

# *The Security of Loads Regulations*

*Repealed*

by chapter H-3.01 Reg 3 (effective November 10, 1999).

*Formerly*

Chapter H-3.1 Reg 14 (effective April 1, 1993) as amended by  
Saskatchewan Regulations 37/93.

**NOTE:**

This consolidation is not official. Amendments have been incorporated for convenience of reference and the original statutes and regulations should be consulted for all purposes of interpretation and application of the law. In order to preserve the integrity of the original statutes and regulations, errors that may have appeared are reproduced in this consolidation.

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## CHAPTER H-3.1 REG 14

### *The Highway Traffic Act*

#### TITLE AND INTERPRETATION

##### Title

- 1 These regulations may be cited as *The Security of Loads Regulations*.

##### Interpretation

- 2 In these regulations:

- (a) **“coil insert”** means a device which, when used in conjunction with a tie-down assembly, restrains a coil of metal against movement;

- (b) **“commercial vehicle”** means:

- (i) a truck, tractor, or power unit; or

- (ii) any combination of:

- (A) a truck, tractor, or power unit; and

- (B) a trailer or semi-trailer;

where the gross vehicle weight stated on the certificate of registration or registration permit for the truck, tractor or power unit, as the case may be, exceeds 5 000 kilograms;

- (c) **“dunnage”** means a device or material that distributes the restraining force of one or more tie-down assemblies over a greater portion of the load than would normally be affected without the device or material;

- (d) **“eye”** means the hole through the centre of a coil;

- (e) **“Figure”** means the appropriate Figure contained in the Appendix to these regulations;

- (f) **“tie-down assembly”** means a fastening device or attachment used to secure a load to the vehicle on which it is being carried and includes chains, cables, steel straps, fibre webbing, or any other device or attachment that prevents the movement of the load in any direction;

- (g) **“tie-down tensioner”** means a device used to tighten a tie-down assembly;

- (h) **“working load limit”** means the capacity, as indicated by the manufacturer, of a tie-down assembly or component of a tie-down assembly representing the maximum load that may be applied to that assembly or component during normal service.

## GENERAL REQUIREMENTS

**General requirements**

**3** Subject to the other provisions of these regulations, a commercial vehicle on which a load is transported on a highway shall have:

- (a) all of the following:
  - (i) a rear end gate and sides, side boards, bunks or stakes that:
    - (A) are securely attached to the vehicle;
    - (B) are strong enough and high enough to ensure that the load will not shift on or fall from the vehicle; or
    - (C) have no opening large enough to permit any of the load to pass through; and
  - (ii) a device that is capable of stopping loads from shifting forward;
- (b) tie-down assemblies:
  - (i) that number:
    - (A) for loads of 2.5 metres or less in length, at least two;
    - (B) for loads greater than 2.5 metres in length, at least two tie-down assemblies and one additional tie-down assembly for each 3.0 metres of load that is in excess of 6.0 metres;
  - (ii) that are used in a manner that:
    - (A) conforms with Figure 1;
    - (B) ensures direct contact between the load and the tie-down assembly or direct contact with dunnage that is in contact with the load and is secured by tie-down assemblies; and
    - (C) ensures that the tie-down assemblies mentioned in paragraph (A) or dunnage are in contact with the exterior uppermost items of the load, with those items securely holding each interior and lower item; and
  - (iii) that have a total working load limit that is not less than the load secured; or
- (c) some means of protecting against a shifting or falling load that is similar to or at least as effective as the means specified in clauses (a) and (b).

12 Feb 93 cH-3.1 Reg 14 s3; 11 Jne 93  
SR 37/93 s3.

## LOAD SECURITY DEVICES AND GENERAL LASHING PROCEDURES

**Loads not to exceed working load limit**

**4** Where a load is secured by a tie-down assembly, the weight of that load shall not exceed the working load limit of the tie-down assembly.

