



## **Good to Know: Driver Cargo Securement Checklist**

If you follow the requirements in the North American Cargo Securement Standard, you will be in compliance with Canadian provincial and US federal regulations. The applicable provisions of FMCSA regulations are found in [Title 49 Code of Federal Regulations, Part 393 - Parts and Accessories Necessary for Safe Operation, Subpart I - Protection Against Shifting and Falling Cargo](#). Sections of Local regulations may be more or less stringent.

The Standard applies to CMVs (including combination vehicles) that are operating on a highway and have a gross vehicle rating over 10,000 pounds. (Section 1.1)

This information is derived from the [Driver's Handbook on Cargo Securement: A Guide to the North American Cargo Securement Standard](#), recognized by the FMCSA, offers a good overview of cargo securement, including requirements for securement systems.

### **Driver Inspection Checklist**

#### **Pre-Trip**

1. Make sure that cargo is properly distributed and adequately secured (in other words, according to the Standard).
2. Make sure that all securement equipment and vehicle structures are in good working order and used consistent with their capability.
3. Stow vehicle equipment.
4. Make sure that nothing obscures front and side views or interferes with the ability to drive the vehicle or respond in an emergency.
5. Inform carrier if packaging is not adequate. For example: Banding is loose or not symmetrical on package. Banding attachment device(s) are inefficient. Wrapping is broken or ineffective. Pallet are broken.

#### **Periodic inspections during transit**

1. Inspect cargo and securing devices.
2. Adjust cargo or load securement devices as necessary to ensure that cargo cannot shift on or within, or fall from, the commercial motor vehicle.
3. As necessary, add more securing devices.



**Law enforcement inspections**

Law enforcement is responsible for roadside inspections in accordance with federal, state, or provincial laws.

**Driver Inspection Requirements**

<b>Driver action required</b>	<b>Pre-Trip</b>	<b>Within first 50 mi</b>	<b>When duty status of driver changes</b>	<b>At 3 hour intervals or every 150 mi (whichever is first)</b>
Inspect Cargo and Securing devices	Yes	Yes	Yes	Yes
Inform Carrier if Packaging is not adequate	Yes			
Adjust Cargo and/or Securing devices	As necessary	As necessary	As necessary	As necessary
Add Additional Securing devices	As necessary	As necessary	As necessary	As necessary