

# TRANSPORT

# INFORMATION

# DOCUMENT

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Revision: 16<sup>th</sup> September 2009

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## Introduction

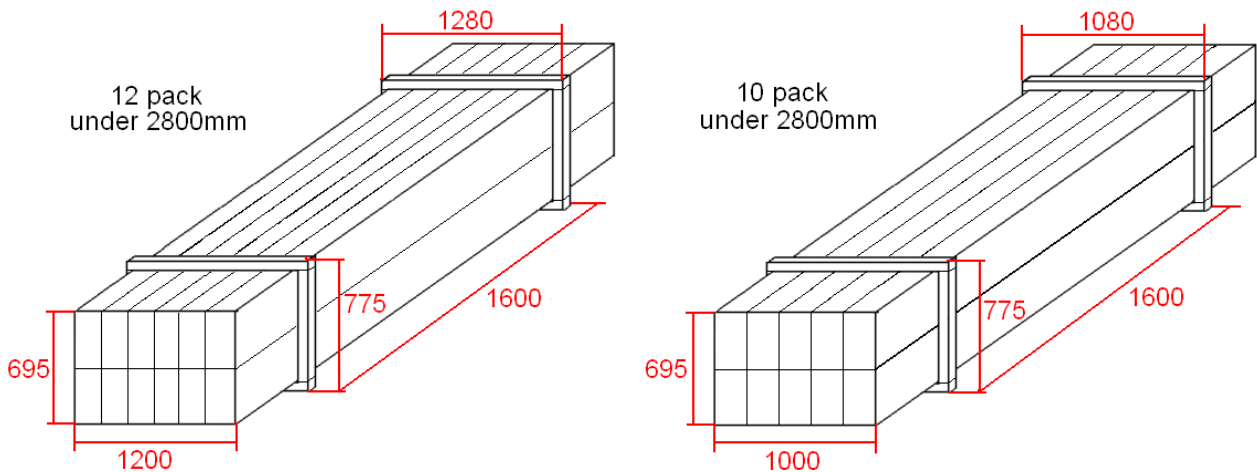
This document is organised to assist the customers who arrange their own transport of Dincel Construction System. Dincel Construction System currently has no transportation facility outside of the Sydney City metropolitan area.

## Description of packaging

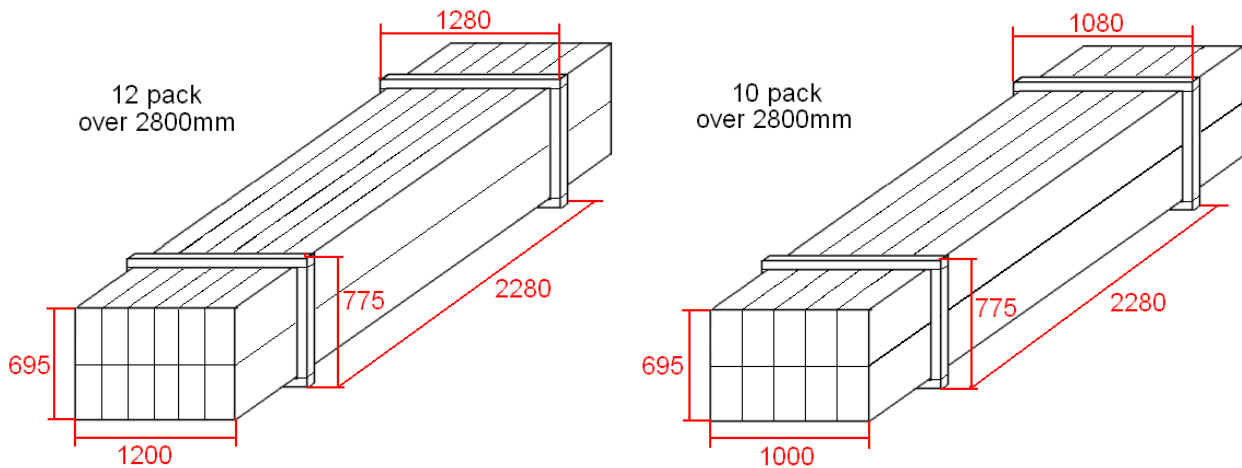
The 200P-1 panels are packed with timber frames in packs of ten and twelve. The timber frames are nailed together and then bound by plastic strapping. When loaded on a truck, the 200P-1 packs are placed with a ten and twelve pack side by side to utilize the maximum amount of space on the deck of the trailer. Packs containing lengths less than 2800mm have frames spaced 1600mm apart, whereas as packs containing lengths longer than 2800mm have frames spaced 2280mm apart. This is to provide maximum support and stability for the panels whilst being loaded and transported.