12 Feb 93 cH-3.1 Reg 14 s4.

## SECURITY OF LOADS

## H-3.1 REG 14

**Requirements for tie-down assemblies**

**5** Tie-down assemblies used on commercial vehicles while transporting loads shall be tie-down assemblies that:

- (a) have no knots in between the points of attachment;
- (b) do not show stretch, deformation, excessive wear, or damage in any components;
- (c) have not been shortened or repaired other than in accordance with the manufacturer's instructions;
- (d) where over-the-centre type of tie-down tensioners are used, have handles that are locked in place and secured by an adequate secondary means to prevent accidental release;
- (e) where wire rope or cable is used, are anchored securely to the winch and protected at the points where the wire rope or cable comes into contact with load edges sharp enough to cause damage to the wire rope or cable; and
- (f) unless permanently crimped, are capable of being tightened in transit and are kept tight at all times.

12 Feb 93 cH-3.1 Reg 14 s5.

**Requirements for blocking**

**6** Where blocking is required by these regulations, the blocking shall be of sound timber or other material capable of being securely attached to the bed or the sides of the vehicle.

12 Feb 93 cH-3.1 Reg 14 s6.

**Liquid load**

**7** Commercial vehicles transporting liquid products in bulk in quantities greater than 1 000 litres shall have:

- (a) tanks, valves and piping that are secure and free of leaks; and
- (b) hatches that are secure.

12 Feb 93 cH-3.1 Reg 14 s7.

## OVERHANGING LOADS

**Overhanging loads**

**8** Where a vehicle is transporting a load that:

- (a) overhangs the rear of the vehicle by 500 millimetres or more, there shall be carried at the extreme rear end of the load:
  - (i) between:
    - (A) sunrise and sunset, a red flag of at least 300 millimetres x 300 millimetres; and
    - (B) sunset and sunrise, a red lamp emitting a red light to the rear and to each side of the load that is visible from 200 metres; or

- (ii) at any time when visibility is poor a red lamp emitting a red light to the rear and to each side of the load that is visible from 200 metres;
- (b) overhangs either side of the vehicle by 300 millimetres or more, there shall be carried at the extreme end or extreme ends of the overhanging load:
  - (i) between:
    - (A) sunrise and sunset, a red flag of at least 300 millimetres x 300 millimetres; and
    - (B) sunset and sunrise, a lamp emitting an amber light to the front and a red light to the rear of the vehicle that is visible from 200 metres.
  - (ii) at any time when visibility is poor, an amber light emitting an amber light to the rear and to each side of the load that is visible from 200 metres.

12 Feb 93 cH-3.1 Reg 14 s8.

#### SPECIFIC LASHING PROCEDURES BY COMMODITY

##### Coils

9(1) Where a commercial vehicle is transporting metal coils that weigh 2 000 kilograms or more, either singly or banded together:

- (a) coils standing on end, either singly or in rows, shall be secured:
  - (i) to prevent forward motion, by:
    - (A) blocking against the front of the coil or row of coils; or
    - (B) coil inserts;
  - (ii) to prevent rearward motion, by:
    - (A) blocking against the rear of the coil or row of coils; or
    - (B) coil inserts; and
  - (iii) to prevent vertical motion, by a tie-down assembly that:
    - (A) complies with Figure 2; and
    - (B) is used over the top of each coil or transverse row of coils;
- (b) coils loaded on their sides parallel to the width of the vehicle, either singly or in rows, shall be secured:
  - (i) by a tie-down assembly through the eye of each coil, restraining against forward motion and making an angle of more than zero degrees and less than 45 degrees with the horizontal when viewed from the side of the vehicle;
  - (ii) by a tie-down assembly through the eye of each coil, restraining against rearward motion and making an angle of less than 45 degrees with the horizontal when viewed from the side of the vehicle; and

