



Tailgate/Toolbox Safety Training

Safety Services Company-Safety Meeting Division, PO Box 6408 Yuma, AZ 85366-6408 Toll Free (866) 204-4786



Company Name: _____ Job Site Location: _____

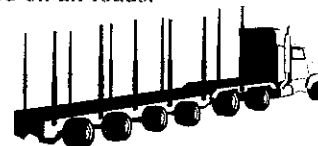
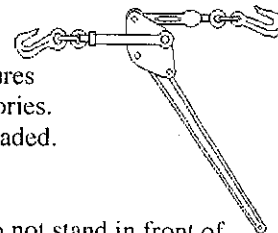
Date: _____ Start Time: _____ Finish Time: _____ Foreman/Supervisor: _____

Topic 353: Load Binders and Chains

Introduction: Many materials are transported by truck on the highways and interstates. Materials which are too bulky or which are configured in such a way that will not allow their shipping in a standard closed trailer must be shipped on a flatbed trailer. These loads must be secured to the trailer using binders and chains or straps. This method of securing loads presents some hazards to the worker and must be done carefully and correctly to ensure the safety of the truck operator and motorists traveling on the same roadways. Check with local and state regulations for securing and transporting loads, and follow these guidelines for safety in securing loads using binders, chains, and straps:

Guidelines for safe use of binders, chains, and straps:

- Employers must ensure that all personnel involved in the loading of trucks are properly trained in procedures for safely loading and securing of loads, and the proper use of binders, chains, binding straps, and accessories.
- Do not load heavy equipment on transports unless trained to safely operate the particular machine to be loaded.
- Tie-down methods used must provide adequate means to secure the load against movement during transit.
- Chains or binding straps must not be thrown over the load until personnel are clear.
- If using a handle extension or "cheater bar", ensure that the extension is gripped firmly at all times and do not stand in front of, or over, the extension. Ensure that the binder is firmly locked in the secured position before releasing the extension.
- Do not use a binder with a bent handle which may prevent it from locking down.
- Binder handles should be wired in the locked position for transport of loads.
- Cargo should have at least one tiedown for every ten feet of cargo. At least two tiedowns are required on all loads.
- If securing a load such as pipe, logs, etc. which is over 27 feet in length, a minimum of 4 binders must be used, and spaced equal distances on the load with two bindings near the ends of the load.
- Machines must be loaded, secured and unloaded so they do not create a hazard for personnel.
- Within 15 minutes of leaving the loading area with a bound load the operator should recheck the binders, chains or straps, and security of the load to ensure that no shifting of the load or loosening of the bindings has occurred. Bindings should be checked regularly in transit to ensure the security of the load.
- Ensure that hooks, shackles, and other accessories used to secure loads are not bent, gapped, or cracked.
- The combined strength of all tiedowns must be strong enough to lift 1 1/2 times the weight of the load being hauled.
- Do not exceed the rated weight limit for accessories, chains, straps, or binders.



Requirements for chains and binding straps:

- Do not use straps which have broken stitching, are frayed, or show any signs of wear, damage, or deterioration.
- Ensure that all straps used are rated to handle the weight of load they are securing.
- Chains used in securing loads must be inspected before initial use and weekly thereafter.
- Chain must be normalized or annealed periodically as recommended by the manufacturer.
- If at any time any 3-foot length of chain is found to have stretched one-third the length of a link it must be discarded.
- Bolts or nails must not be placed between two links to shorten or join chains.
- Broken chains must not be spliced by inserting a bolt between two links with the head of the bolt and nut sustaining the load, or by passing one link through another and inserting a bolt or nail to hold it.
- Required chains or straps and binders must be in place and hooked prior to tightening any of the binders.



Conclusion: Blocking and bracing may also be used in conjunction with tiedown methods to secure cargo. Some heavy metal cargos have special requirements for securing. Check with local motor vehicle department authorities to ensure all requirements for securing loads are met.

Work Site Review

Work-Site Hazards and Safety Suggestions: _____

Personnel Safety Violations: _____

Employee Signatures: _____
(My signature attests and verifies my understanding of and agreement to comply with, all company safety policies and regulations, and that I have not suffered, experienced, or sustained any recent job-related injury or illness.)

Foreman/Supervisor's Signature: _____

These guidelines do not supercede local, state, or federal regulations and must not be construed as a substitute for, or legal interpretation of, any OSHA regulations.