

FREE LOGISTICS & WAREHOUSING LOAD SECURING TEMPLATE

Load Securing Checklist

Use this 60-point checklist to verify vehicle structures, anchor points, cargo placement, blocking and bracing, dunnage, tiedowns, hardware, edge protection, rolling and special cargo, final securement, transport handoff, corrective actions, and dispatch approval.

Warehouse / site

Inspection date

Vehicle / trailer ID

Securement checker

Internal Logistics & Warehousing template. Apply current FMCSA or other transport requirements where applicable, vehicle and trailer limits, approved load plans, securement-device instructions, commodity-specific rules, dangerous-goods or security controls, and qualified transport or securement guidance.

1. Securement scope, vehicle and trailer identity, cargo profile, load plan, responsibilities, and previous issues

1

Confirm warehouse or site, loading bay, vehicle or trailer ID, registration or unit number, inspection date, shift, and load-securing scope are clearly identified.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
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Execution tip: Start with the exact vehicle, trailer, cargo, route, approved load plan, securement method, and any previous load-shift or restraint failures before applying or checking securement.

2

Record shipment or order reference, route or destination, carrier, driver, trailer or body type, planned departure, and securement supervisor or checker.

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
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Execution tip: Start with the exact vehicle, trailer, cargo, route, approved load plan, securement method, and any previous load-shift or restraint failures before applying or checking securement.

3

Identify cargo types in scope such as palletized goods, cartons, drums, machinery, long loads, coils, vehicles, containers, pipes, timber, or other special cargo.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
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Execution tip: Start with the exact vehicle, trailer, cargo, route, approved load plan, securement method, and any previous load-shift or restraint failures before applying or checking securement.

4

Review the approved load plan, cargo weight and dimensions, center-of-gravity concerns, securement method, anchor-point use, blocking or bracing requirements, and special handling instructions.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
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Execution tip: Start with the exact vehicle, trailer, cargo, route, approved load plan, securement method, and any previous load-shift or restraint failures before applying or checking securement.

5

Review previous load-shift incidents, failed tiedowns, damaged anchor points, broken dunnage, roadside findings, cargo claims, or recurring securement defects relevant to the load.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
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Execution tip: Start with the exact vehicle, trailer, cargo, route, approved load plan, securement method, and any previous load-shift or restraint failures before applying or checking securement.

6

Record final securement status such as compliant, adjust securement, hold vehicle, or specialist review required.

CRITICAL

SECURE

FINAL STATUS | Enter

SECUREMENT OWNER | Enter

DRIVER / CARRIER | Enter

DISPATCH APPROVAL | Enter

Execution tip: Start with the exact vehicle, trailer, cargo, route, approved load plan, securement method, and any previous load-shift or restraint failures before applying or checking securement.

2. Vehicle structure, cargo floor, bulkhead, headboard, sidewalls, doors, anchor points, tracks, and securement interfaces

7

Inspect vehicle or trailer floor, deck, platform, frame, bulkhead, headboard, sidewalls, doors, curtains, gates, and other structures used to contain or support cargo.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: FMCSA requires vehicle structures and securement systems used to secure cargo to be strong enough and in proper working order for the task.

8

Inspect anchor points, D-rings, lashing rings, rub rails, stake pockets, winches, tracks, rails, hooks, cleats, or other securement attachment points for damage or looseness.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: FMCSA requires vehicle structures and securement systems used to secure cargo to be strong enough and in proper working order for the task.

9

Check anchor points and vehicle structures used for securement are appropriate for the load and are not cracked, bent, torn, excessively corroded, loose, or otherwise compromised.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: FMCSA requires vehicle structures and securement systems used to secure cargo to be strong enough and in proper working order for the task.

10

Verify doors, gates, tailboards, sideboards, curtains, partitions, or other closures relied upon as part of the load-containment system are secure and serviceable.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: FMCSA requires vehicle structures and securement systems used to secure cargo to be strong enough and in proper working order for the task.

11

Check cargo does not rely on damaged, improvised, unapproved, or visibly weakened vehicle structures for restraint.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: FMCSA requires vehicle structures and securement systems used to secure cargo to be strong enough and in proper working order for the task.

12

Escalate failed anchor points, cracked structures, insecure doors, damaged floors, compromised bulkheads, or other conditions that make the planned securement system unreliable.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: FMCSA requires vehicle structures and securement systems used to secure cargo to be strong enough and in proper working order for the task.

3. Load distribution, center of gravity, cargo placement, contact surfaces, stack stability, void space, and movement risk

13

Verify cargo placement follows the approved load plan and does not create an obvious vehicle-stability, axle-loading, floor-loading, or center-of-gravity concern.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
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Execution tip: Securement is easier and more reliable when cargo is placed stably. Control weight distribution, center of gravity, voids, and unsupported stacks before adding tiedowns.

