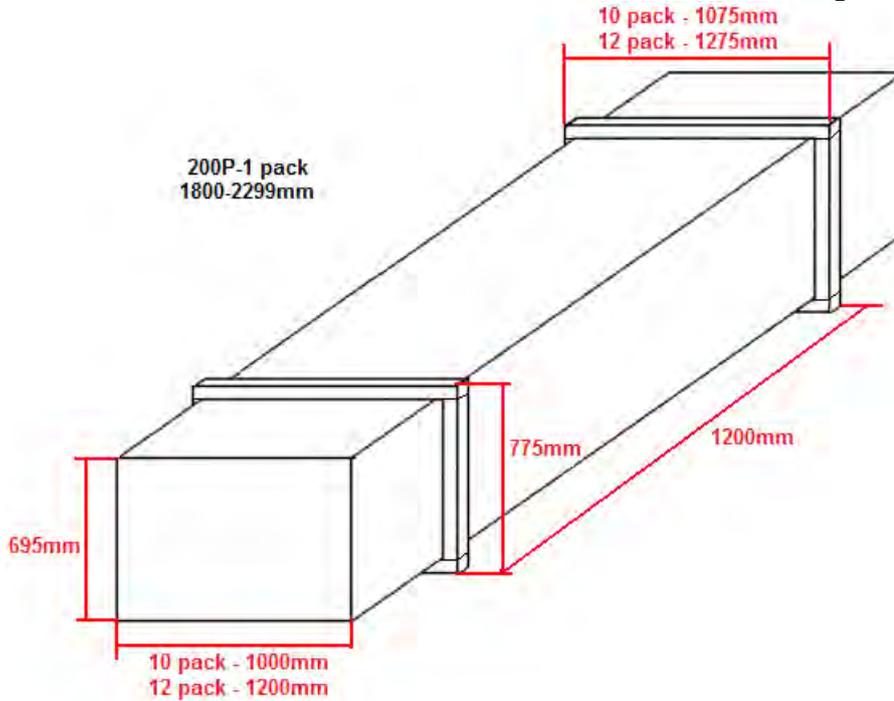
155P-1 material between 7200mm and 7950mm in length



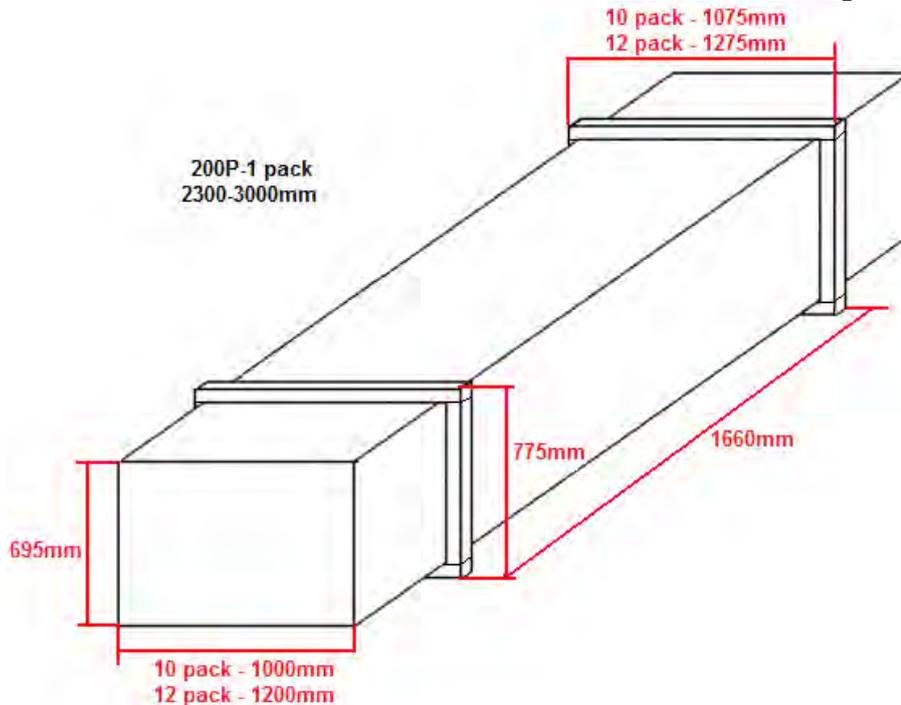
200P-1 Packaging

200P-1 panels are packed with timber frames in packs of ten and twelve. The timber frames are nailed together and then bound by plastic strapping. When loaded on a truck, the 200P-1 packs are placed with a ten and twelve pack side by side to utilise the maximum amount of space on the deck of the trailer. The vertical spacing between the two timber frames on each pack is determined by the panel length, as shown in the following diagrams:

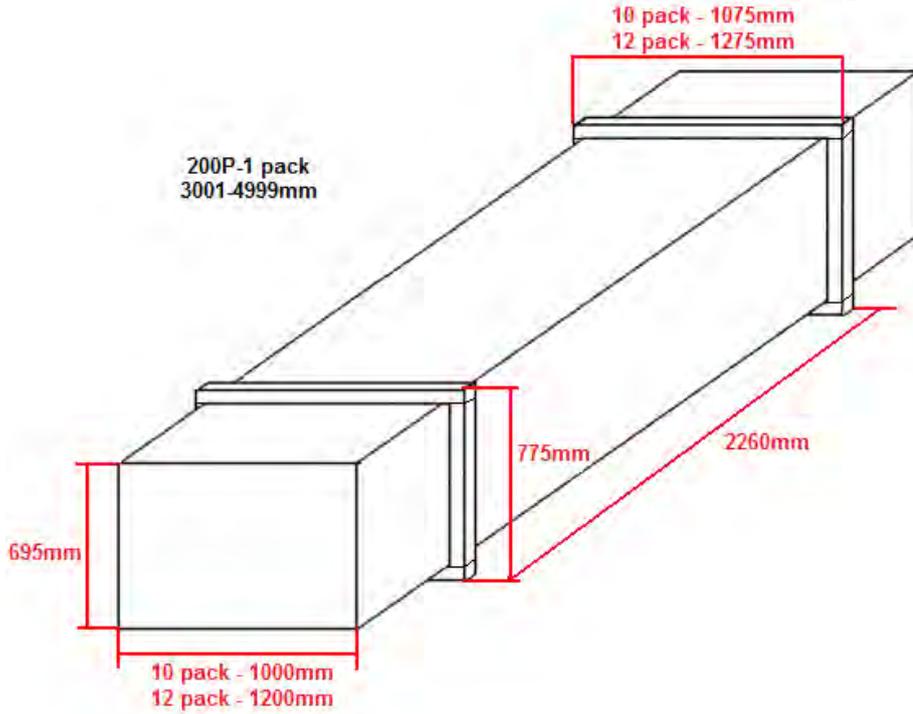
200P-1 material between 1800mm and 2299mm in length



