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DINCEL



TRANSPORT & PRODUCT SITE IDENTIFICATION GUIDE

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This guide has been prepared to assist customers who wish to organise their own transportation services.

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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 110P-1 packs to be loaded side by side to fit the width of the truck deck. The vertical spacing between the two timber frames 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 number and type 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 generally restricted to the same widths of the P-1 panels in the order.

155P-1 PACKAGING & ACCESSORIES

Dincel has developed a range of packing configurations to ensure product can be safely transported to site, 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 two 155P-1 packs to be loaded side by side to fit the width of the truck deck. The vertical spacing between the two timber frames on each pack is determined by the panel length, as shown in these diagrams.

Accessory packs will typically be produced with timber spacing 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 order.





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 required.



200P-1 PACKAGING & ACCESSORIES

Dincel has developed a range of packing configurations to ensure product can be safely transported to site, handled and stored.

200P-1 panels are packed with timber frames in packs of 10 and 12. The timber frames are nailed together, then bound by plastic wrapping. When loaed on a truck the 200P-1 packs are placed with either a 10 or 12 pack side by side to utilise the maximum amount of space on the deck of the truck deck. The vertical spacing between the two timber frames 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 number and type 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 generally restricted to the same widths of the P-1 panels in the order.

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 are nailed together, then bound by plastic strapping. This enables two 1275P-1 packs to be loaded side by side to fit the width of the truck deck. The vertical spacing between the two timber frames 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 number and type 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 generally restricted to the same widths of the P-1 panels in the order.



275P-1 PACKAGING & ACCESSORIES



LOADING TRUCKS

DM.AU

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

Dincel Structural Walling licensed forklift operators assist in the loading of the truck. Dincel 200P-1 packs are loaded onto the truck at a width of one 10 pack and one 12 pack. Dincel 119P-1, 155P-1 and 275P-1 are each produced in a single pack size and loaded with 2 packs side by side, as previously described.

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 can be loaded at a 3 pack height, with 275P-1 packs loaded at a 2 pack height. However, additional 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 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. Ropes are an acceptable method of securing the packs to the truck, however they are not recommended due to their lower reliability.

All duties concerning load requirements are to be performed by the truck driver - Dincel Structural Walling is not liable 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 the appended "Delivery Docket" further within this document that is required to be signed by the driver upon collection 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 truck pulling a 45ft trailer. It is the client's responsibility to ensure the truck sent is adequate to accept the load. This will be explained in greater details later within this document.











LEGAL REOUIREMENTS FOR **TRANSPORTATION BY TRUCK**

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 lenaths:

- 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 rmitted 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.

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 Dincel panels and greatly increase the likelihood of damage.
- A nylon sling should be used ar each end of the pack. Chains should not be used as they may damage the Dincel panels
- Slinas 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 at the delivery site.



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 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 e.g. from 45ft to as much as 41ft.



ADDITIONAL CONSIDERATIONS FOR TRANSPORTATION BY TRUCK

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 takes no responsibility for any material that does not fit on the truck as a result.

- 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 regards to the size and placement of the order on the truck.
- Not all trucks contain full length rails. This allows 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 metre bottom deck and 3 metre top deck would not safely be able to transport a full load of six metre panels due to the amount of overhang that would be present on the top deck

THE 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 whilst minimising the likelihood of unforeseen complications such as damaged material during transit or late arrival 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 successfully in the past.

Dincel licensed forklift operators take great care to load all material in such a way that minimises 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 materials both locally and interstate.

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 materials. resulting in damage.
- Poor scheduling (i.e. inaccurate arrival and transit time).
- Inadeguate communication.
- Unreasonable or hidden penalties (i.e. excessive fuel surcharges and demurrage rates).
- Insufficient or inadequate equipment (i.e. load restraints).

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

CONTAINER TRANSPORT 20FT GENERAL PURPOSE

110P-1 PACKING

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

Transport Capacity equals 20 panels x 6 panels x length of panel (5850mm) = 702L/M or $234m^2$ per container (excluding accessories).

