

### 3.3 Receiving, Unloading and Storing Panels

Planning to receive the shipment and proper handling of the panels helps to prevent personal injury and damage to materials or property.

The **Safety Data Sheet** (SDS) is published at [www.insuldeck.com/SDS.pdf](http://www.insuldeck.com/SDS.pdf)  
Understand all its contents and post a copy at the jobsite.

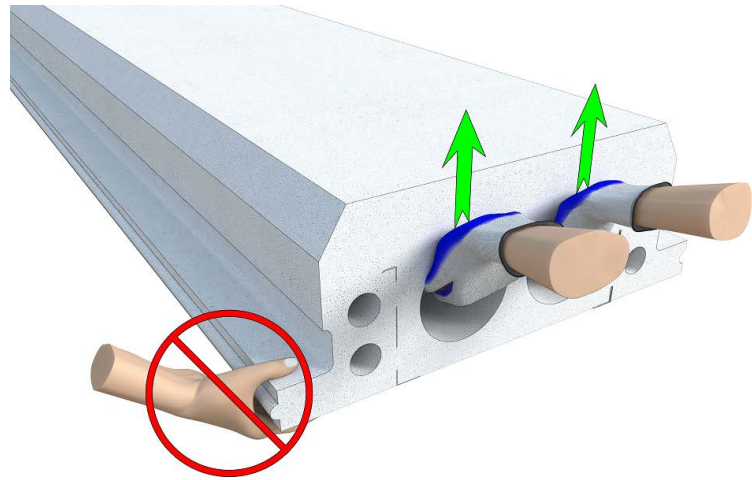
#### 3.3.1 HANDLING INSTRUCTIONS

**Wear STURDY GLOVES & Clothing.**

Use 2 People, lift each panel by the large holes with one person on each end.  
Do NOT Lift at Side Wings.  
NO FORKLIFTS!

**Secure panels against wind.**

**CAUTION: This product is combustible, keep away from any sources of ignition.**



**NOTE:** The panel wings are fragile and may break off. Do not step onto the wings in the truck, on the ground nor when installed on shoring. Use two people, one at each end, to handle each panel to prevent bumping into things.

#### 3.3.2 Incompatibilities

Insul-Deck's Expanded Polystyrene (EPS) is combustible – **keep away from heat greater than 75°C [167°F]**, sparks, open flames, or any other sources of ignition.

EPS **dissolves in hydrocarbons** (e.g. fuels, oils, tar), **organic solvents** (e.g. acetone/ketones, benzene, paint thinner), ethers, esters, aldehydes and amines. Ensure that all sealants, primers, and other materials in contact with EPS are compatible (water-based). Further details are in the SDS.

#### 3.3.3 Space for Large Vehicles

Adequate access to and room on the jobsite is needed to park, unload, turn around or back up a HEAVY semi-truck and trailer combination that can be 80 ft [24.5m] long or more.

- Make sure that adequate space for maneuvering large trucks is available. If unsure, intercept the truck away from the site and bring in the driver to assess conditions.
- Watch for power lines, trees, signs, fences, mail boxes, parked vehicles, soft spots, mud, or any other impediment posing a risk to the truck and trailer.
- If the jobsite is in the mountains or back-country, accessible only by smaller trucks, a staging & re-loading area must be made available.

#### 3.3.4 Unloading, Sorting and Counting Insul-Deck Panels

- Be prepared with adequate labor to offload within two (2) hours. The truck driver does not assist with off-loading. Trucks held up for longer unloading periods will charge additional fees for the extra time.
- Panels are “floor-loaded” and can typically be unloaded by hand with a crew of 4-5 people.
- On windy days, have materials and additional labor available to secure panels immediately after off-loading.
- Panels may be mixed between multiple floors, areas or buildings – usually the shortest panels come out first. It is best to sort them into the building's areas as you are unloading.
- Multiple handlings increase the risk of damaging the panels - the less they are moved or handled, the better.
- Make a final count to confirm the Panel Cut-List/ Bill of Lading amounts and immediately report any discrepancies and damage on the Bill of Lading per below.

### 3.3.5 Shipping & Handling Damage to Insul-Deck Panels

If panels arrive damaged, take digital pictures before and during unloading, have the driver sign your damage report on the Bill of Lading, and keep a copy. There is no need to hold up the driver after signing your damage report on the Bill of Lading.

- Contact Insul-Deck within 48 hours and email photo documentation along with the Bill of Lading and damage report.
- Panels can often be repaired with little effort (see Section 3.4.1 below) causing little or no delay to the project.
- Damaged panels should be segregated for later repair, ensuring that the damaged area is clearly marked.

### 3.3.6 Panel Storage

Store Insul-Deck panels in well-ventilated areas away from high heat, ignition sources, incompatible materials, and soils that may contain insects (e.g. place panels on timbers or similar).

**In actual or potentially windy conditions, adequately secure / weigh down panels.** E.g. cover with tarps and strap down securely to prevent wind movement and damage until use.