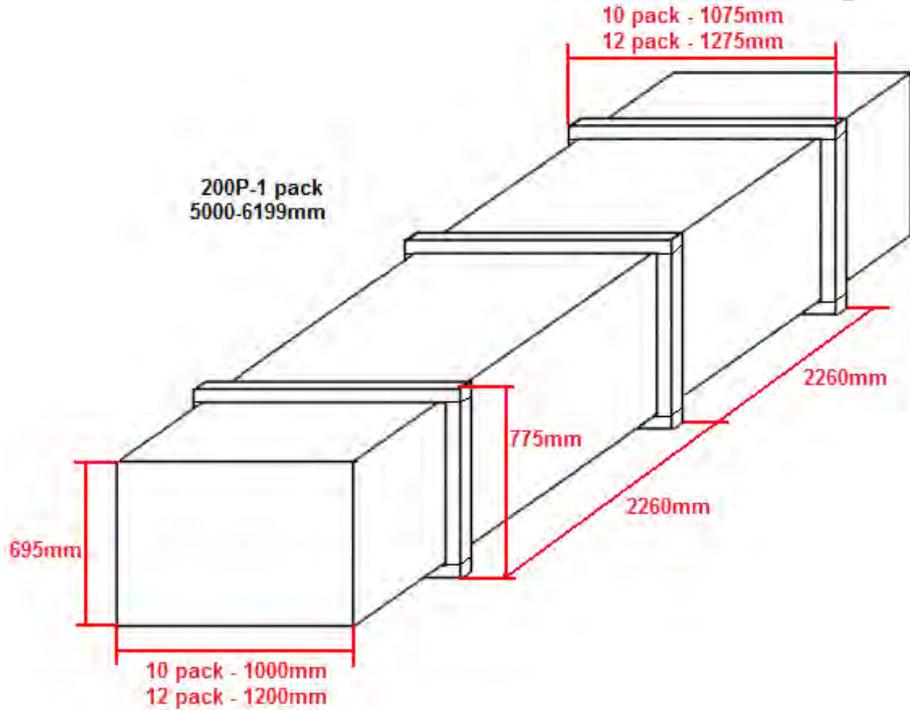
200P-1 material between 2300mm and 3000mm in length



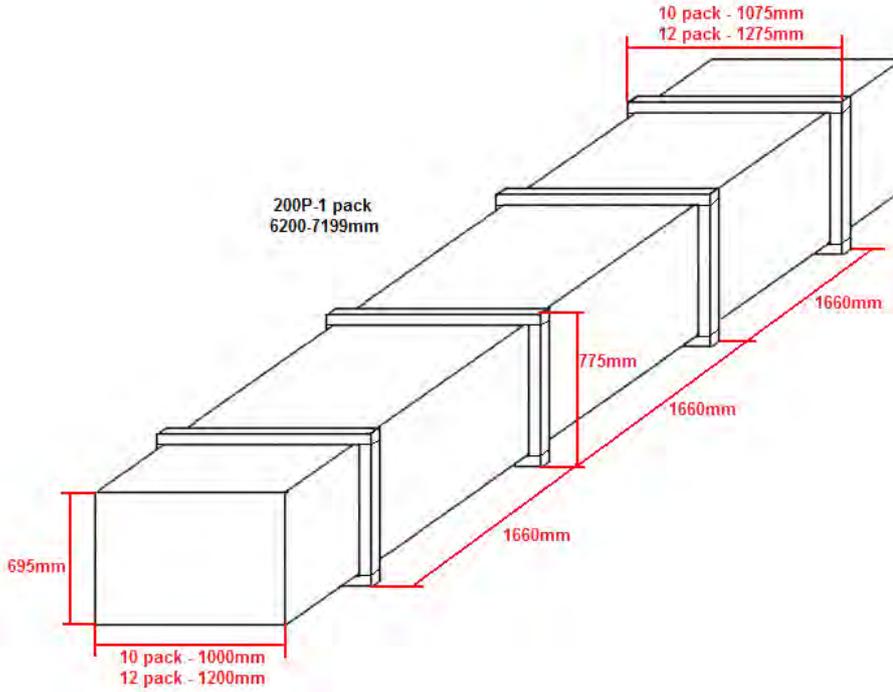
200P-1 material between 3001mm and 4999mm in length



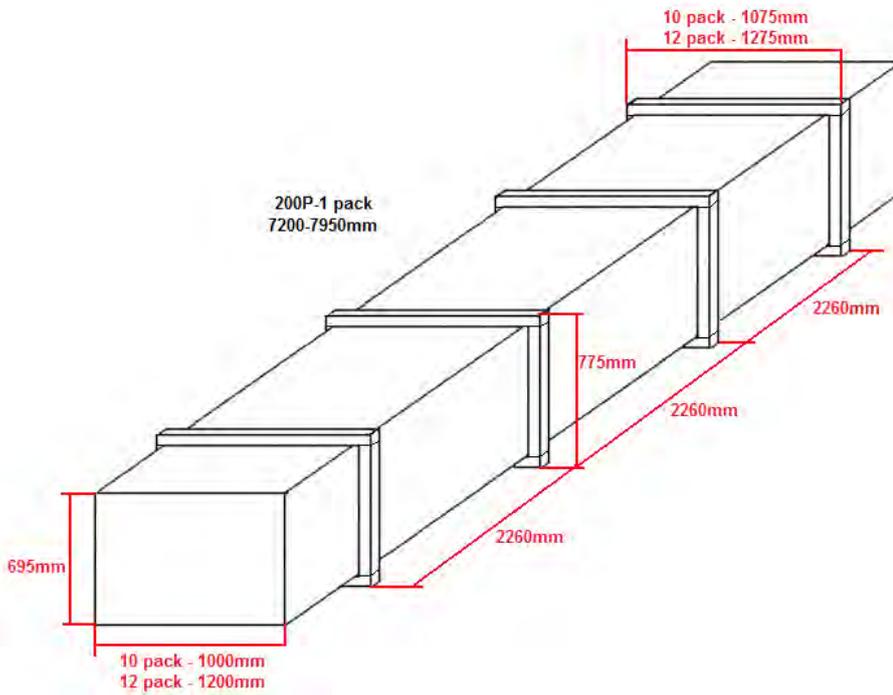
200P-1 material between 5000mm and 6199mm in length



