

PROOUCT SITE [DENTIIFCATION GUIDE

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$110 \rho-1$
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## 110P-1 PACKAGING \& ACCESSORIES

Dincel has developed a range of packing configurations to ensure
product can be safely transported to site, handled and stored.
110P-1 panels are packed into packs of 26 in timber frames that are nailed together, then bound by plastic strapping. This enables two 110 P -1 packs to be loaded side by side to ft the width of the
truck deck. The vertical spacing between the two timber frames on each pack is detertermined in by the panel length, as shown in these diagrams.
Accessories are packed on an order by order basis, with the Accessories are packed on an order by order basis, with the
dimensions of these packs subject to change depending on the
number and type of accessories requiriec.

Accessory packs will tyicially be produced with timber spacing
to suit the remaining portion of the order, with the widths of these to suit the remaining portion of the order with the widths of these
packs generally restricted to the same widths of the $P$-1 panels in
the packs gene
the order.


155P-1 PACKAGING \& ACCESSORIES
Dincel has developed a range of packing configurations to ensure
product can be safely transported to stit, handled and stored.
155P-1 panels are packed into packs of 14 in timber frames that are nailed together, then bound by plastic strapping. This enables
 truck deck. The vertical spacing between the two timber fram
on each pack is determined by the panel length, as shown in these diagrams.
Accessories are packed on an order by order basis, with the dimensions of these packs subject to change depending on the

Accessory packs will typically be produced with timber spacing
to suit the remaining portion of the order, with the width of these packs senereally restricted to to the same widtht of the width of panese in packs gen
the order.



200P-1 PACKAGING \& ACCESSORIES
Dincel has developed a range of packing configurations to ensure
product can ne safele transsorted to site, handled and stored.
200P-1 panels are packed with timber frames in packs of 10 and
12. The timbert rames are Wrapping. When loaed on a atuck the the 200P-1 packs are placed

 spacing between the two timber frames on each paack 1 s
mined by the panel length, as shown in these diagrams.
Accessories are packed on an order by order basis, with the
dimensions of these packs subiect to change depending on the dimessoriens of these peack on subject to to cranger basis depending on the
number and tye of accessories required.
Accessory packs will typically be produced with timber spacing
to suit the remaining portion of the order. with the widths of these
 packs genera



275P-1 PACKAGING \& ACCESSORIES
Dincel has developed a range of packing configurations to ensure
product can be safely transported to site, handled and stored.
275P-1 panels are packed into packs of 12 in timber frames that
 two 1275P-1 Pack.s to be loaded sidid bbs sidid tof fitt th width of
the truck deck. The vertical sacaing between the two timber the truck deck. The vertical spacing between the two timber
frame on each pack is determined by the panel l ength, as shown
in these diagans frames on each pa
in these diagrams.
Accessories are packed on an order by order basis, with the dimessories are packed on an orter by rorder basis, with the
dimensions of these packs subject to change depending on the
number and tye of acessoies Accessory packs will typically be produced with timber spacing
to suit the eemainin portion of he order with the widths of these
packs senerally restricticed to to te same width of of he $P-1$ panels in pack s gen
the order


Dincel Structural Walling licensed forklift operation assist in the
loading of the truck. Dincel $200 \mathrm{P}-1$ packs are 0 oaded onto the truc, loading of the truck. Dincel 1200 P-1 packs are loaded onto the truck
at a width of one 10 pack and one 12 pack. Dincel 119P-1, 155P-1 and 275 P -1 are each produced in a single pack size and loaded with 2
packs side by side, as previously descibed.
Addritional dunnage (timber blocks/packing) may be used to elevate
the botom packs to assist in loading and unloading.
Typically 1 10P-1,1.155P-1 and 200P-1 can be loaded at a 3 pack
 add ditional pack height can be achieved under certain circumstances.
This is explained in greater detail further within this document. The packs are generally secured to the truck via tie down straps

 the load. Ropes are an acceptable method of securing the packs
to the truck, however they are not recomnended due to their lower to neliability.
Io
Ald duties concerning load requirements are to be performed by the

 to sign for the load before it departs conimiming that the load has
been correctly oaded and secured. Refer to the appended Delivery Dockel further within this documenent that is is required to be se signeed by oollection of the goods.

Generally, a single semi trailer can transport between 18 and
24 packs at a time, depending on the lengths contained in the order. This is based on a t tuck pulling a 4 45tit trailer: It it is the clien responsibilits to ensure the truck sent is adequate to accept the loas
This will be explaned ing eater defais atere with this toument


## dimensions for general access vehicles

Vehicles that have general accesss to the road system are limited
to the following dimensions:
A width of 2.5 metres.
A height of 4.3 meteses (from the road).
A length of 12.5 metres for a single vehic
A length of 12.5 metres for a single vehicle and 19 metres
for a combination (e.s prime mover and semitraile or
for a combination (e.g. prime mover and semi-trat.
truck traiel combiation).
A deck length of 13.7 metres for semi-trailers.