The dimensions of the available 220P-1 packs can be seen below:

### 200P-1 Packs under 2800mm in length



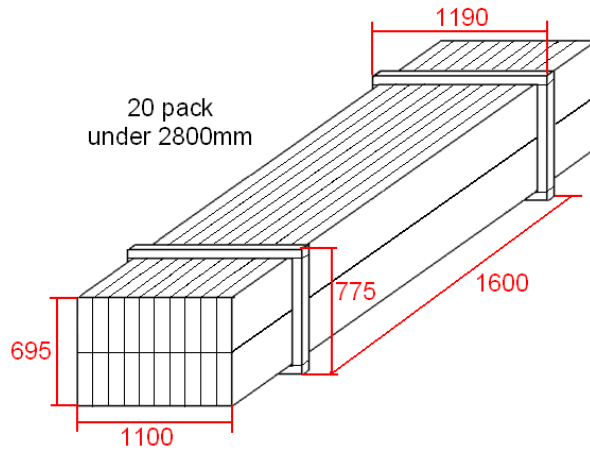
### 200P-1 Packs over 2800mm in length



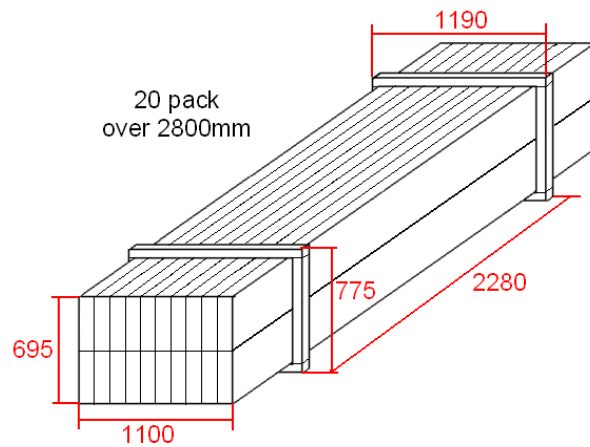
110P-1 panels are all packed into packs of twenty in timber frames; nailed together and then bound by plastic strapping. As such, any two 110P-1 packs can be loaded side by side to fill the width of the truck's deck. The spacing between the two timber frames on each pack is determined by the panel length in the same way as the 200P-1 panels.

The dimensions of the 110P-1 packs can be seen below:

**110P-1 Packs under 2800mm in length**



**110P-1 Packs over 2800mm in length**



Accessories are packed on an order by order basis and the height of these packs is subject to change depending on the number and type of accessories required. However, the widths of these packs are generally restricted to the same widths of the P-1 panels (1080mm and 1280mm for 200P-1, and 1190mm for 110P-1).