- (iii) if the coils are:
  - (A) separated, by blocking that has a cross sectional dimension of no less than 100 millimetres x 100 millimetres or more and a length which blocks at least 75% of the width of each coil tightly placed against both the front and the rear sides of the coil, and that prevents movement of the coil to the front or the rear; or
  - (B) contacting each other, either by tie-down assemblies through the eyes of all the coils to prevent rearward motion or, if the middle coils do not have tie-down assemblies, but rather one tie-down assembly through the eye, by blocking having dimensions of not less than 50 millimetres x 100 millimetres which tightly blocks against the outer ends of each of the middle coils which have only one tie-down assembly through the eye in accordance with Figure 3 or Figure 4;
- (c) coils loaded on their sides parallel to the length of the vehicle, either singly or in rows, shall be secured by:
  - (i) one or more tie-down assemblies over the top of each coil or transverse row of coils;
  - (ii) two or more tie-down assemblies that:
    - (A) pass through the eye of each coil or transverse row of coils;
    - (B) are arranged so that they cross diagonally through the coil; and
    - (C) are tied down on opposite sides of the vehicle or pass straight through the eyes with one tie-down assembly being tied to one side of the vehicle and the other to the opposite side;
  - (iii) blocking having dimensions of not less than 100 millimetres x 100 millimetres which tightly blocks against the sides of each coil or against the outward sides of each transverse row of coils to prevent sideways movement; and
  - (iv) if only one tie-down assembly is used over the top of each row of coils or transverse row of coils, additional blocking having cross-sectional dimensions of not less than 50 millimetres x 100 millimetres that is:
    - (A) placed tightly against the front and back of each coil, longitudinal row of coils or transverse row of coils; and
    - (B) firmly secured to the longitudinal blocking in a manner that restrains against forward and rearward movement in accordance with Figure 5, Figure 6, or Figure 7.
- (2) Notwithstanding subsection (1), blocking is not required on commercial vehicles that:
  - (a) have depressions in the vehicle or trailer bed; or

(b) are equipped with other restraining devices;  
that perform the functions of blocking specified in these regulations.

12 Feb 93 cH-3.1 Reg 14 s9; 11 Jne 93  
SR 37/93 s4.

#### Miscellaneous metal articles

**10(1)** In this section, “**miscellaneous metal articles**” means articles consisting of cut-to-length bars, plates, rods, sheet and tin mill products, billets, blooms, ingots, slabs, structural shapes or pipe and other tubular products.

(2) Where a commercial vehicle is transporting miscellaneous metal articles that individually, or in bundles or boxes banded or otherwise secured together and handled as a single unit, weigh more than 1 000 kilograms, the miscellaneous metal articles shall be secured in accordance with subsection (3).

(3) The miscellaneous metal articles mentioned in subsection (1) shall be secured:

(a) in accordance with the standards prescribed in section 3; or

(b) in the case of:

(i) articles banded or otherwise secured together and handled as a single unit, by at least two tie-down assemblies in accordance with Figure 8;

(ii) single articles, groups of articles or combinations of articles loaded side by side, by at least one tie-down assembly for every 2.5 metres of length in accordance with Figure 8;

(iii) articles that:

(A) individually have a length of 2.5 metres or less; and

(B) are securely butted against each other in a forward and rearward direction;

by metal angles or dunnage of at least 100 millimetres x 100 millimetres placed longitudinally over the articles and located over the articles in accordance with Figure 9; or

(iv) tiered articles, where each tiered article rests securely on the one beneath it, by securing each tier in the same manner as a single level of those articles would be secured in accordance with Figure 10.

12 Feb 93 cH-3.1 Reg 14 s10.

#### Loads on vehicle combinations

**11(1)** In this section, “**fifth wheel coupler**” means a coupling device securely attached to the chassis of a vehicle and which will accept a semi-trailer kingpin inserted through the device and will lock the kingpin in position to allow rotation in a horizontal plane through the coupling device.

(2) No person shall operate any combination vehicles on which a load is carried where the load is supported by more than one vehicle in the combination unless:

(a) the combination of vehicles carrying the load consists of a pole trailer equipped with a compensating reach;

- (b) the load is supported at an articulation point in the combination of vehicles by:
- (i) a fifth wheel coupler and a kingpin;
  - (ii) a pintle hook and a lunette eye assembly; or
  - (iii) a turntable; or
- (c) the load is supported in a way that protects it against shifting or falling that is at least as effective as the means prescribed in clauses (a) and (b).

