



# Load Securement Checklist

**For Commercial Drivers and Freight Handlers**

*Compliant with FMCSA 49 CFR 393.100–393.136*

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## Pre-Trip: Vehicle & Equipment Inspection

Before loading:

- Inspect trailer for structural damage, debris, or slippery surfaces.
  - Confirm tie-down points are secure and undamaged.
  - Check for presence and condition of:
    - Chains
    - Straps
    - Binders
    - Edge protectors
    - Dunnage
    - Blocking/bracing materials
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## Cargo Loading

- Load is evenly distributed and centered over axles.
  - Cargo does not exceed vehicle weight limits or height restrictions.
  - Cargo is placed to minimize shifting and movement.
  - Hazardous materials (if applicable) are properly separated, labeled, and documented.
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## Securing Cargo

- **Minimum of 2 tie-downs** used for items over 5 feet or over 1,100 lbs.
  - **At least 1 tie-down** used for cargo under 5 feet and under 1,100 lbs.
  - **One tie-down every 10 feet** of cargo length.
  - Tie-downs pass **over, around, or through** the cargo as required.
  - Load secured to prevent forward, rearward, sideways, and vertical movement.
  - Tensioning devices are properly tightened and locked.
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## **Securement for Specific Cargo Types**

- **Vehicles/Machinery:** 4 tie-downs (minimum), using anchor points.
  - **Pipes/PVC/Loose Items:** Use chocks, cradles, or containment walls.
  - **Paper Rolls/Coils:** Use friction mats and blocking.
  - **Bags/Boxes:** Covered with tarps or netting to prevent blowing or falling.
  - **Rebar/Lumber:** Use edge protectors to prevent strap damage and load deformation.
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## **On-Road Checks**

- **First 50 miles:** Stop and inspect securement; re-tighten if needed.
  - **Every 150 miles or 3 hours** (whichever comes first): Re-check load securement.
  - **After:**
    - Sudden stops or hard braking
    - Sharp turns
    - Weather changes (rain/snow/wind)
    - Load shift sounds or strap movement
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## **Red Flags – Immediate Attention Required**

- Frayed, cut, or damaged straps/chains
  - Loose or missing binders
  - Cargo visibly shifted
  - Wet/damaged edge protectors
  - Unsecured tarps or coverings
  - Load exceeding legal limits or visibility obstructed
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## **Final Walk-Around (Before Departure)**

- All securement devices checked, tight, and locked.
- No loose items on trailer or catwalk.
- Tarps secured with no flapping edges.
- No part of the load hanging off the trailer (unless permitted and flagged).
- Load complies with DOT, company, and broker requirements.

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### **Legal Reminder**

Failure to properly secure cargo can result in fines, out-of-service orders, or criminal liability in the event of an accident. Always follow FMCSA regulations and company policies.