

# HazMat Load Securement

R-03

## Loading and unloading

### §177.834 General requirements:

**Packages secured in a motor vehicle.** Any package containing any hazardous material, not permanently attached to a motor vehicle, must be secured against shifting, including relative motion between packages, within the vehicle on which it is being transported, under conditions normally incident to transportation. Packages having valves or other fittings must be loaded in a manner to minimize the likelihood of damage during transportation.

Securing loaded freight on trailers is a critical part of Safety and Claim Prevention. As loaders, we must do our part to insure that the freight we are loading is secure against any shifting forward, backward and side to side. This is especially critical; and required (*as stated in the general requirements of the Federal Motor Carrier Safety Administration rules & regulations*) when loading shipments that contain Hazardous Materials.

## Methods of Securing Loaded Freight on both Outbound(Linehaul) & P&D loads.

- **TURN FOUR-WAY PALLETS** when possible on Outbound trailers. This saves room as well as tightens the load from side to side. Do not turn four-way pallets for delivery on P&D units ~ Driver cannot get pallet jack under pallet from the side.
- **STAGER PALLETS** when possible. Two pallets side by side to one side of trailer, then the next two pallets side by side to the other side of trailer. This keeps weight distributed evenly and the rows of freight secure one another. This is usually done when dealing with very heavy pallets of freight, large totes and tall single or double stacked pallets.
- Use **CARDBOARD DUNNAGE** to fill gaps, protect freight and build level surfaces to load on to. Cardboard can be folded or rolled up to fill gaps and build level surfaces. *\*\*Circulate Dunnage\*\**
- Use **SHEETS OF WOOD** to build level surfaces to load on to. Also use to prevent freight from shifting and causing damage. Keep sheets of wood in the *\*\*Circulate Dunnage\*\** LME system.
- Use **EMPTY PALLETS** to fill gaps and secure freight by standing on end - preventing forward, backward or sideway shifting. *\*\*Circulate Dunnage\*\**
- Use **AIR BAGS** to fill empty gaps. These work very well to prevent side to side shifting. When unloading airbags, do not puncture. Airbags are reusable. *\*\*Circulate Airbags\*\**
- Use **REEL CHOCKS** to secure reels from movement on trailer.
- Utilize **STRAPS, LOAD BARS, LOGISTIC BEAMS** *\*\*Circulate back to hubs\*\** when possible to secure loaded shipments on both P&D Units and Outbound trailers.

\*Taking the extra time to SECURE / BLOCK / BRACE freight properly can and will insure that freight moves/rides safely on trailers and will also save time when unloading at destination. Increasing profit by reducing claims and eliminating fines.

\*It is our responsibility as Supervisors and Freight handlers to insure that freight is SECURE on loaded trailers.

**All load manifests or load cover sheets on "Closed" loads MUST be filled out completely & signed off by Dock Supervisor on duty. Accurately note HazMat Placards section with correct placards necessary.**

\***Supervisors:** Do not "walk by" a problem ~ take the time to point out a problem to the loader or loaders involved and explain why it needs to be corrected and how it needs to be corrected. As you are traveling the dock, load quality (freight securement & utilization of capacity) must be checked regularly and problems addressed immediately. Commend loaders when you see well cubed and secured loaded freight.

Dock Training Module