12 Feb 93 cH-3.1 Reg 14 s11.

**Text to prevail**

**11.1** Where there is or appears to be a difference between the written text of these regulations and the figures in the Appendix, the written text is taken as authoritative and to take precedence over the figures in the Appendix.

11 Jne 93 SR 37/93 s5.

**Deemed compliance by certain commercial vehicles**

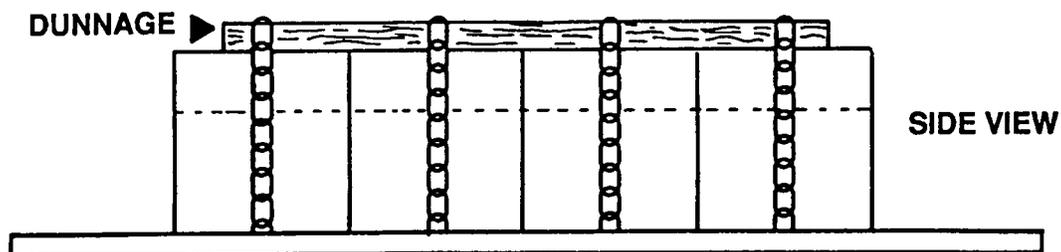
**12** A commercial vehicle being operated in Saskatchewan by a non-resident is deemed to be in compliance with these regulations, if the commercial vehicle being operated by the non-resident complies with the legislation respecting load security in the jurisdiction where the commercial vehicle is registered.

12 Feb 93 cH-3.1 Reg 14 s12.

**Appendix**

**FIGURE 1**

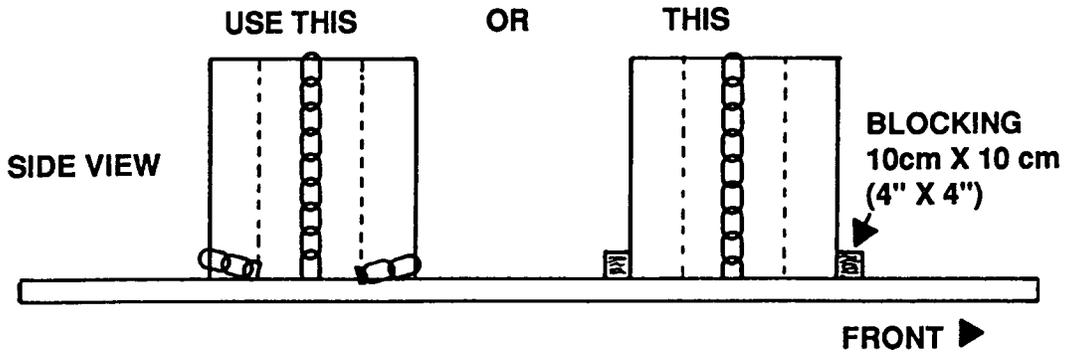
*[Paragraph 3(b)(ii)(A)]*



**AT LEAST ONE TIEDOWN ASSEMBLY FOR  
EACH 3 LINEAR METRES (10 FT.) OF LADNG**

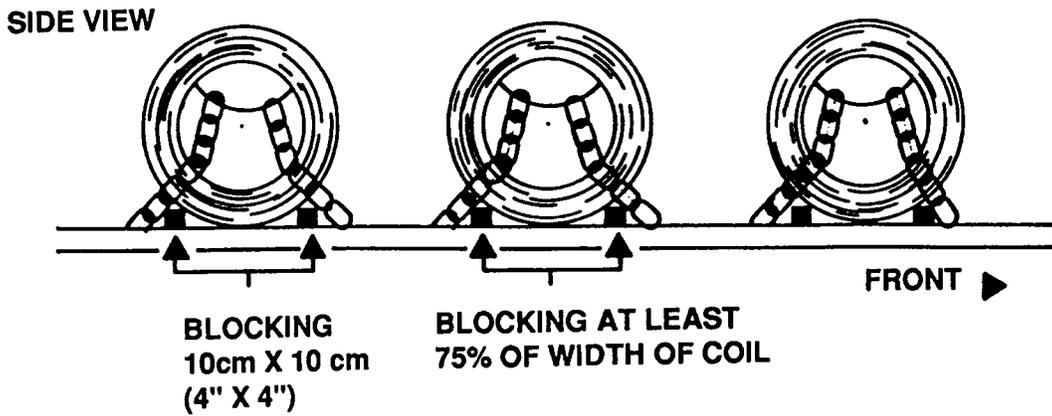
12 Feb 93 cH-3.1 Reg 14.

