Seal and SL&C Log

One line per load · seal at pickup, seal at delivery, SL&C noted, photos taken

KEEP IN THE CAB

- ☐ Read the seal number off the seal, not off the paperwork. Write it before you sign anything.
- ☐ Seal number on the door, on the BOL and on this log must match. Photograph the seal with the trailer number in frame.
- ☐ Did not watch it being loaded? Ask for "SL&C" (shipper load and count) or "shipper load, driver count not verified" on the BOL before you sign.
- ☐ Seal missing, broken or a different number? Do not fix it. Call dispatch before you leave the yard.
- ☐ At delivery, let the receiver cut the seal. Write who cut it and keep the seal if they hand it to you.

Date	Trailer #	Pickup (shipper, city)	BOL #	Seal # at pickup	SL&C on BOL	Photo	Delivery (receiver, city)	Seal # at delivery	Match?	Cut by	Photos	Notes

Sources

49 CFR 392.9(b)(4) Inspection of cargo: sealed loads (checked 2026-11-02):
https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-392/subpart-A/section-392.9

SL&C = shipper load and count: the shipper loaded and counted the freight and the driver did not verify it. A sealed trailer you were told not to open is excepted from the cargo re-check rule in 49 CFR 392.9(b).

General information, not legal or claims advice. The BOL terms, the broker's rate confirmation and the shipper's sealing instructions come first.