200P-1 material between 6200mm and 7199mm in length



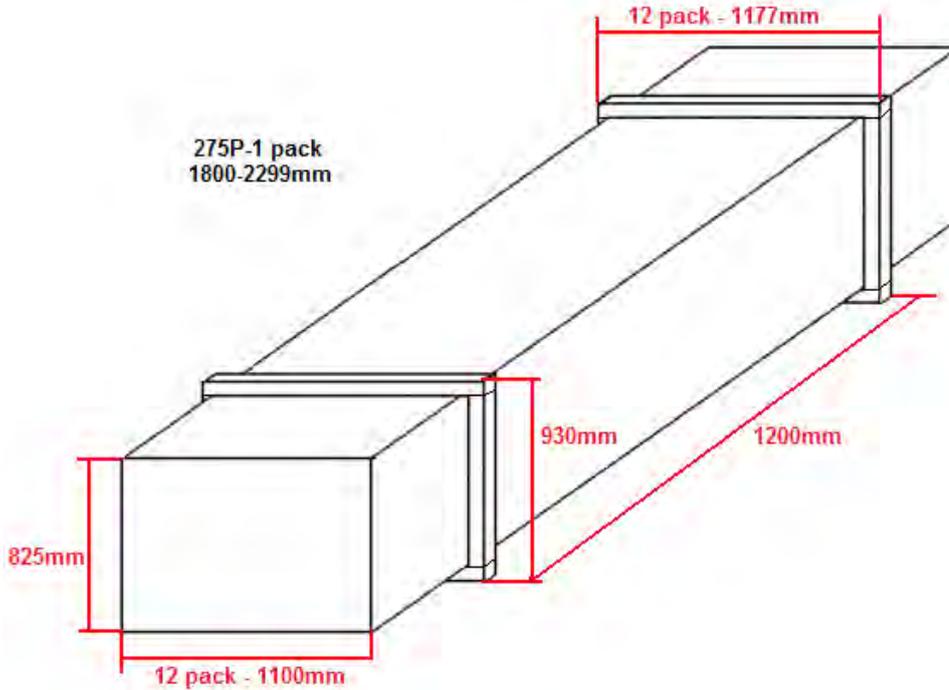
200P-1 material between 7200mm and 7950mm in length



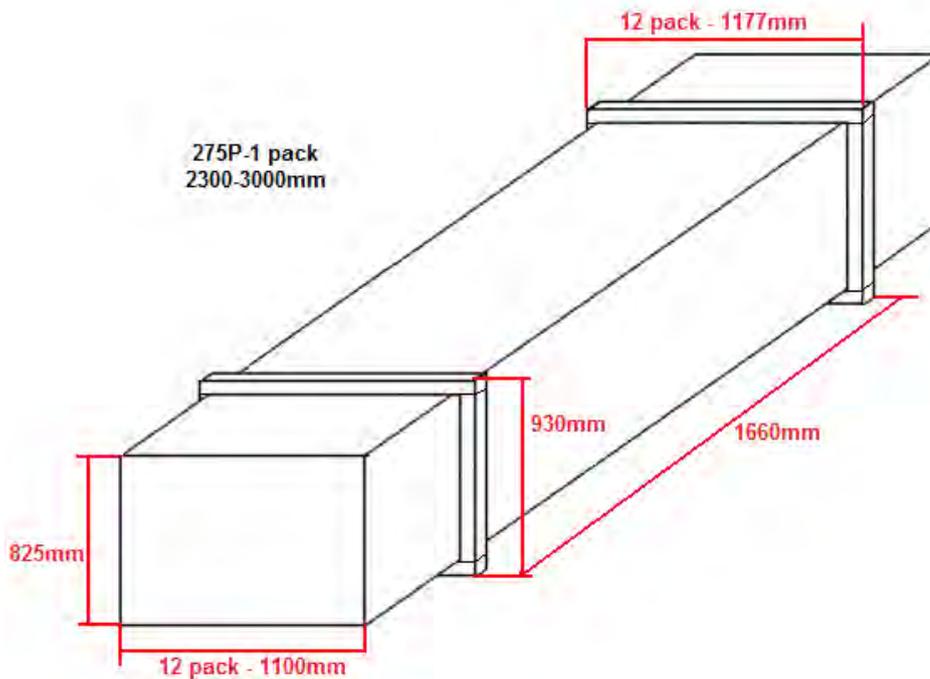
275P-1 Packaging

275P-1 panels are all packed into packs of twelve in timber frames; nailed together and then bound by plastic strapping. As such, any two 275P-1 packs can be loaded side by side to fill the width of the truck's deck. The vertical spacing between the two timber frames on each pack is determined by the panel length, as shown in the following diagrams:

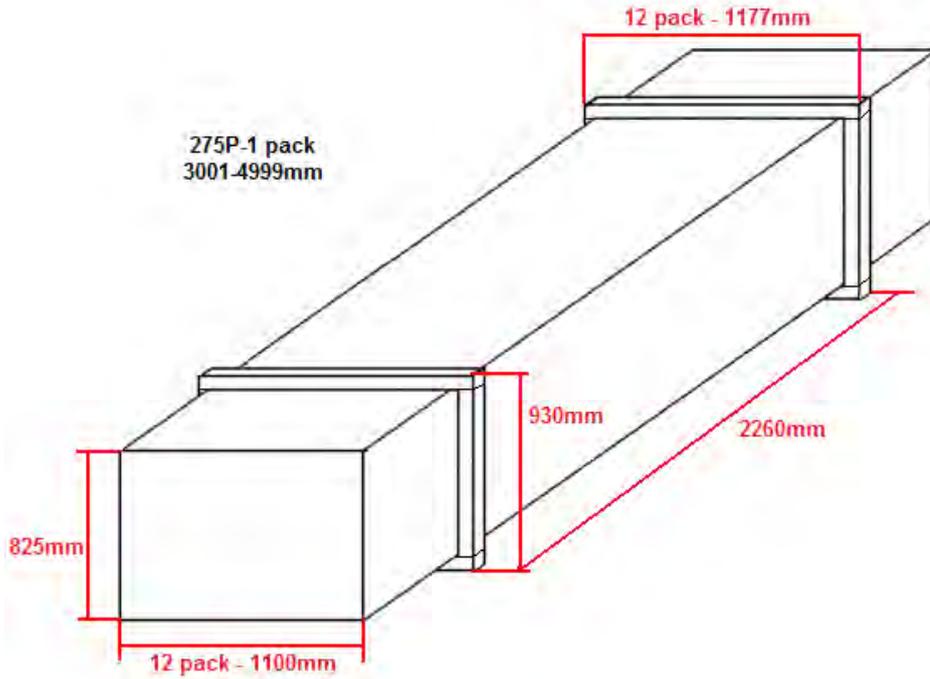
275P-1 material between 1800mm and 2299mm in length



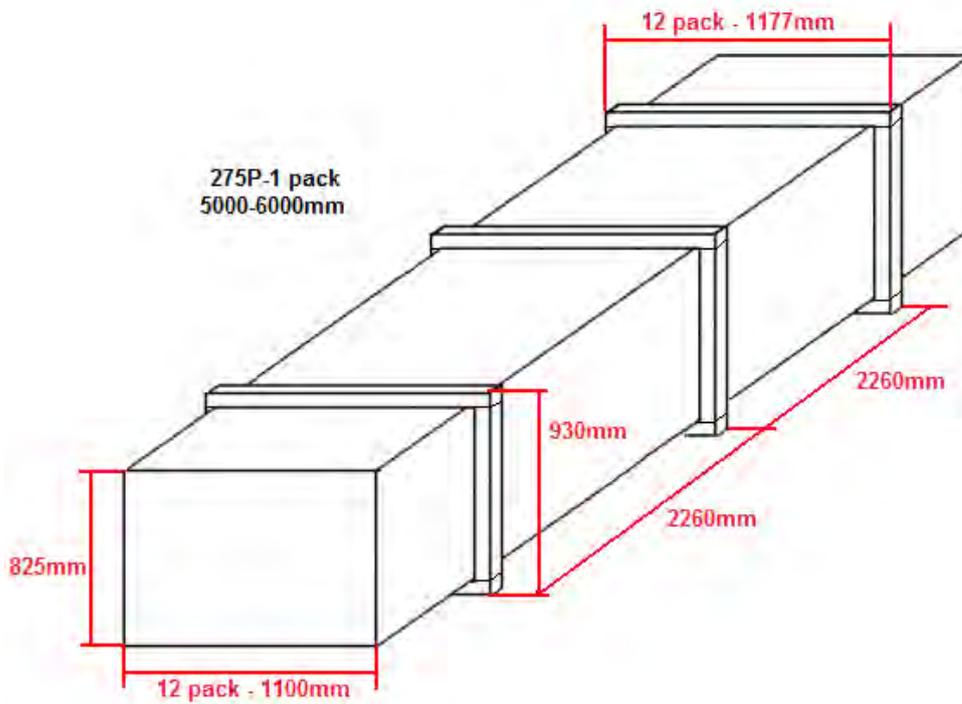
275P-1 material between 2300mm and 3000mm in length



275P-1 material between 3001mm and 4999mm in length



275P-1 material between 5000mm and 6000mm in length



Accessory Packaging

Accessories are packed on an order by order basis and the dimensions of these packs is subject to change depending on the number and type of accessories required. Accessory packs will typically be produced with timber spacing to suit the remaining portion of the order, and the widths of these packs are generally restricted to the same widths of the P-1 panels in the order (for example, 1075mm and 1275mm for 200P-1, and 1195mm for 110P-1).

Loading Trucks

Dincel - Forms are required to be loaded and secured for the purpose of transportation to the nominated delivery address in accordance to the requirements and guidelines of the National Transport Commission, and the Roads and Traffic Authority.

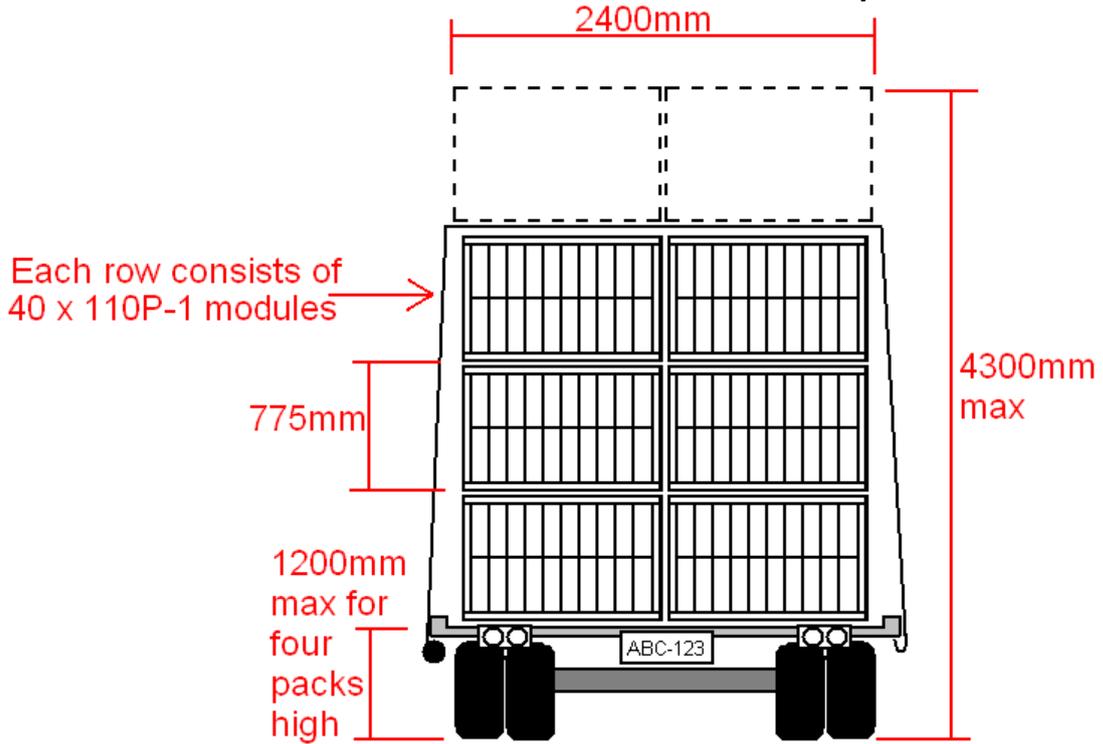
Dincel Construction System licensed forklift operators assist in loading the truck. 200P-1 Packs are loaded onto the truck at a width of one ten pack and one twelve pack and 110P-1, 155P-1 and 275P-1 packs are each produced in a single pack size and loaded with two packs side by side, as described above. Additional dunnage (timber blocks/ packing) may be used to elevate the bottom packs to assist in loading and unloading. Typically 110P-1, 155P-1 and 200P-1, packs can be loaded at a three pack height; and 275P-1 packs can be loaded at a two pack height, however an additional pack height can be achieved under certain circumstances. This will be explained in more detail later in this document.

