



Properly Securing Truck Cargo

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FMCSA Regulations

- Governs how cargo-securing devices should be used
- Regulates the number of restraints required to adequately secure cargo
- It's up to you, as the driver, to ensure securement follows federal guidelines
- **You are responsible for the load you are transporting—don't be reckless with it!**

Performance Criteria

- Cargo securement systems must be capable of withstanding these forces:
 - 0.8 g deceleration in the forward direction
 - 0.5 g acceleration in the rear direction
 - 0.5 g acceleration in the lateral direction



What Those Numbers Mean

- Cargo must be **firmly secured to** structures of adequate strength by use of dunnage/dunnage bags, shoring bars, tiedowns or a combination of all these elements
- Cargo must be **immobilized** so it **cannot shift** in any way during transit
- * By ignoring FMCSA regulations, you open yourself up to potential liability

Tiedown Regulations

- Inboard of the rub rails (when practical)
- Edge protection when there is rubbing contact
- Number of tiedowns depends on article size and weight:
 - 5 ft long or less and 1,100 lbs or less = **1 tiedown**
 - 5 ft long or less and more than 1,100 lbs = **2 tiedowns**
 - Greater than 5 ft long but less than 10 ft, regardless of weight = **2 tiedowns**
 - Greater than 10 ft, regardless of weight = **2 tiedowns**, with **1 additional tiedown for every additional 10 ft**

Cargo Placement and Restraint

- Cargo that can roll must be restrained by the following:
 - Chocks
 - Wedges
 - Cradle
 - Other equivalent means to prevent rolling
- Cargo must be placed either in direct contact with other cargo or protected from shifting toward other cargo

Special Purpose Vehicles



- Basic tiedown rules do not apply to vehicles transporting irregularly shaped cargo, including the following:
 - Steel/concrete beams
 - Crane booms
 - Girders
 - Trusses
 - Any other fabricated structural item

Other Commodity-Specific Requirements

- FMCSA has very detailed securement requirements for the following types of cargo:
 - Logs and dressed lumber
 - Metal coils
 - Paper rolls
 - Concrete pipe
 - Intermodal containers
 - Automobiles
 - Light trucks and vans
 - Heavy vehicles/equipment/machinery
 - Flattened/crushed vehicles
 - Roll-on/roll-off containers
 - Large boulders

Enforcement

- Policies are put in place for **your** safety
- Disregarding cargo securement requirements could cause load shifting, and you could lose control of your vehicle
- Ignoring the regulations puts you, your cargo and everyone else on the road in danger and will not be tolerated

Enforcement

- It is your responsibility to make sure your load remains secure
- In order for it to be effective, securing equipment must be in proper working condition.
- If you sense something is wrong while you are driving do not wait, **pull over and investigate immediately**

For More Information...

- www.fmcsa.dot.gov
- [See the experts at HUB International Limited \(West\)](#)
- [* Questions...?](#)