Preloaded Flatbed Re-Check Sheet

Flatbed or step deck loaded by someone else · count it, check it, re-check it on schedule

ONE PER LOAD

Trailer # _____ BOL # _____

Shipper / yard _____ Cargo _____

Weight (lb) _____ Longest piece (ft) _____ Odometer at pickup _____

Tiedowns counted _____ Aggregate WLL (lb) _____

RE-CHECK SCHEDULE · 49 CFR 392.9(b)

1. Within the first 50 miles after pickup.
2. Then at every change of duty status, or after 3 hours or 150 miles of driving, whichever comes first.

Adjust the cargo or securement as needed so the cargo cannot shift or fall. Sealed loads you were ordered not to open are excepted.

At pickup, before you leave the yard

- ☐ Trailer number matches the load sheet. Load matches the BOL (pieces, description).
- ☐ Count the tiedowns and write each one in the inventory below. Chain, strap, binder type.
- ☐ Every strap and chain marked with a WLL, or treated as unmarked (unmarked chain counts as grade 30).
- ☐ No cut, burned or knotted straps, no stretched or cracked chain links, binders latched and secured.
- ☐ Edge protection where straps cross sharp edges.
- ☐ Tiedown count meets 393.110 for the length of each article (see box).
- ☐ Aggregate WLL at least half the cargo weight (393.106(d)). If the math does not work, call dispatch before you roll.
- ☐ Tarp (if tarped) tight, not blocking lights or mirrors.

Minimum tiedowns (393.110)

No headerboard, bulkhead or blocking in front of the article:

· 5 ft or shorter and 1,100 lb or lighter: 1
· 5 ft or shorter and over 1,100 lb: 2
· Over 5 ft, up to 10 ft: 2
· Over 10 ft: 2, plus 1 for every further 10 ft or fraction

Blocked in front: 1 per 10 ft of length or fraction.

Aggregate WLL (393.106(d))

At least half the cargo weight. Count a tiedown from the trailer to the cargo, or over the cargo back to the same side, at half its WLL. Count one over the cargo from side to side at its full WLL. A tiedown's WLL is its weakest part or anchor (393.108).

Tiedown inventory at pickup

#	Position (ft from nose)	Type: chain / strap	WLL marked (lb)	Direct or over the load	Condition at pickup	Note

Re-Check Log

One line per check. Write the reason so the schedule is easy to follow at a roadside inspection.

Check	Time	Odometer	Miles since last	Reason: 50 mi / 3 hr / 150 mi / duty change	Tiedowns tight (Y/N)	Re-tensioned or replaced	Initials

Problems found on the road

Time	Location	What moved or failed	What you did	Dispatch told (time)

Sources

49 CFR 392.9(b) (checked 2026-11-02): https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-392/subpart-A/section-392.9

49 CFR 393.106(d) (checked 2026-11-02): https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-393/subpart-I/section-393.106

49 CFR 393.108 (checked 2026-11-02): https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-393/subpart-I/section-393.108

49 CFR 393.110 (checked 2026-11-02): https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-393/subpart-I/section-393.110

General information, not legal or safety-compliance advice. The full text of 49 CFR 392.9 and 393.100-393.136 (including commodity-specific rules for coils, lumber, machinery and more), your carrier's procedures and the shipper's instructions come first.