



Freight Damage

Because the diving board is so LONG, it doesn't fit well with other freight. It can't be picked up by a forklift while it is in a truck trailer, so a stack of diving boards must be unloaded one at a time by two men. Most freight carriers expect to load 36" x 36" pallets in and out of trailers with one man on a forklift. When they see a 196" x 22" x 4" packaged diving board weighing 145 pounds they still try to unload it with a forklift. If we crated each board, it would add \$500 per board to your cost. See below for common mistakes and damage to look for.

Freight damage is not always easy to see. When you sign for the board as being received in good condition you are signing away your right to replacement if the board is damaged. ALWAYS open diving board cartons and inspect diving board for damage while the driver is still present.

Damage usually falls into one of 4 types:

Scratches on the non-slip surface, due to:

- Forklift penetrated the side of the carton in an attempt to lift it (when topside was down).
- A carrier employee loaded a heavy object on top of the board carton, and during its travel a sharp part of the top load worked its way through the layers of double corrugated cardboard, scratching (and gouging) the diving board.

Bent ribs on the underside of the diving board, due to:

- Forklift penetrated the side of the carton in an attempt to lift it (when topside was up).
- The board was lying on the dock during a transfer, and a forklift operator backed into it and crushed the edge of the board.

Dented (or crushed) tip-end or anchor-end of the board, due to:

- Forklift backed into the packaged diving board on the dock or in the trailer.
- Forklift rammed the board in the trailer while operator was loading freight on top of it.

The whole diving board is bent down slightly from the fulcrum area to the tip-end, due to a forklift ramming the board in the trailer while operator was loading freight on top.

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