14

Check heavy or dense cargo is positioned so the vehicle remains stable and the securement system can restrain expected forward, rearward, and lateral movement.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: Securement is easier and more reliable when cargo is placed stably. Control weight distribution, center of gravity, voids, and unsupported stacks before adding tiedowns.

15

Inspect stacked, palletized, bundled, or irregular cargo for leaning, partial support, unstable tiers, unsupported edges, or other conditions that could shift before tiedowns are applied.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: Securement is easier and more reliable when cargo is placed stably. Control weight distribution, center of gravity, voids, and unsupported stacks before adding tiedowns.

16

Check excessive voids between articles, between cargo and vehicle structures, or between cargo rows are controlled where movement could occur.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: Securement is easier and more reliable when cargo is placed stably. Control weight distribution, center of gravity, voids, and unsupported stacks before adding tiedowns.

17

Verify fragile, crushable, deformable, or mixed-shape cargo is arranged so restraint forces do not damage packaging or allow the securement to loosen.

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: Securement is easier and more reliable when cargo is placed stably. Control weight distribution, center of gravity, voids, and unsupported stacks before adding tiedowns.

18

Escalate unstable stacks, unsafe center of gravity, unsupported cargo, uncontrolled voids, or load placement that cannot be secured reliably using the approved method.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: Securement is easier and more reliable when cargo is placed stably. Control weight distribution, center of gravity, voids, and unsupported stacks before adding tiedowns.

4. Dunnage, blocking, bracing, shoring bars, airbags, chocks, wedges, cradles, and movement control

19

Inspect dunnage, timber, blocking, bracing, shoring bars, load bars, partitions, dunnage bags, airbags, chocks, wedges, cradles, or other movement-control devices before use.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: FMCSA allows cargo to be immobilized or secured using vehicle structures, dunnage, dunnage bags, shoring bars, tiedowns, or a combination of methods.

20

Check blocking and bracing fits the cargo and vehicle geometry and is positioned so it cannot readily slip, crush, collapse, or become dislodged during transport.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: FMCSA allows cargo to be immobilized or secured using vehicle structures, dunnage, dunnage bags, shoring bars, tiedowns, or a combination of methods.

21

Verify dunnage bags or inflatable restraints are used only where approved and are protected from puncture, sharp edges, excessive voids, or unsupported expansion.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: FMCSA allows cargo to be immobilized or secured using vehicle structures, dunnage, dunnage bags, shoring bars, tiedowns, or a combination of methods.

22

Check shoring bars, load bars, partitions, or locking beams are fully engaged in suitable tracks or mounting points and are not bent, loose, or damaged.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: FMCSA allows cargo to be immobilized or secured using vehicle structures, dunnage, dunnage bags, shoring bars, tiedowns, or a combination of methods.

23

For cargo likely to roll, verify chocks, wedges, cradles, or equivalent controls prevent rolling and cannot become unintentionally loose during transit.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: FMCSA allows cargo to be immobilized or secured using vehicle structures, dunnage, dunnage bags, shoring bars, tiedowns, or a combination of methods.

24

Escalate damaged dunnage, failed blocking or bracing, insecure load bars, uncontrolled rolling cargo, punctured airbags, or other movement-control defects before departure.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: FMCSA allows cargo to be immobilized or secured using vehicle structures, dunnage, dunnage bags, shoring bars, tiedowns, or a combination of methods.

5. Tiedowns, straps, chains, binders, webbing, ropes where permitted, hooks, ratchets, winches, and hardware condition

25

Inspect web straps for cuts, tears, severe abrasion, broken stitching, knots, chemical damage, heat damage, edge damage, or other visible weakening.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: Do not use a tiedown merely because it is available. Inspect the entire device and hardware for damage before it becomes part of the securement system.

26

Inspect chains for stretched, cracked, bent, gouged, twisted, severely corroded, welded, or otherwise damaged links.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: Do not use a tiedown merely because it is available. Inspect the entire device and hardware for damage before it becomes part of the securement system.

27

Inspect ratchets, winches, binders, hooks, shackles, rings, buckles, tensioners, connectors, and end fittings for deformation, cracks, wear, corrosion, or malfunction.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: Do not use a tiedown merely because it is available. Inspect the entire device and hardware for damage before it becomes part of the securement system.

28

Verify tiedowns are identified or otherwise controlled according to the approved securement programme so their applicable working load limit or suitability can be determined.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: Do not use a tiedown merely because it is available. Inspect the entire device and hardware for damage before it becomes part of the securement system.

29

Check tiedowns and hardware are compatible with one another and with the anchor point, cargo, edge protection, and securement method being used.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: Do not use a tiedown merely because it is available. Inspect the entire device and hardware for damage before it becomes part of the securement system.

