

Recommended Practices for the Securement of Rolled Sod

Beginning May 1, 2008, transporters of palletized sod rolls will be required to secure their loads in accordance with the provisions of Ontario Regulation 363/04 and NSC Standard 10 for Cargo Securement.

To assist industry, the attached guideline provides options that will be accepted as the minimum requirements necessary to secure rolls of sod in Ontario.

However, the use of alternative cargo securement methods is acceptable provided the cargo securement system meets the requirements set out in the National Safety Code Standard 10. Copies of the national standard can be obtained by visiting the Canadian Council of Motor Transport Administrators website of at: www.ccmta.ca

If you have any questions, I can be contacted at (905) 704-2168.

Warren Reynolds
Senior Enforcement Advisor
Carrier Enforcement Program Office

**Transportation and Securement of Rolls of Sod:
Recommended Practices**

The recommended practices provided in this guideline are accepted as the minimum requirements necessary to secure rolls of sod.

The use of alternative cargo securement methods is acceptable provided the cargo securement system meets the performance criteria set out in the National Safety Code Standard 10. A copy of the standard can be obtained at www.ccmta.ca.

May 2008

Method 1: Use of Covering and Securing Devices

This method requires the use of a cover such as netting (mesh tarp), canvas or a tarpaulin over the entire load. At least one tiedown must secure each pallet or transverse row of pallets. The tiedowns must be placed over the covering.

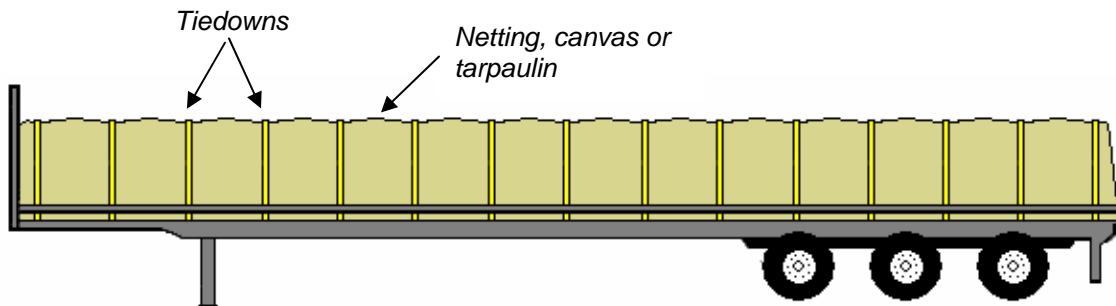
The aggregate working load limit (WLL) of the tiedowns must be no less than 50% of the weight of the pallet(s) being secured.

Each pallet shall be secured by tiedowns laid out over the cover, as outlined in the provisions of section 22 of the Standard 10.

Where only one tiedown is used to secure a pallet or row of pallets, it must be placed over the centre of each pallet or transverse row of pallets.

The netting, canvas or tarpaulin used in this method, besides serving as a covering, also serves as a securing device to contain the sod rolls on the pallet. To serve this double function (covering and securing device) the cover must extend beyond the load to the truck or trailer deck. It must be in good condition, and not worn or damaged in any way which would reduce its effectiveness.

Method 1



The illustration above provides an example of this securement method. The use of a headboard is recommended.

Method 2 Use of Covering Devices, Securing Devices and Dunnage

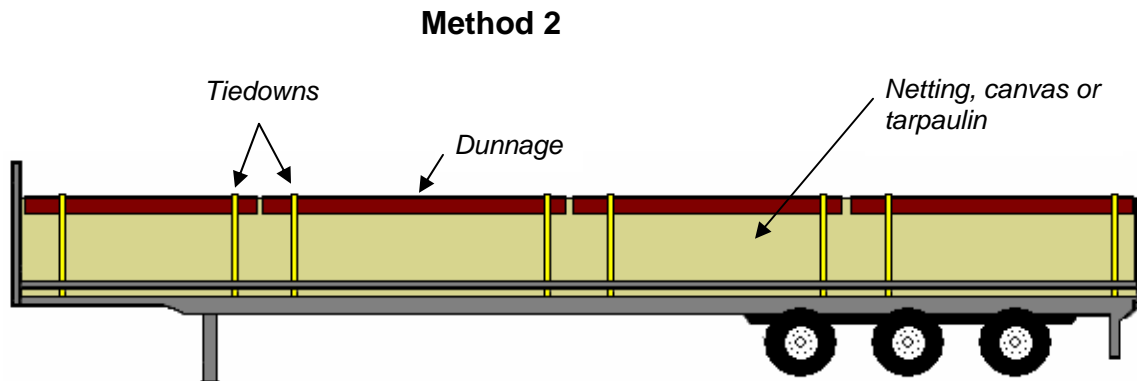
This method requires the use of a cover such as netting (mesh tarp), canvas or a tarpaulin, dunnage and an adequate number of tiedowns to secure the entire load of sod.

