Jacobson & Greiner
Group of Companies

Load Securement

Developed by:	Approved by:	Date created:	Last revision:
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Possible Hazards Present	Personal Protection Required	Additional Training
- Slip and fall - Mount and dismount - Working at heights from trailer - Insecure load - Extreme weather - Overexertion - Manual handling - Pedestrian and Vehicular traffic hazards	- Eye Protection - Hi-vis vest - Hearing protection - Protective footwear.	- Material handling - Lifting - WHMIS

1. Prior to securing the load, take a quick stretch break, especially after a long drive.
    - Warm up muscles after sitting for long periods.
2. Once loaded, plan where you want to put your straps—always place them in the most solid areas of the load. Make sure you catch all the loose items.
    - 2 tie downs for loads 1.52 meters (5') or shorter
    - 2 tie downs for loads 3.04 meters (10') or greater (1 strap within the first 1.22 meters (4') on each end (front/back) and 1 additional strap for every 3.04 meters (10') or fraction of 3.04 meters (10')
3. Throw straps over the load. (make sure area is clear, and maintain proper body ergonomics) Have a look, make sure they are in the most solid area possible. (Note that you may have to climb onto load and feed straps through holes or move them forward and back as required).
4. Hook up all the D-Rings.
    - If the trailer is equipped with a Rub Rail, all straps must be inside the Rub Rail, unless load is wider than the Rub Rails.
    - Do not use the Rub Rail to attach Straps/Chains to, only use proper strap pockets or frame of trailer.
5. Wrap up the loose ends of the straps into the winches (You can put half twist on this side as well).
6. Using a tie-down bar, tighten all the straps, then install ratchet straps where needed.
7. If the load is outside the dimensions of the trailer, it will require a flag at each point that sticks out.
8. If a load is 10' 6" wide or wider it requires "Oversize" signs, a beacon, and possibly a pilot. (Refer to Commercial Vehicle Permit for rules, regulations, and restrictions).

TRAILER LOADING

- HAZARDS— Slip and fall injuries (either from working on the trailer or at heights, or from the ground due to snow/ice, rain/mud and other ground or weather conditions). Mount/Dismount, jumping from trailer injuries. Housekeeping hazards causing slip/trip/fall.

Insecure load causing personal injury or product damage. Extreme weather

- CONTROLS
  - Ensure all work at heights is avoided where reasonably practicable to do so.
  - Assess the risk before climbing. Maintain 3-point contact when mounting/dismounting.
  - Keep trailer clear of trip hazards (ex: trash, rope/chain, dunnage, etc.).
  - Ensure the floor of the trailer is secure and in good condition with no tripping hazards.
  - Make appropriate arrangements for poor weather (ex: rain/snow/ice, high wind, etc.)
  - Make appropriate arrangements when there is inadequate lighting.
  - Ensure footwear is appropriate for the job—keep feet well apart and free to move. Wear all the required personal protective equipment.
  - Consider the stability and grip of the surface being walked on. Consider how this may change for different parts of your load.
  - Avoid reliance on the support offered by the load itself—it may move. Do not jump down from the trailer, load, or cab. Dismount using 3-point contact.

TIE-DOWN BAR USE

- HAZARDS—Overexertion, being struck by parts of the load, slip and fall injuries (either from working on trailer or at heights, or from the ground due to snow/ice, mud/rain, and other ground or weather conditions.)

- CONTROLS
  - **Only manufactured Tie-Down Bars may be used**
  - Inspect tie-down for damage before each use. If it is damaged, remove it from service.
  - Protect tie-downs from damage. Always protect them from contact with edges, corners, protrusions, or abrasive surfaces with materials of sufficient strength, thickness, and construction to prevent damage.
  - Do not exceed the working load limit of tie down (consider the tie down, load, vehicle anchor points, tie-down configuration, and angle, etc.)
  - Remain alert to hazards when securing cargo.
  - Maintain and store tie-downs appropriately (keep them protected from mechanical, chemical, and environmental damage).

RATCHET STRAP USE

- HAZARDS— Personal injury or injury to others. Improper use (ex: used for lifting, overloading) resulting in road hazards, strap, and product damage. Improper storage causing damage. Electrocution
- CONTROLS
  - Read the label (Note: each ratchet strap comes with a colored label that contains important safety information the user must know before starting to secure load).
  - Inspect before and after each use. Checks should include any fittings associated with the ratchet strap. If abrasion from general wear is visible, remove it from service—this can cause serious loss of strength.
  - Heat or friction damage is indicated by the fibers taking on a glazed appearance—

in extreme cases, fusion of the fibers can occur. Remove these from service.

- Store as per manufacturer recommendations.
- Never use ratchet straps for lifting.
- Secure load carefully, consider size of load.
- Do not overload the ratchet straps.
- Never attempt to repair a ratchet strap.
- Never knot or twist a ratchet strap—do not use one that is knotted or twisted.
- Care must be taken when releasing the ratchet strap from the load to ensure it does not fall from the trailer or injure nearby personnel.
- Ensure all ratchet straps are safely released from the load before unloading.
- Be aware of power lines and their proximity, potentially overhead to load and ratchet straps.
- If the strap does not have weight limit and manufacturer tag on it, strap must be removed from service.

Documentation/Legislation	
Workplace Safety and Health Regulations, 2022 Part 2 Safe Work Procedures Part 6 Personal Protective Equipment Part 8 Musculoskeletal Injuries Part 20 Vehicular and Pedestrian Traffic National Safety Code for Motor Carriers Standard 10 Cargo Securement	**This Safe Work Procedure will be reviewed anytime the task, equipment or materials change and at a minimum every three years.**