30

Escalate damaged or unidentified tiedowns, failed ratchets or binders, deformed hooks, cracked hardware, incompatible components, or other securement devices unsuitable for continued use.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: Do not use a tiedown merely because it is available. Inspect the entire device and hardware for damage before it becomes part of the securement system.

6. Tiedown routing, number and arrangement, tension, direct and indirect restraint, edge protection, and securement geometry

31

Verify tiedown routing follows the approved securement method and restrains the cargo in the directions of movement relevant to the load and vehicle.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: The correct number and arrangement of tiedowns depends on the cargo, dimensions, weight, contact, vehicle structure, and applicable rule. Do not use a generic tiedown count.

32

Check the number and arrangement of tiedowns, direct restraints, indirect restraints, loops, cross-ties, or other devices meets the applicable approved cargo-securement requirement.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: The correct number and arrangement of tiedowns depends on the cargo, dimensions, weight, contact, vehicle structure, and applicable rule. Do not use a generic tiedown count.

33

Inspect tension on straps, chains, binders, and other devices so the load is held firmly without crushing packaging or damaging cargo, vehicle structures, or securement equipment.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: The correct number and arrangement of tiedowns depends on the cargo, dimensions, weight, contact, vehicle structure, and applicable rule. Do not use a generic tiedown count.

34

Check tiedowns are not routed over sharp or abrasive edges without suitable edge protection where damage could occur.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: The correct number and arrangement of tiedowns depends on the cargo, dimensions, weight, contact, vehicle structure, and applicable rule. Do not use a generic tiedown count.

35

Verify tiedowns are not twisted, trapped, fouled, rubbing against moving parts, routed through unsuitable apertures, or positioned so they can become loose during transit.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: The correct number and arrangement of tiedowns depends on the cargo, dimensions, weight, contact, vehicle structure, and applicable rule. Do not use a generic tiedown count.

36

Escalate insufficient restraint, poor tiedown geometry, inadequate edge protection, loose securement, overloaded or damaged tiedowns, or arrangements that cannot maintain cargo control.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: The correct number and arrangement of tiedowns depends on the cargo, dimensions, weight, contact, vehicle structure, and applicable rule. Do not use a generic tiedown count.

7. Palletized, bundled, bagged, rolling, cylindrical, long, irregular, and high-center-of-gravity cargo

37

Check palletized loads are stable, pallets are serviceable, packaging and wrapping are intact, and the securement method controls pallet movement and unit-load collapse.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: Different load shapes fail in different ways. Check whether the restraint method controls sliding, tipping, rolling, spreading, telescoping, or load collapse for the actual cargo.

38

Inspect bundles, bagged materials, cartons, crates, or stacked units for spreading, leaning, telescoping, compression, or collapse risk requiring additional restraint.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: Different load shapes fail in different ways. Check whether the restraint method controls sliding, tipping, rolling, spreading, telescoping, or load collapse for the actual cargo.

39

Verify drums, reels, spools, cylinders, pipes, or other rolling cargo use suitable chocks, wedges, cradles, blocking, or specialized restraints where required.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: Different load shapes fail in different ways. Check whether the restraint method controls sliding, tipping, rolling, spreading, telescoping, or load collapse for the actual cargo.

40

Check long cargo such as timber, pipes, bars, panels, ladders, or fabricated sections is supported and restrained against forward, rearward, lateral, vertical, and rotational movement as applicable.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action

Execution tip: Different load shapes fail in different ways. Check whether the restraint method controls sliding, tipping, rolling, spreading, telescoping, or load collapse for the actual cargo.

41

Verify tall, top-heavy, narrow-base, suspended, or irregular cargo is controlled against tipping or overturning using the approved load and securement method.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action

Execution tip: Different load shapes fail in different ways. Check whether the restraint method controls sliding, tipping, rolling, spreading, telescoping, or load collapse for the actual cargo.

42

Escalate unstable pallets, spreading bundles, uncontrolled rolling items, unsupported long loads, top-heavy cargo, or irregular loads that cannot be reliably restrained.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action

Execution tip: Different load shapes fail in different ways. Check whether the restraint method controls sliding, tipping, rolling, spreading, telescoping, or load collapse for the actual cargo.

8. Commodity-specific securement, machinery, vehicles, containers, coils, logs, paper rolls, and special cargo requirements

43

Identify whether the cargo falls under a commodity-specific securement rule or customer, industry, dangerous-goods, or special-transport requirement.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: FMCSA commodity-specific rules take precedence where they prescribe additional or more detailed requirements for listed cargo.

44

Verify machinery, heavy equipment, or vehicles are secured using the applicable approved attachment points, restraints, accessory controls, and movement-prevention method.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: FMCSA commodity-specific rules take precedence where they prescribe additional or more detailed requirements for listed cargo.

45

Verify intermodal containers, portable tanks, shipping units, or other large cargo units are attached, locked, blocked, or restrained using the applicable approved method.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: FMCSA commodity-specific rules take precedence where they prescribe additional or more detailed requirements for listed cargo.