## Loading Trucks

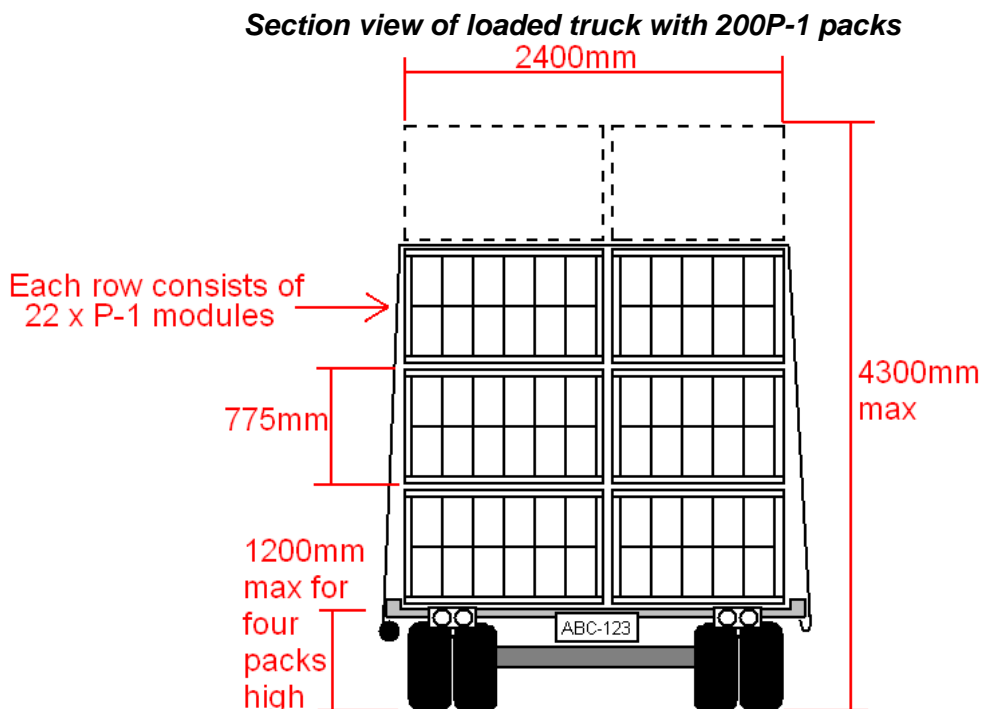
Dinzel - Forms are required to be loaded and secured for the purpose of transportation to the nominated delivery address in accordance to the requirements and guidelines of the National Transport Commission, and the Roads and Traffic Authority.

Dinzel 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 packs are loaded with two twenty 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. Generally, the packs are loaded at a three pack height; however a height of four packs can be achieved under certain circumstances. This will be explained in more detail later in this document.

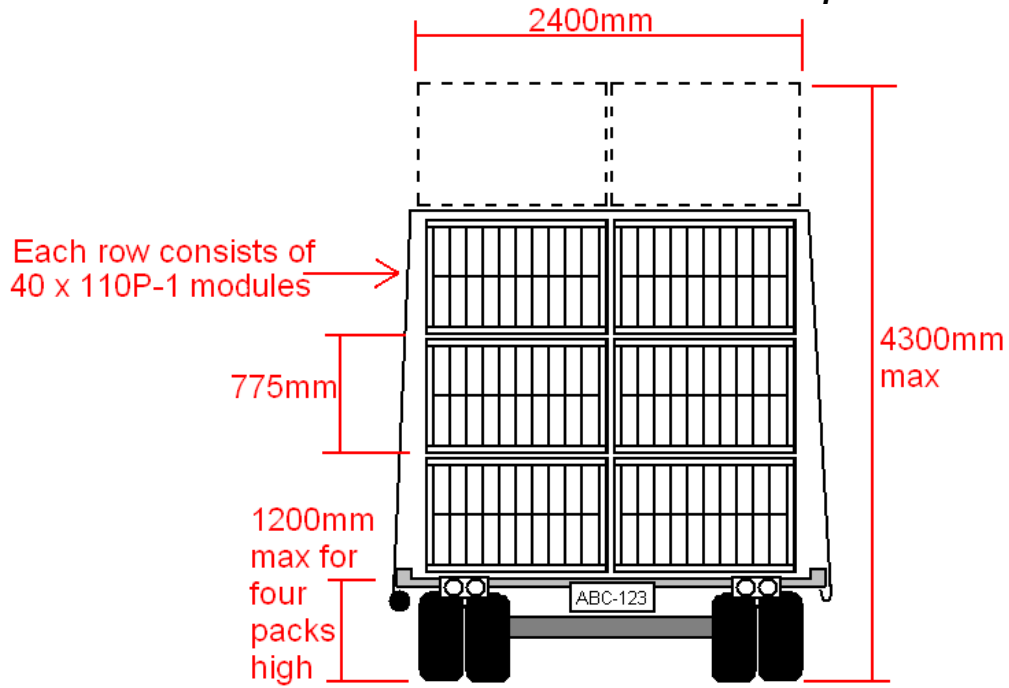
The packs are generally secured to the truck via tie down straps placed over the timber frames (**not on the product itself**) and fastened accordingly by the trucking company. These straps can be used in conjunction with side gates or other bracing to further secure the load. It should be noted that 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 Dinzel 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, stating 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.