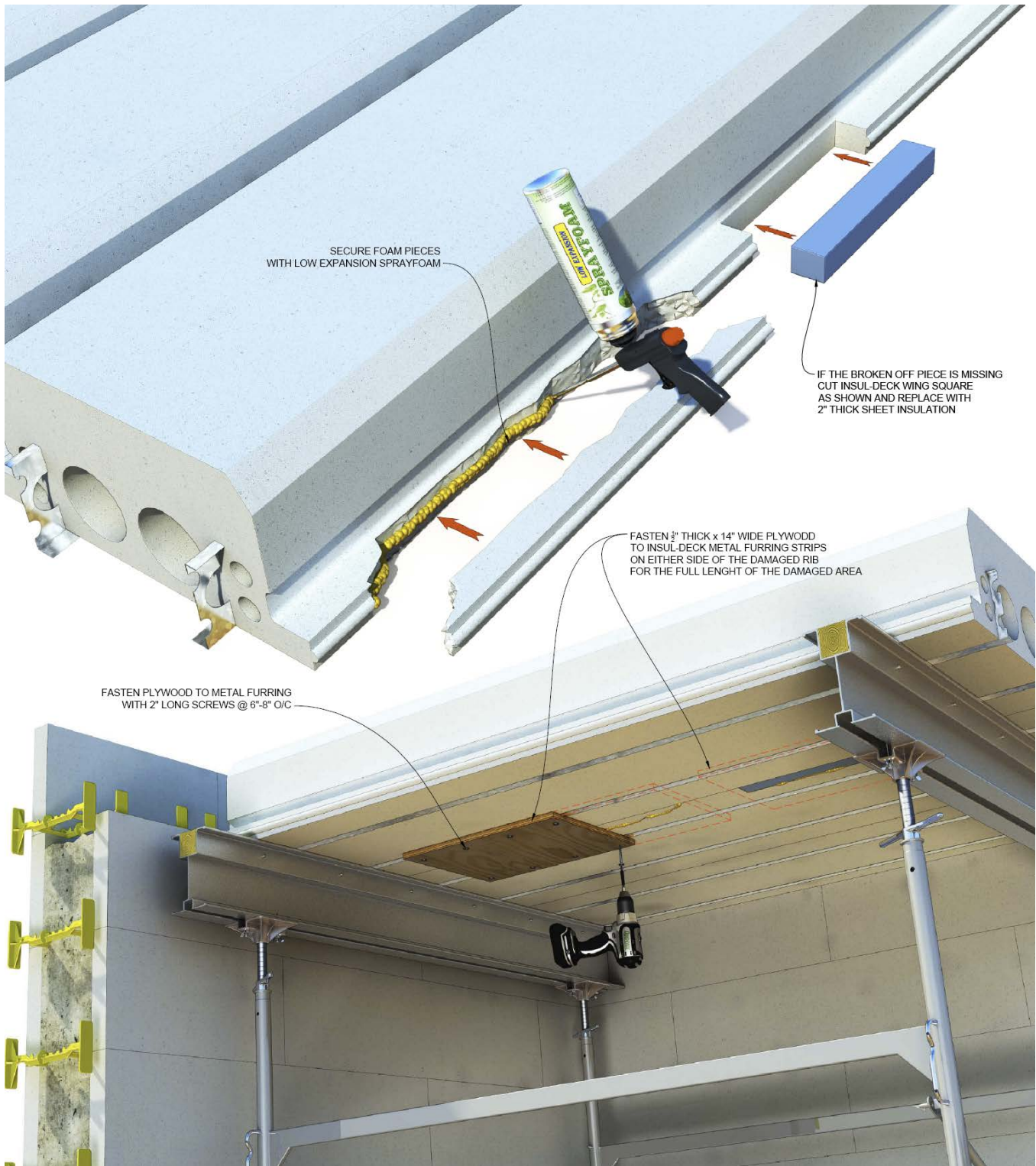
**If stored in closed containers, confined, or low-lying areas, ensure ventilation** to prevent accumulation of flammable pentane vapors that off-gas from freshly manufactured EPS.

During storage, prevent damage & soiling and protect panels from extended exposure to UV (sun)light. In case the panels are exposed to direct sunlight for more than a few weeks, provide temporary cover for stored or installed panels to reduce EPS degradation from UV-light (forming a thin layer of yellow, chalky dust); or sufficiently clean all areas affected by UV-degradation for example with brooms.

## 3.4 Repairing and Splicing Panels

### 3.4.1 Repairing Damaged Panels

Insul-Deck panels are inspected for quality at the factory prior to shipment but may become damaged during transit, unloading or handling on site. Broken pieces should be saved and fastened to the panel for later repair. If broken pieces are lost or unusable, sheet foam can be cut and substituted in the damaged area. Repairs can be easily and safely made as illustrated below:



### 3.4.2 Splicing Panels

In some instances, you may need to splice two panels end-to-end. Shorter sections of the same panel thickness can be butt-joined, during placement over shoring beams, to form a longer panel.

- Joined sections **MUST** be supported from below with extra shoring beams/posts on BOTH sides of the butt joint.
- Failure to properly support a butt-joint creates a serious safety hazard
- Application of adhesive at the butt-joint is optional as it does not help to adequately support the panels.

**NOTE:** ALL butt-joined (spliced) panels must be pointed out to the person responsible for final inspection of shoring & formwork (prior to pour) to ensure that appropriate steps have been taken to support spliced sections.