The packs are generally secured to the truck via tie down straps placed over the timber frames (**not on the product itself**) and fastened accordingly by the trucking company. These straps can be used in conjunction with side gates or other bracing to further secure the load. It should be noted that ropes are an acceptable method of securing the packs to the truck, although they are not recommended due to their lower reliability.

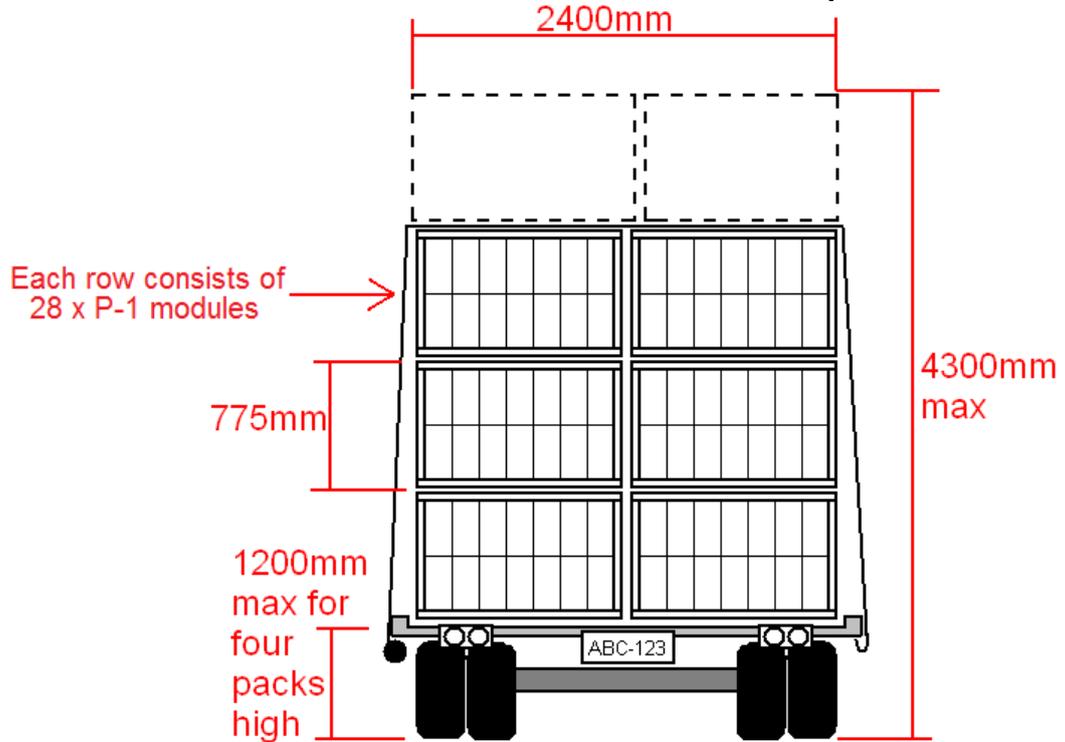
All duties concerning load restraint are to be performed by the truck driver, and Dincel Construction System retains no responsibility for any damages that occur as a result of incorrect loading. The driver is required to sign for the load before it departs, confirming that the load has been correctly loaded and secured. Refer to attached delivery docket required to be signed by the driver upon collecting the goods.

Generally, a single semi trailer can transport between eighteen (18) and twenty-four (24) packs at a time, depending on the lengths contained in the order. This is based on a truck pulling a forty-five foot trailer. It is the client's responsibility to ensure the truck sent is adequate to accept the load. This will be explained in more detail later in this document.

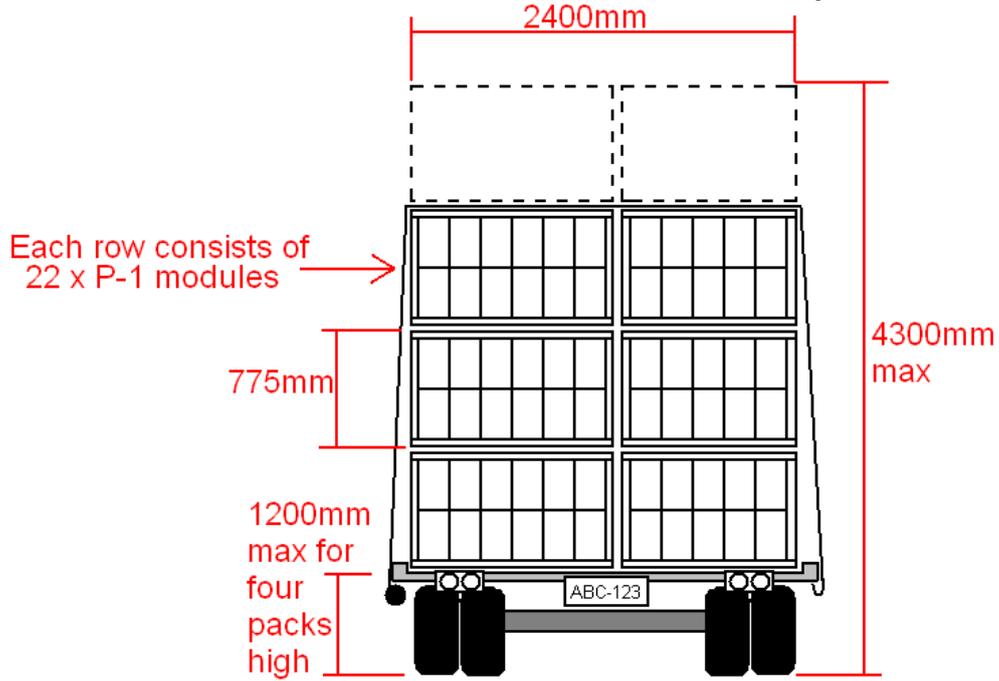
Section view of loaded truck with 110P-1 packs