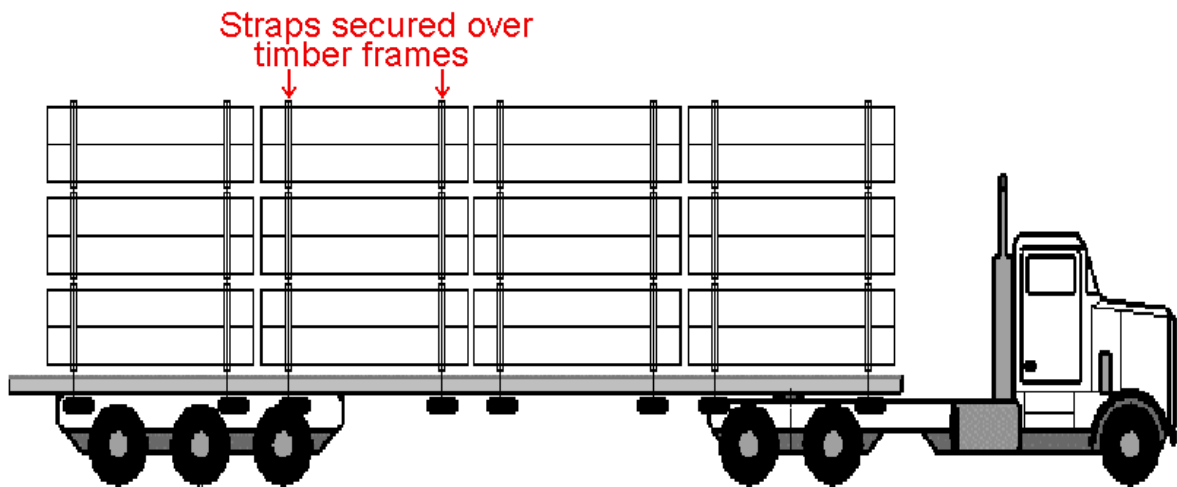
Generally, a single semi trailer can transport between eighteen (18) and twenty-four (24) packs at a time, depending on the lengths contained in the order. This is based on a truck pulling a forty-five foot trailer. It is the client's responsibility to ensure the truck sent is adequate to accept the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



**Section view of loaded truck with 110P-1 packs**



**Side view of loaded truck**



## Legal Requirements

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](http://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. 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

Upon receipt of special written request, Dincel Construction System can assist to load trucks up to four packs high. To conform with all relevant guidelines the following must be arranged to allow a four pack height:

- The deck height of the trailer must not exceed 1200mm 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 (3100mm), 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.

## Additional Considerations

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 trucks 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.

Please contact Mr. Bora Dincel or Mr. Michael Hornby on (02) 9648 5960 if you require further explanation.

Email Addresses:

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Michael Hornby                [michaelh@dincel.com.au](mailto:michaelh@dincel.com.au)

# COLLECTION DOCKET

PO Box 7091  
**SILVERWATER NSW 2128**  
 Ph: (02) 9648 5960  
 Fax: (02) 9648 5093  
**ABN: 78 083 839 614**



**SHIPMENT DATE:** \_\_\_\_\_  
**DELIVERY NO:** \_\_\_\_\_  
**SCHEDULE:** \_\_\_\_\_  
**DOCUMENT:** \_\_\_\_\_

**SOLD TO:**

**DELIVER TO:**

MODULE	LENGTH	QTY. ORDERED	QTY. SHIPPED	PACKS

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

- (i) I HAVE RECEIVED ALL PRODUCTS LISTED HEREIN.
- (ii) THE PRODUCT RECEIVED AT PICK-UP ADDRESS IS IN GOOD ORDER.
- (iii) THE PRODUCT HAS BEEN APPROPRIATELY LOADED AND RESTRAINED, AND IS SAFE FOR TRANSPORT.

.....  
**NAME OF RECIPIENT**

.....  
**SIGNATURE**

.....  
**DATE**