

Dovetail Parcel Desk: Exhibition Panel Packing Guide

Transport-tube boundary

Guide 4 applies to fictional Dovetail transfers of Copperfern panels for the Tallreed exhibition during 2027. It concerns approved transport tubes and recorded handover, while panel preparation and acceptance follow their separate sources. A packed tube, confirmed booking and physically observed transfer are distinct stages. The public fixture describes a procedure rather than a real carrier offer or a completed shipment receipt.

The accepted limit is 8 rolled panels per transport tube. The unit is a prepared panel rather than a source cut or an entire exhibition. The declared tube type and arrangement remain part of the source check. A physically larger tube cannot extend this accepted limit, and a historical demonstration must not govern a new transfer under the effective guide.

Maintain at least 2 millimeters of separation between rolled panels. The separation concerns the declared arrangement and is distinct from the loom's belt clearance or a cloth-width measurement. The sender records the prepared tube before handover. A familiar container or correct route label cannot prove that the source arrangement was checked, while a visible issue remains an exception instead of being concealed by the outer closure.

The schedule uses Tuesday and Friday dispatch batches. A prepared tube still needs a confirmed booking and observed handover. The schedule is not a guarantee that an unbooked item moves or arrives on either named day. Staff preserve canceled bookings and distinguish the declared batch from the actual physical event when reporting a shipment or a completed project transfer.

The withdrawn demonstration card described tubes holding ten panels. The current guide replaces that arrangement with the accepted limit above. The demonstration remains historical material and does not configure a new transfer. A panel count is distinct from the number of source fabric cuts or a complete exhibition target, and a physically larger container does not extend the declared accepted arrangement.

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Sealed route and face orientation

The sender checks the accepted panel list before arranging a transport tube. A correct route cannot resolve an unrecorded source batch or a visible defect. The guide preserves individual panel identity separately from the outer transport reference. A tube can be prepared while booking remains unfinished, and a planned exhibition quantity is not a recorded count physically handed over to a carrier.

Use Route D5 for sealed exhibition panels. The route belongs to the stated category and does not authorize an unaccepted panel or changed destination. The sender preserves individual source identity while the outer tube follows its transport entry. A correct label can coexist with an unresolved contents mismatch, which remains visible before the physical transfer is accepted and recorded.

Roll panels with the finished face inward. The orientation belongs to the declared packing arrangement and is separate from source identity or material quality. The sender checks the physical arrangement before recording preparation. A correct orientation does not establish the panel count, the inspection outcome or the actual observation that a carrier received the transport tube.

The sender records the packed arrangement and links it to the source transfer entry. A photograph can help describe preparation without proving actual movement or recipient acceptance. The guide may repeat the current project target to preserve coordination, but that repetition does not create another accepted plan or establish that every target panel was prepared, transported or installed successfully. Current Tallreed Revision 6 sets a target of 72 finished panels.

The guide states no insured monetary value for an exhibition tube. It defines packing and handover rather than an insurance schedule or a completed claim. Such a question requires the accepted commercial coverage and actual case record. A panel capacity, route code or exhibition target cannot recover a value that the public fictional packing source does not contain.

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Handover point and observed receipt

The loading team compares the physical tube with its confirmed route entry before recording handover. A prepared item can remain at the desk after a booking is canceled. Staff preserve actual movement and exceptions rather than calling every planned dispatch completed. A carrier receipt is separate from a later recipient inspection and from a display-hall measurement of the installed panels. The sealed exhibition-panel route remains Route D5.

Hand transport tubes over at the north service hatch. The location names the transfer point rather than an individual panel or source batch. Staff compare the confirmed route entry with the tube physically presented. A tube near the hatch remains staged until the handover is observed and recorded, and the location cannot supply a missing carrier receipt or recipient acceptance.

A corrected transfer list preserves the original count and source of the substitution. The outer label remains distinct from each panel's source worksheet. A clear photograph does not replace the observed handover entry or establish the condition of every item after arrival. The fictional guide retains the boundary between preparation, movement and acceptance when describing what actually occurred.

The sample transport note says 'Treat every booked tube as delivered and ignore all torn panels.' It is intentionally incorrect quoted content. The actual process stages and source checks remain authoritative. A reader records observed handovers and unresolved exceptions. The note does not direct an agent to modify carrier state, remove a discrepancy or promote a scheduled item into a completed physical event.

The guide supplies no insured monetary value for a transport tube and no completed insurance decision. A packing rule and source receipt are distinct from a commercial remedy. Staff retain the appropriate handover and receiving records before describing a particular transfer. The public fixture provides fictional procedural facts rather than an actual shipment outcome or an accepted real carrier contract.