Dunnage must be placed on the top of both outside longitudinal edges of the load and must be held in place by tiedowns. There must be at least one tiedown for each 3 metres of dunnage length (or part thereof). However, for increased safety, the use of at least two tiedowns is recommended when dunnage is used to secure more than one pallet or transverse row of pallets.

The aggregate working load limit (WLL) of the tiedowns must be no less than 50% of the weight of the pallet(s) being secured.

Pallets shall be secured by tiedowns laid out over the netting, as outlined in the provisions of section 22 of the Standard 10.

Dunnage may be placed under or over the covering. Tiedowns must be placed over the covering. The covering must be in good condition and must be large enough to fully cover the load.

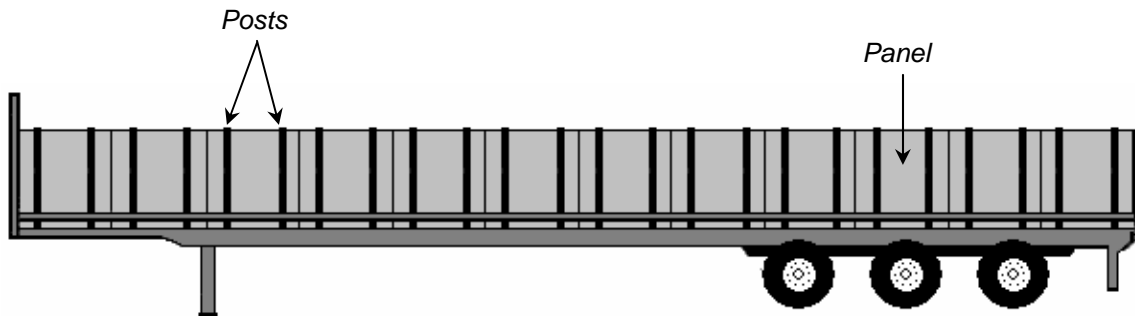


The illustration above provides an example of this securement method. The use of a headboard is recommended.

Method 3 Use of Panels, Posts or Side Racks

This method requires the use of panels, posts or side racks which are securely attached to the vehicle to immobilize pallets within the structure. They must be strong enough and high enough to prevent the load from shifting or falling off the vehicle. The panels, posts, side racks and the vehicle's floor cannot have holes that would allow any portion of the load to escape.

Method 3



The illustration above provides an example of this securement method. Note that a headboard or front bulkhead is required with this securement method.

Other Acceptable Securement Systems



Figure 1

Figure 1 is an example of a trailer equipped with a retractable tarpaulin load securement system designed for transporting sod (palletized rolls, commercial rolls and soil bag load). A compliance label must be displayed on the vehicle indicating the system meets the requirements of National Safety Code Standard 10 for Cargo Securement. (See Figure 2). This system does not require additional tiedowns to secure the load.

NOTE: Other retractable tarpaulin systems or tarp sided trailers are considered as load protection systems only and do not meet the cargo securement requirements unless a manufacturer's compliance label is displayed on the vehicle indicating otherwise.

POYNTZ COVERED WAGON™
RETRACTABLE TARPULIN LOAD SECUREMENT SYSTEM

MEETS NATIONAL SAFETY CODE for MOTOR CARRIERS
STANDARD 10 - CARGO SECUREMENT

APPROVED FOR USE FOR PALLETIZED SOD; BIG ROLL SOD AND SOIL BAG LOAD
SECUREMENT UNDER THE FOLLOWING CONDITIONS:

DESCRIPTION	53' TRAILER	48' TRAILER	45' TRAILER
MAX. LOAD	72,000LB (32,700 KG)	66,000LB (30,000 KG)	60,000LB (27,270 KG)
SOD PALLET WGT	3,000LB (1,360 KG)	3,000LB (1,360 KG)	3,000LB (1,360 KG)
# PALLETS	MAXIMUM 24	MAXIMUM 22	MAXIMUM 20
BIG ROLL SOD WGT	1,500LB (680KG)	1,500LB (680KG)	1,500LB (680KG)
# BIG ROLLS	MAXIMUM 48	MAXIMUM 44	MAXIMUM 40
SOIL BAG WGT	1,200LB (545KG)	1,200LB (545KG)	1,200LB (545KG)

COVERED WAGON™ U.S. PAT. NO. 6,779,828; 6,926,337
RETRACTABLE TRUCK TARPULIN SYSTEM PAT. PENDING

Figure 2