**FIGURE 2**  
[Paragraph 9(1)(a)(iii)(A)]



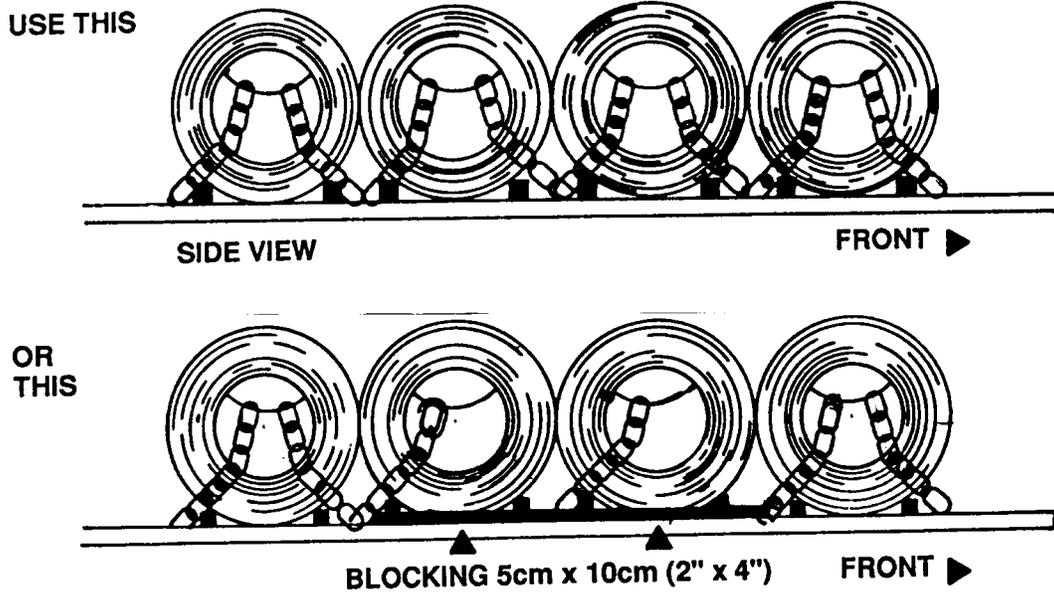
12 Feb 93 cH-3.1 Reg 14.

**FIGURE 3**  
[Paragraph 9(1)(b)(iii)(B)]



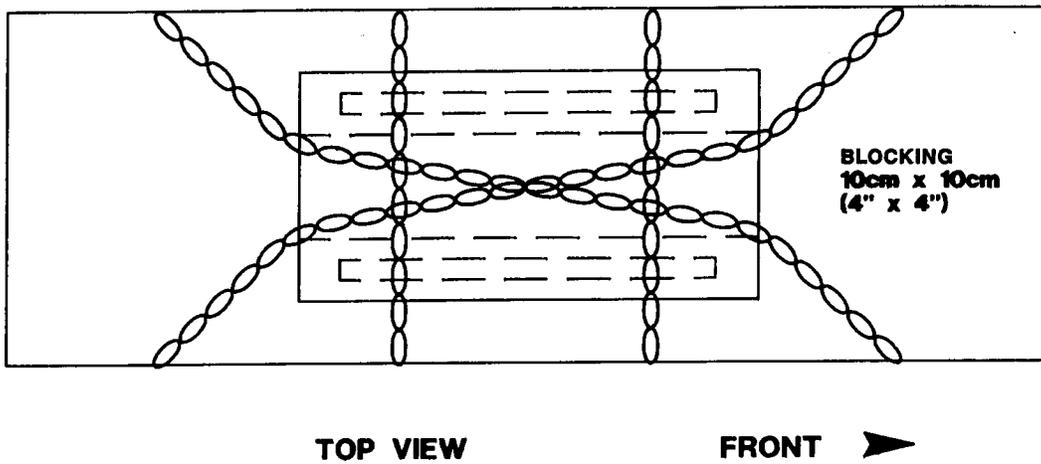
12 Feb 93 cH-3.1 Reg 14.