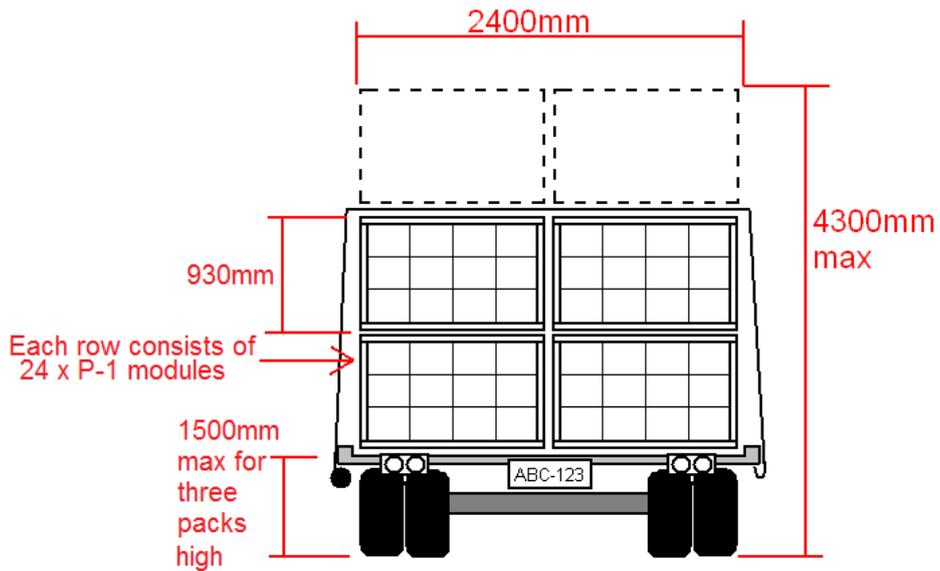
Section view of loaded truck with 155P-1 packs



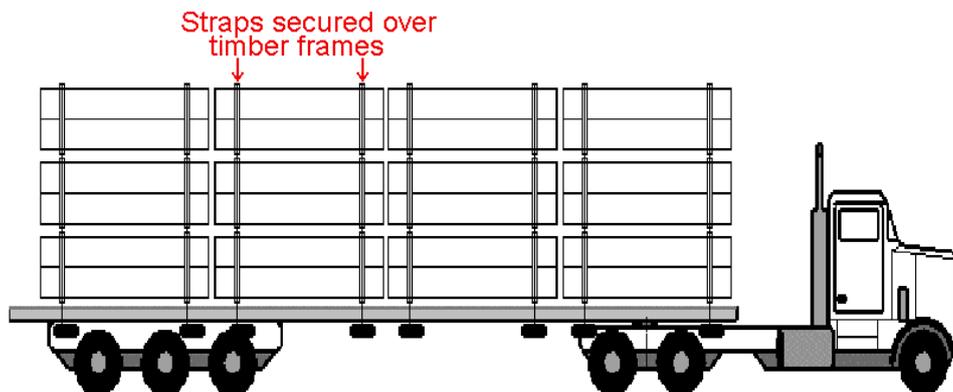
Section view of loaded truck with 200P-1 packs



Section view of loaded truck with 275P-1 packs



Side view of loaded truck



Legal Requirements for Transportation by Trucks

All trucks must comply with the relevant laws as prescribed by the RTA. These laws include restrictions such as the maximum height and width of a load, along with strict load restraint guides. The following information was sourced from the National Transport Commission website (www.ntc.gov.au)

Dimensions for General Access Vehicles

Vehicles that have general access to the road system are limited to the following dimensions:

- A width of 2.5 metres
- A height of 4.3 metres (from the road)
- A length of 12.5 metres for a single vehicle and 19 metres for a combination (e.g. prime mover and semi-trailer or truck/trailer combination).
- A deck length of 13.7 metres for semi-trailers

Dimensions for Vehicles with Restricted Access (B-doubles and Road Trains)

These vehicles have the same height and width limits as general access vehicles and generally have the following maximum lengths:

- B-doubles - 25 metres
- Double road train - 36.5 metres
- Triple road train - 53.5 metres

Load Restraint

All loads must be sufficiently restrained so as to eliminate load movement on a truck during transit. At no point is a vehicle permitted to move with an unrestrained load.

A load that is adequately restrained so it does not shift is required to withstand forces of at least:

- 80% of its weight in the forward direction
- 50% of its weight sideways and rearwards
- 20% of its weight vertically

Failure to comply with these requirements is illegal, and may result in heavy fines and prosecution.

Transporting Loads Four Packs High on Trucks

Upon receipt of special written request, Dincel Construction System can assist in loading trucks up to four packs high when carrying the 110P-1, 155P-1 and 200P-1 profiles, or three packs high when carrying the 275P-1 profiles. To conform with all relevant guidelines the following must be arranged:

- The deck height of the trailer must not exceed 1200mm or 1500mm when concerning 275P-1 profiles) to allow the truck to conform to the abovementioned height restrictions.
- Additional side bracing is required to prevent the load from shifting during transit. This side bracing must be of an equivalent height to the packs on the truck, and must be easily removed since the truck is loaded by forklift from both sides. This side bracing may come in the form of upright support brackets, high gates, or similar.
- In the case of taught liner and enclosed trailers, additional head room must be taken into account to allow straps to be thrown over the load and to ensure ease of loading by forklift.