## DIMENSIONS FOR VEHICLES WITH RESTRICTED ACCESS (B-DOUBLEE AND ROAD TRAINS)

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

B-Doubles -25 metres
Doubl enoad TTin- -36.5 metres
Tripl Road Train -53.5 metres
Load restraint
All loads must be sufficiently restrained so as to e liminate load movement on a tucc during transit. At no point is a vehicle
rmitted to move with an unrestrained load. A load that is adequately yestrai
to withstand forces of at least
$80 \%$ of its weight in the formard direction
$50 \%$ of its weight sideways and rearwards $50 \%$ of its weight sideways ad
$20 \%$ of its weight vertically Failure to comply with these requirements is illegal, and may
result in heary fines and prosecution. 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 " "asketi" sling arangememnt. At
no point should a achoker" sing arrangement be utilised, as
 A nylon sling should be used ar each end of the pack.
Chains should not be used as they may damage the Dincel Chains s.
panels. Slings should run on the outermost sides of the timber
packaging to prevent s sings from slipping. Packs should not be lifted more than two packs at atime.
Packs measuring in excess of -5m should be lifted one pack at a time.

$$
\begin{aligned}
& \text { Packs should be placed on a clear and level area at the } \\
& \text { delivery site. }
\end{aligned}
$$



## ADDITIONAL CONSIDERATIONS FOR TRANSPORTATION BY TRUCK

## In our experience there are many factors that are often overlooked whe ownt transport. Some of these factors sere listed and explained below:

The truccks ordered by the client are not always the same as the trucks that arrive on site.
Regulary, when picking upa a ooad, a transport company yill send whatever truck(s) it has


The full deck of the trailer may not be available when the truck arivives on site. Trucks often
carry additional itema such as tarpaulins, gates, spare dunnage and othe e equipment on the Carry additionantitems such as tarpauins, gates, spare eunnage and other equiupment on the
trailer to toid the driver. If such items are stored on the deck of the trailer this rom comnot be used for loading your order. As a aresult the useable length of the trailer may be reduced - for
e.q. from 45 to to as much as 411 .

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 adiustable mezzanine flooring suspended by fixed upight supports.
In this situation the thickness of the mezzanine flooring must be added to the height of the trailes, and considerations must be e iven to the fixed upright supports in regards to the size and
placement of the order on the truck. Not all trucks contain full length rils. This allows tie down straps to be placed at any yosition
of the traile. 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
traier with a ten metre bottom deck and 3 metre top deck would not safely be able to transpo trailer with a ten metre bottom deck and 3 metre top deck would not safly be able to transpor
a full load of six metre panels due to the amount of overhang that would be present on the top

[^0]At no time will Dincel allow a vehicle
o be dispatched that contravenes the
guidelines depicted in this guide. If a
ruck arrives on site that has not been loaded and restrained correctly we
recommend you hold your transport provider accountable for any potential damages.

| $8 \times 275 \mathrm{P}-1$ panels are placed horizontally to pack the width of the contaner $\times 8$ panels high $(275 \mathrm{~mm} \times$ $8=2200 \mathrm{~mm}$ ) with an amount of space available for accessories above the packed panels. | Exte | Wian | 2438 |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | Height | 2591 | 8 |
|  | Internal | Length | 5900 | 19.4 |
|  |  | Widh | 2350 | 7.8 |
| Transport capacity equals 8 panels x 8 panels x length of panel $(5859 \mathrm{~mm})=374 \mathrm{~L} / \mathrm{M}$ or $103 \mathrm{~m}^{2}$ per container (excluding accessories). |  | Height | 2393 | 7.1 |
|  | Inside Cube Capacity |  | 33.2 cu.m | 1172 cu.ft |
| note | Opening | Width | 2338 | 7.8 |
| The internal length of the container is reduced to 5850 |  | Height | 2280 | 7.6 |