**FIGURE 4**  
[Paragraph 9(1)(b)(iii)(B)]



12 Feb 93 cH-3.1 Reg 14.

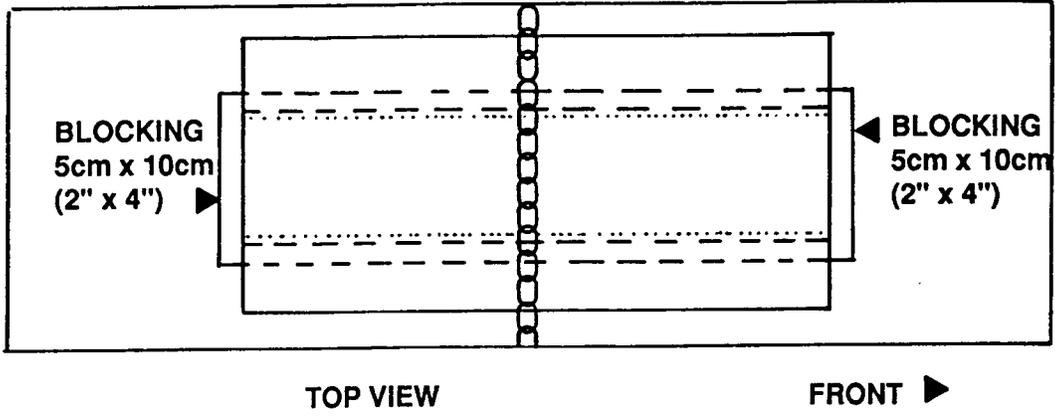
**FIGURE 5**  
[Clause 9(1)(c)]



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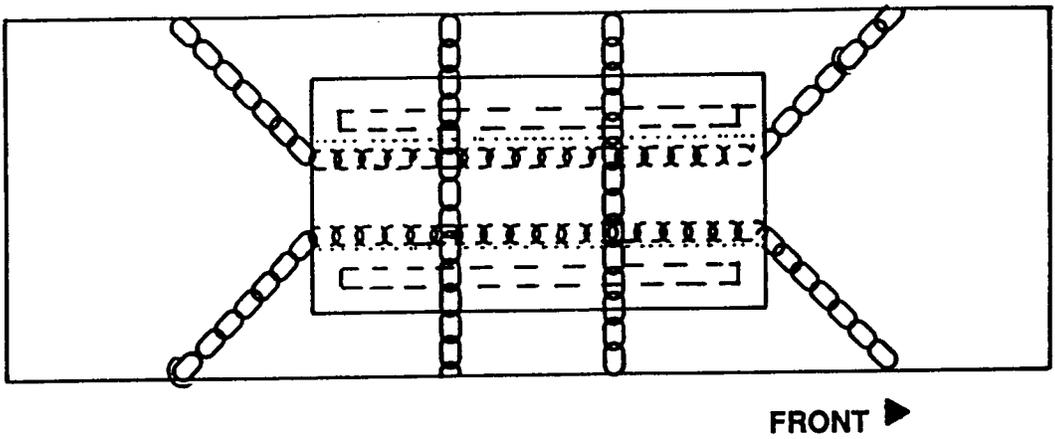
**FIGURE 6**  
[Clause 9(1)(c)]