Unloading Material with a Crane

When lifting packs off a truck with a crane the following rules should be observed:

- Packs should be slung in a “basket” sling arrangement. **At no point should a “choker” sling arrangement be utilised**, as this will dramatically increase the pressure exerted on the DCS panels and greatly increase the likelihood of damage.
- A nylon sling should be used at each end of the pack. Chains should not be used as they may damage the DCS panels.
- Slings should run on the outermost sides of the timber packaging to prevent slings from slipping.
- Packs should not be lifted more than two packs at a time. Packs measuring in excess of ~5m should be lifted one pack at a time.
- Packs should be placed on a clear and level area on the delivery site.

Packs are not to be slung in a “choker” arrangement



Additional Considerations for Transportation by Trucks

In our experience, there are many factors that are often overlooked when customers arrange their own transport. Some of these factors are listed and explained below:

- The trucks ordered by the client are not always the same as the trucks that arrive on site. Regularly when picking up a load, a transport company will send whatever truck/s it has available at the time. This may or may not be exactly the same truck as you have asked for at the time of placing the order. It is between the client and the transport company to ensure that the trucks sent are of the correct length and style. If the wrong truck/trailer combination is sent, Dincel Construction System takes no responsibility for any material that does not fit on the truck as a result.
- The full deck of the trailer may not be available when the truck arrives on site. Trucks often carry additional items such as tarpaulins, gates, spare dunnage, and other equipment on the trailer to aid the driver. If such items are stored on the deck of the trailer this room cannot be used for loading your order. As a result the useable length of the trailer may be reduced for example, from 45 feet to as much as 41 feet.
- Some enclosed trailers contain fixed upright supports. These fixed upright supports will dictate what lengths can be loaded onto the trailer, and the position of the packs on the trailer.
- Some trailers feature adjustable mezzanine flooring, suspended by fixed upright supports. In this situation, the thickness of the mezzanine flooring must be added to the height of the trailer, and considerations must be given to the fixed upright supports in regard to the size and placement of the order on the truck.
- Not all trucks contain full length rails, allowing tie down straps to be placed at any position of the trailer. This may inhibit the positioning of packs on the trailer as the timber frames must be in alignment with the tie down straps to provide sufficient restraint.
- Twin deck trailers may limit the pack lengths that can be loaded onto the truck. For example, a trailer with a ten meter bottom deck and 3 meter top deck would not safely be able to transport a full load of six meter panels, due to the amount of overhang that would be present on the top deck.

Importance of Reliable Transport Providers

When a customer coordinates their own carrier it is important to ensure that they can provide a reasonable level of service. The use of a reliable carrier will provide a range of benefits to ensure the transportation of material is undertaken as efficiently and effectively as possible while minimizing the likelihood of unforeseen complications such as damaged material during transit or late arrival on site. Upon request the team at Dincel Construction System are able to provide customers with a list of transport providers with whom we have dealt with successfully in the past.

Dincel Construction System licensed forklift operators take great care to load all material in such a way that minimizes the likelihood of damage during transit. This, in conjunction with a transport carrier who restrains the load correctly will yield the best result for the transportation of Dincel material both locally and interstate. The picture below shows a truck that has been correctly loaded and restrained, and is awaiting departure.



The use of a disreputable carrier can introduce the potential for various complications. Some of the issues associated with unreliable carriers may include:

- Insufficient care taken to restrain and transport material, resulting in damage
- Poor scheduling (i.e. inaccurate arrival and transit times)
- Inadequate communication
- Unreasonable or hidden penalties (i.e. excessive fuel surcharges and demurrage rates)
- Insufficient or inadequate equipment (i.e. load restraints)

The pictures below depict a load that was transported interstate by a company organised directly by the customer. It appears that the load was removed after being dispatched from our factory and re-loaded on another vehicle (for reasons unknown to us) that was neither loaded nor restrained correctly prior to delivery. As a result much of the material loaded onto the truck was damaged.



Please note that at no time will Dincel Construction System allow a vehicle to be dispatched as shown in the above pictures. If a truck arrives on site that has not been loaded and restrained correctly we recommend you hold your transport provider responsible for the potential damages.

Description of Packaging for Transport by Container

Container Dimensions

20'x8'x8" ISO Type Dry Cargo Steel Container			
20ft General Purpose			
Dimension		mm	ft
	Width	2438	8
	Height	2591	8
Internal	Length	5900	19.4
	Width	2350	7.8
	Height	2393	7.1
Inside cubic capacity		cu.m	cu.ft
		33.2	1172
Opening		mm	ft
	Width	2338	7.8
	Height	2280	7.6

110-P1 PACKING

20 x 110P-1 panels are placed horizontally to pack the width of the container and 6 panels high (333.3mm x 6 = 2000mm) with an amount of space available for accessories above the packed panels.

Transport capacity = 20 panels x 6 panels x length of panel (5850mm) = **702 L/M or 234 m²** per container (excluding accessories).

PLEASE NOTE: the internal length of the container is reduced to 5850mm to allow for tolerances including damaged containers.

155-P1 PACKING

15 x 155P-1 panels are placed horizontally to pack the width of the container and 6 panels high (333.3mm x 6 = 2000mm) with an amount of space available for accessories above the packed panels.

Transport capacity = 15 panels x 6 panels x length of panel (5850mm) = **531 L/M or 177 m²** per container (excluding accessories).

PLEASE NOTE: the internal length of the container is reduced to 5850mm to allow for tolerances including damaged containers.

200P-1 PACKING

11 x 200P-1 panels are placed horizontally to pack the width of the container and 6 panels high (333.3mm x 6 = 2000mm) with an amount of space available for accessories above the packed panels (see photos on page 10).

Transport capacity = 11 panels x 6 panels x length of panel (5850mm) = **386 L/M or 128 m²** per container (excluding accessories).

PLEASE NOTE: the internal length of the container is reduced to 5850mm to allow for tolerances including damaged containers.

