IMPORTANT NOTICE - DISCLAIMER AND EXCLUSION - PLEASE CAREFULLY READ

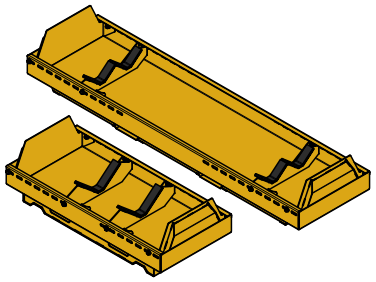
- The information in this guide is not a product of warranty. To the maximum extent allowed by law, none of Omni-tuff Group Pty Ltd, all companies related to it, and the officers, employees and agents of any of them ("Omni-tuff Parties or Engistics Parties") will be liable for any act or omission that is said to give rise to any form of damages or loss of profit or interest or cost claims for any form of personal injury, property damage or consequential loss or claims arising from a death made by any person or entity arising from use of this Guide or any product displayed in it.
- All readers and users of this Guide are responsible for the correct use of the products displayed in it according to the individual conditions and requirements of any piece of equipment or other thing placed on them.
- No Omni-tuff Parties will be liable for any loss or damage of any form arising from use of the products displayed in this Guide which use does not comply with/or falls outside the scope of this Guide.
- This is a driver and user guide to the certification E01846-LRC1 which satisfies the loading Performance Standards specified in Schedule 7 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation 2021. Certification provided by RPEQ 21522, for Omni-tuff Group Pty Ltd. Compliance can only be achieved when all aspects of this Guide are adhered to in full by a user. Additional requirements may be necessary under some conditions that are outside the scope of this certification.
  In those circumstances you must contact Omni-tuff Group Pty Ltd before using any product displayed in this Guide.
- No changes to that certification are permitted unless first approved in writing by both Omni-tuff Group Pty Ltd and Engistics Pty Ltd.
- Any deviation from this guide must first be approved in writing by Omni-tuff Group Pty Ltd and Engistics Pty Ltd.
- Copyright in the entirety of this document and any modifications or adaptations or variations to it at any time in the future remains the sole property of Omni-tuff Group Pty Ltd. It must not be reproduced in any material form and whether in hard copy or electronically except as permitted in writing by Omni-tuff Group Pty Ltd.

Operational Considerations:

- Assess the condition of the pallet and associated equipment (incl. bolts, bolt hardware, rubber, straps etc) before each use.
- Discard equipment with visible signs of damage and replace with an equivalent.
- Structural aspects, such as welds, should be inspected visually before each use and by NDT periodically according to the End Users preservation requirements.
- Do not use the pallet if structural damage is observed. Consult Daywalk for repair advice.

This Guide

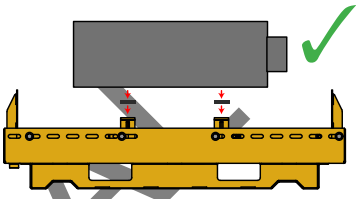
- Covers cylinders secured to a Daywalk steel pallet (SKU 13-PSCS1200/550/400KG or 13-PSCS2100/550/800KG) and transported by road in Australia
- Is a loader and driver guide to the certification E01846-LRC1 which satisfies the loading requirements of the Performance Standard contained in Schedule 7 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation 2021
- Does not cover restraint of the pallet to the vehicle



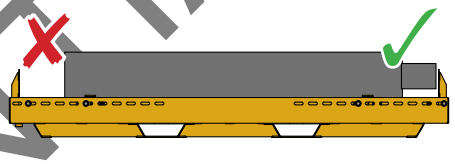
Daywalk Spartan Cylinder Pallets

Key Elements

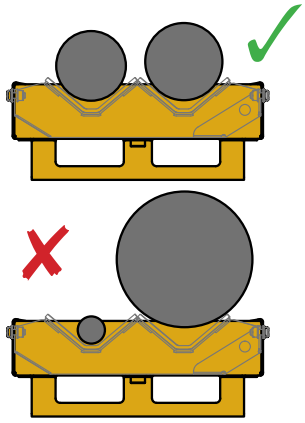
- ✓ Equipment (e.g. pallet, bolts, chocks & rubber) must be in good working order and assessed by the User as fit for use
- ⚠ Damaged pallets should be inspected by a competent person to confirm their structural capacity before use
- ✓ Place rubber with minimum coefficient of friction of 0.6 and minimum load capacity of 6.0 N/mm² between the cylinder and each chock
- ✓ Rubber must have capacity to withstand load without failing (i.e. crushing, tearing or disintegrating etc.)
- ✓ Rubber should be inspected prior to use of the pallet. If noticeable wear and tear is present, rubber should be removed and replaced
- No low friction surfaces (i.e. steel on steel)
- ✗ Webbing straps must be 50mm, compliant to AS4380 and pre-tensioned to 300kg
- ✓ Select the appropriate chock type such that the cylinder rests on the chock face and is prevented from rolling out
- ✓ Position the end stops within 50mm of the ends of the cylinder
- ✓ Position the chocks such that the cylinders Centre of Gravity (CoG) is located between them and within the width of the tyne pockets
- ✓ Maximum size difference between cylinders carried on the same pallet is 50mm in diameter



