

Clarification List #2.

1) Re Clause 4.3.7 e) “The front door must be pinned in position when closed to minimise accidental opening when the lid is not fitted. The pins must be attached to the storage box in a way as to facilitate their use and reduce the likelihood of loss.”

Does the front door need to be lockable? Could you clarify the size and type of pin. Are you considering utilising a pin/padlock arrangement instead?

The front door does not have to be lockable. The use of pins is preferred as there should be no or minimal moving parts (therefore less chance of failure). Other solutions may be offered.

What AMSA anticipates the pin system to be is an aluminium plate welded onto the door which extends onto the frame of the box when the door is closed. For example, a 20mm x 12mm Dia pin (round extrusion) could be welded onto the box frame and located through a hole in the door plate. A stainless drop pin could then be located through a hole in the frame pin to hold the door in the closed position. The stainless drop pin could then be attached to the box via a stainless cable so when it is removed the pin cannot be dropped onto the ground and lost.

2) Re 4.3.7 Construction f) “The box must have a lockable lid.”

What sort of locking system is required? Why is it not a requirement for the front door to be locked, yet the top lid must be?

Tenderers should ascertain the most suitable system for their design and provide details. As an example two stainless steel hasp and staples could suffice. One of the hasp and staples could be located on the door side which will also lock the front door, and the other could be located on the back side. It should be noted that there could be more suitable items available than the hasp and staple example given.

If hasp and staples are used then AMSA could use National Plan locks to secure the boxes, which would mean that every box has the same key.

3) Re 4.3.6 Lifting

Do the lifting points need to be welded onto the frame or are eyebolts suitable?

The lifting points should be incorporated into the frame itself or welded onto the frame but as stated in the specification they must be tested and certified. Eyebolts may not be suitable as they would require the frame to be drilled therefore reducing the strength of the frame. However tenderers may offer eyebolts if they provide proof that the design meets the requirements of the specification.

4) Re 4.3.7 Construction c) “The storage box must have a front door hinged from the base with a minimum of three hinges on the base of the door.”

Can these hinges be fastened on using bolts, screws or nylocks? Should these fasteners be hidden/vandal proofed or must they be welded? Can the hinges be welded onto stainless steel plates, which are then fastened onto the aluminium angle?

AMSA would prefer hinges that are incorporated into the design. If stainless steel hinges are used, nylon plates and bushes must be used where the stainless steel and aluminium contact.

5) Can you give some idea of the function of the door or the width required?

The door should be as close to the full width as possible as it will be used as a ramp to help personnel load and unload equipment from the boxes.

6) What Australian Standard do the lifting points have to meet?

There are many standards which can apply depending on the design of the lifting points. It is recommended that the designer of the box consult an engineer re the design/specifications of the lifting points to ensure they meet necessary standards.

The lifting points have to be capable of lifting the box and up to 800kg of equipment within the box; once this is proved then it can be tagged with a SWL.

The manufacturer has to be aware that if he states that the lifting points have a SWL load of the box and 800kg of equipment and the lifting points fail, he will be liable if it is found that the points were manufactured/designed incorrectly.

7) What type of certification is required on the boxes? Is it Structural certification?

The certification is similar to the above answer. The box requires certification that it will have a safe working load of 800kg. If an engineer signs off on the safe working load and the manufacturer supplies us with a certificate then we will consider that the box is certified.

8) It states the box must be able to be transported by aircraft. Can more information be provided?

The size of the box must not exceed our specified dimensions; if the box exceeds our specifications we cannot guarantee that it will fit on aircraft we use.

9) Should the design allow the lid of the box be removed before opening the door?

AMSA intends to remove the lid before opening the door.