CONTAINER TRANSPORT
4OFT GENERAL PURPOSE
110P-1 PACKING
$20 \times 1$ 10p-1 panels sere placed horizontally to pack
the width of the container $\times 6$ panels sigh 333.3 mm
the wiath or the evitane
$\times 6=2000 \mathrm{~mm}$ ) with an anount of fspace available for $x=2000 \mathrm{~mm}$ with an anount t f spac.
accessories above the packed panels.
Transport Capacity equals 20 panels $\times 6$ panels $\times$
length of panel ( $2 \times 5 \times 550 \mathrm{~mm})=1428 \mathrm{~L}$ or $047 \mathrm{~m}^{2}$ per container (excluduing accessories).
155P-1 Packing
 the width of the container $\times 6$ panels sigh $(333.3 \mathrm{~mm}$.
$\times 6=2000 \mathrm{~mm}$ ) with an amount of space availabe for accessories above the packed panels.
Transport capacity equals 15 panels $\times 6$ panels $\times$
lenoth of panel $(2 \times 59550 \mathrm{~mm})=107 \mathrm{~L} / \mathrm{M}$ or $357 \mathrm{~m}^{2}$ pe container (excluding accessorie).
200P-1 PACKING
$11 \times$ 2000-1 panels are placed horizontally to pack
the width of the contaniare $\times 6$ panels high $(333.3 \mathrm{~mm}$
 $\times 6=2000 \mathrm{~mm}$ with an amount of space available for
accessories above the packed panels. Transport capacity equals 11 panels $\times 6$ panels $\times$ length
of panel $(2 \times 5950 \mathrm{~mm})=785 \mathrm{~L} / \mathrm{M}$ or $261 \mathrm{~m}^{2}$ eer container of panel ( $2 \times 5550 \mathrm{~mm}$ ) $=785 \mathrm{~L} / \mathrm{M}$ or $261 \mathrm{~m}^{2}$ per container
(excluding accessories).


The preceeding pages of this document describes
how the packaging is organised for the deliverypich how the packaging is organised for the delivery/pickup
of the ordereded product. The product may consist of main profiles ( $110 \mathrm{~mm}, 155 \mathrm{~mm}, 200 \mathrm{~mm}$ and 275 mm ) of verying lengths and relevant variety of accessories.
Pleasen
lengths.
Construction sites stilising the Dincel product may have
multiple building blocks and multiple building levels.
The delivery/pickup and instalation may continue
simultaneusly at each and every block's various floo simultaneousty a each and every blocks various floo
level(s) The Dincel colour coded product identification system significantly assisists the construction ion sifte management for customer orders. This allows the
customer to identify the use and location of the prod customert ti itentity the use
on the construction site.
ORDER IDENTIFICATION
If y yu have multiple orders on site and need to
differentitate between them, incel uses a combin differentiate between them, Dincel uses a combination
of collour coded labels on packs in coniunction with the informarion ored rovabels on packs in conjunction with the
on the next page). Once an order is received by Dincel each and every
order is given
between oft ont colour to be able to differentiate

A coloured label is placed on each pack to identify the Dincel also witit the contents of the pack on these labels. For e.g.ift the pack contains 12 panels at
3000 m eath, the collured label will have $12 \times 3000$
written on witten on it.
Another piece of information requried to help identify
orders is the Order Name/Number that is suoplied by orders is the Order Name/ Number that is supplied by
the client on the order form. The Order Name/Number is included on all invoices as well as the delivery docket.
Please ensure that all you orders indud son descripion to assist not only Dincel but your team on site to identify the packs.
IDENTIFYING PACKS ON SITE
Each pack has a coloured label with the pack contents
wirtten on them. Yourdelivery docket includes a a poth that shows the order's colour, as well as the order

You can identify a particular pack by matching the coloured abel on the pack with the colour patch on the
delivery docket.

If you need to match that to your order or invoice(s) you
can use the order descrition (on the too of the delivery can use the order description (on the tor op of the delivery
docket), which will then allow you to find that particular
-DINCEL DELIVERY DOCKET



[^0]:    THE IMPORTANCE OF RELIABLE
    TRANSPORT PROVIDERS

    When a customer coordinates ther own carrier itis important
    to ensure that they can provide a reasonable level of sevice.
    to ensure that they can provide a reasonable level of service.
    The esse of a e reliable earirier will provide a range of benefits to
    
    nde fifectively as possibile whilst minimising the ikieilinood of
    tansit or a late arivival on site.
    Upon request the team at Dincel are able to provide customers
    with a list of transport providers with whom we have dealt with
    with a list of transport pro
    successsilly in the past.
    
    material nsucha a way that minimises the likelihood of damage

    This, in conuluction with a transport carrier who restrains the load
    
    The use of a disisputable carrier can introduce the potential
    for various complications. some of the issues associated with
    for various compications. Some
    Insufifient care taken
    resulting indemae
    Poor scheduding (i.e.
    Poor schedulininge. (i.i.inacu
    Inadequate communicait
    Unreasonable or hidden penal
    surcharces and dimul
    