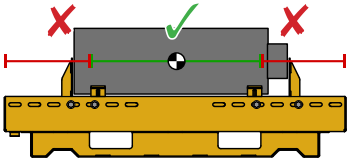
Rubber between cylinder and chocks



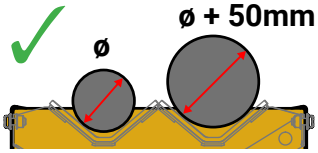
Position end stops within 50mm of cylinder



Select appropriate chock type for cylinder



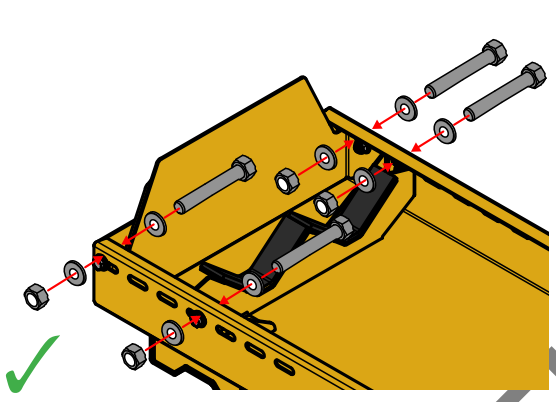
CoG between tyne pockets



Max 50mm diameter difference

Key Elements (cont.)

✓ Secure each chock and end stop with the bolts, washers and lock nuts supplied. Tighten each bolt to min. 10Nm torque

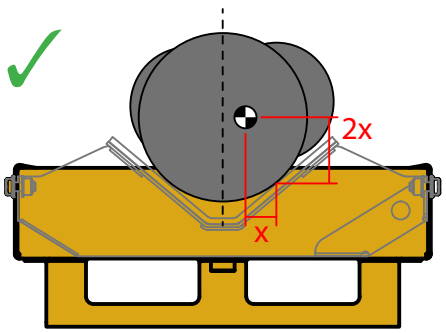


✓ Maximum allowable cylinder diameters and weights are specified in Table 1

Table 1: Allowable Cylinder Diameters and Weights

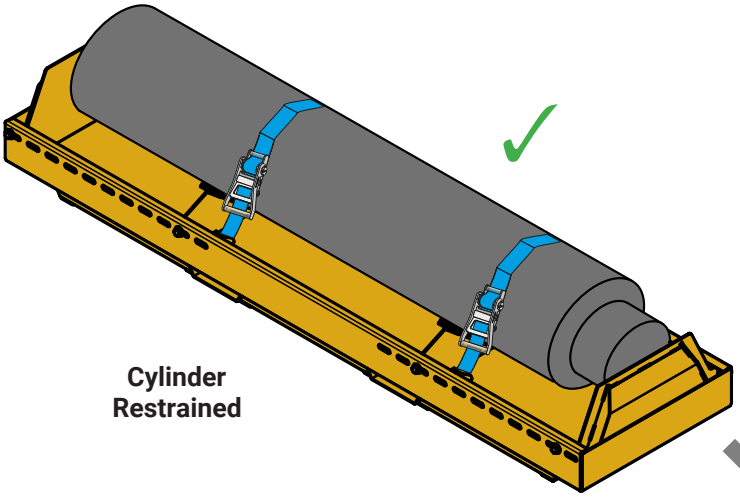
Cylinder Pallet Chock Type	Allowable Weight (kg) [Diameter (mm)] (per cylinder)		
	Single V	Double V (1 cylinder)	Double V (2 cylinders)
13-PSCS1200/550/400KG	400 [300]	200 [200]	200 [200]
13-PSCS2100/550/800KG	800 [300]	400 [200]	400 [200]

✓ Maximum allowable CoG height is 2x the distance between the CoG and the contact point on the closest chock

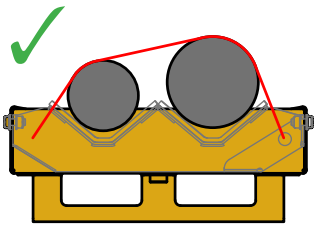


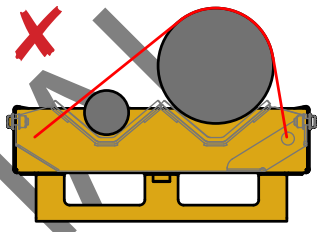
Load Restraint

- ✓ **Restrain the cylinder to the pallet with 2 x 50mm webbing straps pre-tensioned to 300kg.f, averaged across the load**
- ✓ **Lashings must contact both cylinders**



Cylinder Restrained





Lashings must contact both cylinders