FLATBEDDISPATCHERS

Flatbed Securement Inspection Checklist

Load: _____ BOL #: _____ Date: _____ Truck/Trailer: _____

1. Before you strap: count the tiedowns (49 CFR 393.110)

Article not blocked against forward movement	Minimum tiedowns
5 ft long or shorter AND 1,100 lb or lighter	1
5 ft or shorter and heavier than 1,100 lb	2
Longer than 5 ft, up to 10 ft (any weight)	2
Longer than 10 ft	2 for the first 10 ft + 1 for each extra 10 ft or part of 10 ft
Article blocked against forward movement (headboard or blocking)	1 per 10 ft of length or part of 10 ft

Example: a 32 ft bundle not blocked = 2 + 3 = 5 tiedowns minimum. Commodity rules (coils 393.120, concrete pipe 393.124, machinery 393.130, lumber and building materials 393.118) can require more.

2. Add up working load limit (49 CFR 393.106 and 393.108)

- ☐ Aggregate WLL of all tiedowns is at least 50% of the cargo weight. Cargo _____ lb ÷ 2 = _____ lb needed.
- ☐ Tiedowns that run from the trailer over the load to the OTHER side count at full WLL.
- ☐ Tiedowns attached directly to the cargo, or that return to the SAME side, count at half WLL.
- ☐ WLL read from the tag or marking. Unmarked chain, straps and binders use the 393.108 default table.

Tally: ____ x _____ lb + ____ x _____ lb + ____ x _____ lb = _____ lb total WLL

3. Condition and fit (49 CFR 393.104)

- ☐ No knots, cuts, burns or broken stitching in straps. No cracked, stretched or welded-repaired links in chain.
- ☐ Binders, hooks and winches undamaged; handles secured so they cannot open.
- ☐ Edge protection wherever a strap or chain touches an edge that could cut or wear it.
- ☐ Tiedowns tight. Nothing loose that can fall, shift or blow off.
- ☐ Anchor points (stake pockets, rub rail, winch track) not cracked or bent.
- ☐ Blocking, bracing, dunnage and friction mats in place where used.
- ☐ Tarps secured; no loose ends or bungees that can come free.
- ☐ Overhang flagged: rear over 4 ft or sides over 4 in need flags by day and lamps at night (49 CFR 393.87, 393.11).

4. On the road: re-check times (49 CFR 392.9)

- ☐ First check within the first 50 miles of the trip. Mile/time: _____
- ☐ Re-check at every change of duty status.
- ☐ Re-check after 3 hours of driving or 150 miles, whichever comes first.

Check	Time	Location / mile marker	Retightened? (Y/N)	Initials
First 50 mi				
Re-check 1				
Re-check 2				
Re-check 3				
Re-check 4				
Re-check 5				

5. Before you leave the shipper

- ☐ Photos taken: each side, each tiedown, edge protection, tarp on, BOL.
- ☐ Weight on the BOL matches what you were told. Axle weights checked if the load is near the limit.
- ☐ Load sits on the deck the way the rate con described (position, height, width).
- ☐ Permit on board if the load is over legal size or weight.

Notes

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Sources: 49 CFR 393 Subpart I (393.100-393.136), 393.104, 393.106, 393.108, 393.110, 393.87, 393.11 and 392.9, eCFR, checked November 2, 2026: ecfr.gov/current/title-49

General information, not legal advice. Check the current regulation and your equipment ratings before you load.