275-P1 PACKING

8 x 275P-1 panels are placed horizontally to pack the width of the container and 8 panels high (275mm x 8 = 2200mm) with an amount of space available for accessories above the packed panels (see photos on page 10).

Transport capacity = 8 panels x 8 panels x length of panel (5850mm) = **374 L/M or 103 m²** per container (excluding accessories).

PLEASE NOTE: the internal length of the container is reduced to 5850mm to allow for tolerances including damaged containers.

Container Dimensions

40'x8'x8'6" ISO Type Dry Cargo Steel Container			
40ft General Purpose			
Dimension		mm	ft
External	Length	12192	40
	Width	2438	8
	Height	2591	9
Internal	Length	12036	39.5
	Width	2350	7.8
	Height	2393	7.1
Inside cubic capacity		cu.m	cu.ft
		67.7	2390
Opening		mm	ft
	Width	2338	7.8
	Height	2280	7.6

110-P1 PACKING

20 x 110P-1 panels are placed horizontally to pack the width of the container and 6 panels high (333.3mm x 6 = 2000mm) with an amount of space available for accessories above the packed panels.

Transport capacity = 20 panels x 6 panels x length of panel (2 x 5950mm) = **1,428 L/M or 476 m²** per container (excluding accessories).

PLEASE NOTE: the length of the container is reduced to 11900mm to allow for tolerances including damaged containers.

155-P1 PACKING

15 x 155P-1 panels are placed horizontally to pack the width of the container and 6 panels high (333.3mm x 6 = 2000mm) with an amount of space available for accessories above the packed panels.

Transport capacity = 15 panels x 6 panels x length of panel (2 x 5950mm) = **1071 L/M or 357 m²** per container (excluding accessories).

PLEASE NOTE: the length of the container is reduced to 11900mm to allow for tolerances including damaged containers.

200P-1 PACKING

11 x 200P-1 panels are placed horizontally to pack the width of the container and 6 panels high (333.3mm x 6 = 2000mm) with an amount of space available for accessories above the packed panels (see photos on page 10).

Transport capacity = 11 panels x 6 panels x length of panel (2 x 5950mm) = **785LM L/M or 261 m²** per container (excluding accessories).

PLEASE NOTE: the length of the container is reduced to 11900mm to allow for tolerances including damaged containers.

275-P1 PACKING

8 x 275P-1 panels are placed horizontally to pack the width of the container and 8 panels high (275mm x 8 = 2200mm) with an amount of space available for accessories above the packed panels (see photos on page 10).

Transport capacity = 8 panels x 8 panels x length of panel (2 x 5950mm) = **761 L/M or 209 m²** per container (excluding accessories).

PLEASE NOTE: the length of the container is reduced to 11900mm to allow for tolerances including damaged containers.



PHOTO 1



PHOTO 2

ORDER SITE IDENTIFICATION BY COLOUR CODED SYSTEM

The beginning of this document describes how the packaging is organised for the delivery/pickup of the ordered product. The product may consist of main profiles (200mm and 110mm) of varying lengths and relevant variety of accessory profiles (which are only available in stock lengths).

Construction sites utilising the Dincel product may have multiple building blocks and multiple building levels.

The delivery/pickup and installation may continue simultaneously at each and every blocks various floor levels. Dincel colour coded product identification system significantly assists the construction site management for the customers' orders. This will allow the customer to identify the use and location of the product in the construction site.

Order Identification

If you have multiple orders on site and need to differentiate between them, then DCS uses a combination of colour coded labels on packs and in conjunction with the information provided on your delivery/collection dockets (please see the following page for a sample of the delivery/collection docket).

Once an order is received by DCS, each and every order is given its own colour to be able to differentiate it between all the other orders. A coloured label is placed on each pack to identify the order. DCS also write the contents of the pack on these labels. For example if the pack contains 12 panels at 3000mm each, the coloured label will have 12 x 3000 written on it.

Another piece of information required to help identify orders is the Order Name/No that is supplied by the client on the order form. This Order Name/No is included on all the invoices as well as the delivery/collection dockets. Please ensure that all your orders include some sort of description to assist DCS as well as your team on site to identify the packs.

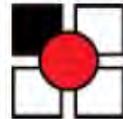
Identifying Packs on Site

Each pack has a coloured label with the packs contents written on them. Your delivery/collection docket includes a patch that shows the orders colour as well as the order description given by the client on the order form.

You can identify a particular pack by matching the coloured label on the pack with the colour patch on the delivery/collection docket. If you need to match that to your order or invoices you can use the order description (on the top of the delivery/collection docket) which will then allow you find that particular order.

DELIVERY DOCKET

PO BOX 104
 ST CLAIR NSW 2759
 PH: (02) 9670 1633
 FX: (02) 9670 6744
 ABN: 78 083 839 614



DINCEL

CONSTRUCTION SYSTEM

SHIPMENT DATE: 29/11/2013
DOCKET NO: 664-1-7-1
ORDER NAME/NO: Clients order description
PROJECT: Project/Suburb Name
DOCUMENT: Dincel

SOLD TO:

Sample client name
Sample client address

DELIVER TO:

Sample delivery address
Sample site contact details



MODULE	LENGTH	QTY.ORDERED	QTY.SHIPPED	REMAINING	PACKS
200P-1	4050	265	57	208	5+1
200P-1	3580	210	56	154	5+2
200P-EC	3600	40	40	-	1
200P-3	3600	17	17	-	1
200P-TC	3600	5	5	-	
110P-1	4050	90	-	90	
110P-1	3580	150	-	150	

TIME OF ARRIVAL AT DELIVERY ADDRESS: TIME OF DEPARTURE FROM DELIVERY ADDRESS:

I HAVE CHECKED THE PRODUCT LISTED IN THIS DELIVERY DOCKET AND CONFIRM THAT:-

- i) I HAVE RECEIVED ALL PRODUCTS LISTED HEREIN;
- ii) THE PRODUCT RECEIVED AT DELIVERY ADDRESS IS IN GOOD ORDER.
- iii) ALL PRODUCT LEFT AT DELIVERY ADDRESS IS PROPERLY STORED ON A FLAT AREA CLEAR FROM DIRT AND RUBBISH.

.....
NAME OF RECIPIENT

.....
SIGNATURE

.....
DATE