

Form Number LLCF-046	Issue Date 09/12/08	Revision Date 06/15/23	Form Number LLCF-046
<b>Load Securement Form</b>			

Supervisor: \_\_\_\_\_ Truck Company: \_\_\_\_\_

Origin of Load: \_\_\_\_\_ Date: \_\_\_\_\_ Destination of Load: \_\_\_\_\_

*Securement of any load is ultimately the responsibility of the truck driver.*

Any question that is answered “NO” should result in an immediate stoppage of work and work shall not resume until the issue is corrected.

<b>A. Loads Prepared by the Company for Transport</b>	<b>YES</b>	<b>NO</b>	<b>NA</b>
1. If possible, is the load strapped or banded to itself? If the load is a quantity of loose material is it made into a tight bundle?			
2. Are all loose items or items that could become loose secured? Are all bolts tightened? Are all extra items stored in a manner that does not allow them to fall, shift or fly off of transport?			
3. If load is in a container, is the container covered or strapped in a manner that eliminates the possibility of material becoming airborne and leaving the transport vehicle?			
4. Are all items secured so that there will be no possibility of any part of load falling, shifting, or becoming airborne and leaving transport vehicle?			
5. Any rigging or other date sensitive items up-to date and inspected?			
<b>B. Loads to be transported by the Company</b>			
1. Is the load completely immobilized and secured on or within the transport vehicle, using chains, straps, dunnage, or a combination of these?			
2. Has cargo that has a possibility of rolling been chocked, wedged, or cradled?			
3. Is it ensured that fasteners can not come loose or unfasten during transit?			
4. Are articles of cargo placed beside each other and secured by transverse tie-downs placed in direct contact with each other; prevented from shifting towards each other while in transit?			
5. If straps used are subject to abrasion are edge protection measures in place?			
6. Is the center of gravity of cargo secured above the carriage platform and are tall items laid down if possible?			
7. Is the total working load limit of cargo securement at least 100% of the weight of the article secured?			
8. Are there at least two restraints used to secure each article?			
9. If securing with straps is there at least one strap used for every 10 feet of cargo length?			
10. If securing with chains are at least 4 chains used in a cross bind pattern?			
11. Are all loose items, materials, and debris secured such that they will not fall off, fly out, or become projectiles in a sudden stop? (make sure that there are no boxes or items in the cab of the vehicle)			
12. Are all items in baskets secured such that there is no possibility of material leaving basket during transit?			
13. Is it ensured that the working load limit or safe working limit of any component of cargo securement is not exceeded?			
14. Are nylon straps at least 4 inches wide?			
15. Is the cargo properly distributed and adequately secured?			
16. Is it ensured that the load does not obscure the drivers view to the front and sides, prevent access to emergency equipment, or prevent exit from cab or driving compartment?			
17. If vehicle used is a pick-up truck; have all items been secured such that material will not fly out, fall over, or shift in such a manner that would damage cargo or vehicle?			
18. If a trailer is being used, is the trailer securely connected to the vehicle and a lock or pin being utilized to keep the trailer from disconnecting during transit?			
19. Prior to moving equipment or loads with a height greater than the vehicle, all clearances are to be checked and a spotter used if needing to moving load under an overhead obstacle.			

Vehicle Driver (Print): \_\_\_\_\_ Vehicle Driver (Sign): \_\_\_\_\_

Date: \_\_\_\_\_