46

Check metal coils, logs, dressed lumber, paper rolls, concrete pipe, flattened vehicles, or other listed commodities follow the applicable commodity-specific securement requirements where relevant.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: FMCSA commodity-specific rules take precedence where they prescribe additional or more detailed requirements for listed cargo.

47

Check hazardous, dangerous, temperature-sensitive, high-value, or security-sensitive cargo also meets the applicable packaging, segregation, temperature, seal, access, or documentation controls.

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: FMCSA commodity-specific rules take precedence where they prescribe additional or more detailed requirements for listed cargo.

48

Escalate commodity-specific securement gaps, missing required attachment methods, uncontrolled machinery movement, container-lock issues, or special-cargo conditions that make transport unacceptable.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
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Execution tip: FMCSA commodity-specific rules take precedence where they prescribe additional or more detailed requirements for listed cargo.

9. Post-securement inspection, doors and seals, transport handoff, en-route recheck plan, defect handling, and documentation

49

Complete a final visual and physical securement check after loading to verify cargo position, tiedown tension, blocking, bracing, anchor points, dunnage, and closures.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: Securement should be checked after loading and again when required during transport. Build the recheck plan into the dispatch handoff rather than relying on memory.

50

Check vehicle or trailer doors, curtains, gates, tailboards, liftgates, locks, and seal points are secured and do not interfere with cargo restraint.

CRITICAL

SECURE

Secure

Adjust

Hold

LIVE PHOTO | Add

Execution tip: Securement should be checked after loading and again when required during transport. Build the recheck plan into the dispatch handoff rather than relying on memory.

51

Record seal numbers, securement exceptions, special handling, load restrictions, commodity-specific instructions, or other transport handoff information where applicable.

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
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Execution tip: Securement should be checked after loading and again when required during transport. Build the recheck plan into the dispatch handoff rather than relying on memory.

52

Confirm the driver or carrier understands the applicable cargo-securement recheck requirements, route-specific risks, and any approved inspection or adjustment plan.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: Securement should be checked after loading and again when required during transport. Build the recheck plan into the dispatch handoff rather than relying on memory.

53

Verify spare securement equipment, replacement edge protectors, tools, or other route-specific securement resources are available where required by the operation.

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: Securement should be checked after loading and again when required during transport. Build the recheck plan into the dispatch handoff rather than relying on memory.

54

Escalate loose tiedowns, door or seal problems, unresolved securement defects, missing handoff information, or loads released without a defined recheck process where one is required.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
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Execution tip: Securement should be checked after loading and again when required during transport. Build the recheck plan into the dispatch handoff rather than relying on memory.

10. Defect classification, immediate controls, corrective actions, reinspection, recurring trends, and final dispatch sign-off

55

Classify findings by vehicle structure, anchor point, load placement, dunnage, blocking or bracing, tiedown, hardware, edge protection, rolling cargo, commodity-specific rule, or other approved category.

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: Do not release a load because a securement defect has been reported. Correct the physical condition, then verify the entire securement system after the change.

56

Prioritize findings using potential cargo loss, vehicle instability, road-user exposure, load shift, falling-object risk, hazardous-cargo impact, recurrence, and route severity.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: Do not release a load because a securement defect has been reported. Correct the physical condition, then verify the entire securement system after the change.

57

Apply immediate controls such as holding the vehicle, repositioning cargo, adding or replacing securement, reblocking, isolating damaged devices, or unloading and rebuilding the load.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: Do not release a load because a securement defect has been reported. Correct the physical condition, then verify the entire securement system after the change.

58

Create corrective actions with named owners, due dates, replacement equipment, load-plan changes, operator coaching, vehicle repair, specialist review, evidence expectations, and verification criteria.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
-----------------	-------------------	-------	----------	-------------------

Execution tip: Do not release a load because a securement defect has been reported. Correct the physical condition, then verify the entire securement system after the change.

59

Review recurring loose tiedowns, damaged straps or chains, anchor-point failures, load shifts, blocked cargo, edge damage, commodity-specific defects, and roadside findings for systemic causes.

CRITICAL

SECURE

Securement item	Status / severity	Owner	Evidence	Corrective action
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Execution tip: Do not release a load because a securement defect has been reported. Correct the physical condition, then verify the entire securement system after the change.

60

Record final load-securement status, critical open issues, restricted cargo, corrected defects, securement owner, driver or carrier acknowledgement, route recheck instructions, and dispatch approval.

CRITICAL

SECURE

FINAL STATUS Enter	SECUREMENT OWNER Enter	DRIVER / CARRIER Enter	DISPATCH APPROVAL Enter
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Execution tip: Do not release a load because a securement defect has been reported. Correct the physical condition, then verify the entire securement system after the change.