155P-1 PACKING

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

Transport capacity equals 15 panels x 6 panels x length of panel (5850mm) = 531L/M or $177m^2$ per container (excluding accessories).

200P-1 PACKING

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

Transport capacity equals 11 panels x 6 panels x length of panel (5850mm) = 366L/M or 128m² per container (excluding accessories.).

275P-1 PACKING

8 x 275P-1 panels are placed horizontally to pack the width of the contaner x 8 panels high (275mm x 8 = 2200mm) with an amount of space available for accessories above the packed panels.

Transport capacity equals 8 panels x 8 panels x length of panel (5859mm) = 374L/M or $103m^2$ per container (excluding accessories).

NOTE

The internal length of the container is reduced to 5850 to allow for tolerances, including damaged containers.



DIMENSION		ММ	FT
Evtornal	Width	2438	8
External	Height	2591	8
	Length	5900	19.4
Internal	Width	2350	7.8

Height

Width

Height

Inside Cube Capacity

Opening

CONTAINER TRANSPORT 40FT GENERAL PURPOSE

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

Transport Capacity equals 20 panels x 6 panels x length of panel (2 x 5950mm) = 1428L/M or $476m^2$ per container (excluding accessories).

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

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

200P-1 PACKING

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



2393

33.2 cu.m

2338

2280

7.1

1172 cu.ft

7.8

7.6



110P-1 PACKING

155P-1 PACKING

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

275P-1 PACKING

8 x 275P-1 panels are placed horizontally to pack the width of the contaner x 8 panels high (275mm x 8 = 2200mm) with an amount of space available for accessories above the packed panels.

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

NOTE

The internal length of the container is reduced to 11900mm to allow for tolerances, including damaged containers.



40' x 8' x 8'6" ISO TYPE DRY CARGO STEEL CONTAINER

DIMENSION		ММ	FT
	Length	12192	40
External	Width	2438	8
	Height	2591	9
Internal	Length	12036	39.5
	Width	2350	7.8
	Height	2393	7.1
Inside Cube Capacity		67.7 cu.m	2390 cu.ft
Opening	Width	2338	7.5
	Height	2260	7.6

ON SITE ORDER IDENTIFICATION

The preceeding pages of this document describes how the packaging is organised for the delivery/pickup of the ordered product. The product may consist of main profiles (110mm, 155mm, 200mm and 275mm) of varying lengths and relevant variety of accessories. Please note accessories 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 block's various floor level(s). The Dincel colour coded product identification system significantly assists the construction site management for customer orders. This allows the customer to identify the use and location of the product on the construction site.

ORDER IDENTIFICATION

If you have multiple orders on site and need to differentiate between them, Dincel uses a combination of colour coded labels on packs in conjunction with the information provided on your delivery docket (example on the next page).

Once an order is received by Dincel each and every order is given its own colour to be able to differentiate between orders. A coloured label is placed on each pack to identify the order.

Dincel also write the contents of the pack on these labels. For e.g. if the pack contains 12 panels at 3000mm each, the coloured label will have 12 x 3000 written on it.

Another piece of information requried to help identify 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 your orders include some sort of description 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 written on them. Your delivery docket includes a patch that shows the order's 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 docket.

If you need to match that to your order or invoice(s) you can use the order description (on the top of the delivery docket), which will then allow you to find that particular order.





DELIVERY DOCKET

Sold To	Delivered To	Shipment Date
		Docket Number
		Order Name/Number
		Project
		Document

MODULE	LENGTH	QTY ORDERED	QTY SHIPPED	REMAINING	PACKS

Time of arrival at delivery address

Time of departure from delivery address

By signing this form I acknowledge that: Print Name Signature 1. I have checked and received all products listed herein. Print Name Signature 2. The product has arrived at the delivery address in good order. All product left at the delivery address is properly stored on a flat area, clear from dirt and rubbish. Print Name Signature Date