**BLOCKING 10cm x 10cm (4" x 10")  
SECURED TO FRONT AND REAR BLOCKING**



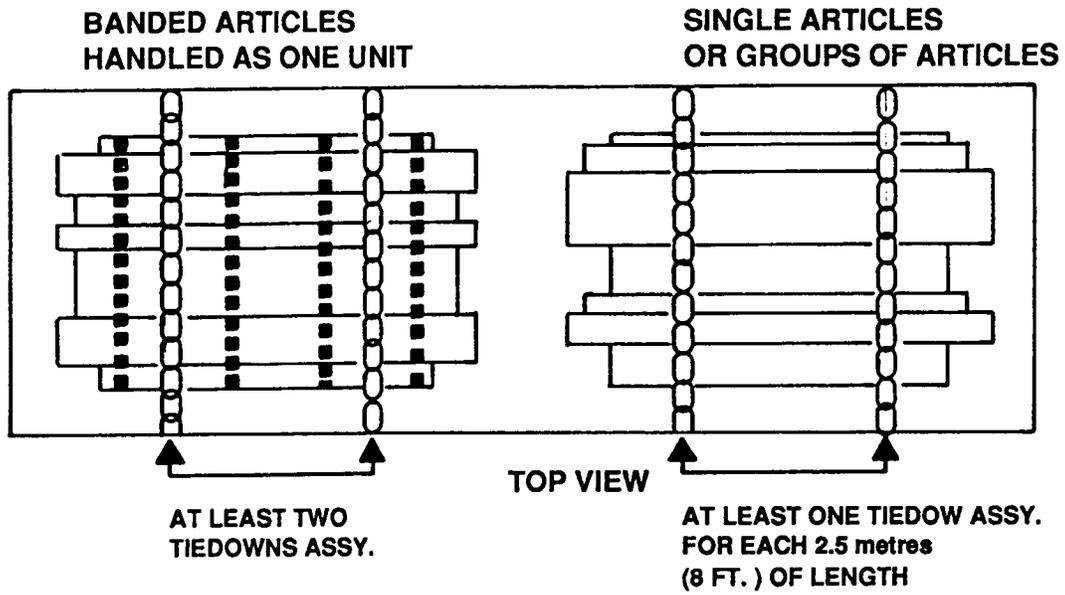
12 Feb 93 cH-3.1 Reg 14.

**FIGURE 7**  
[Clause 9(1)(c)]



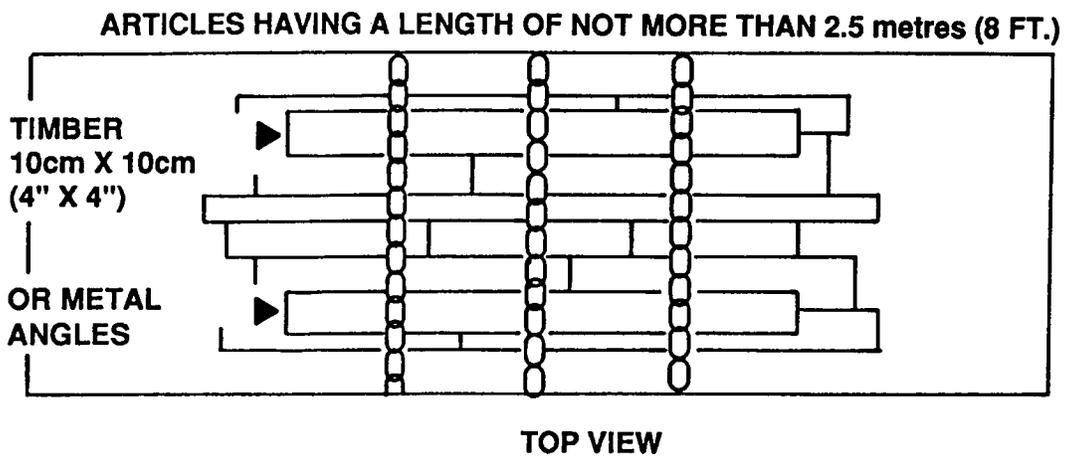
12 Feb 93 cH-3.1 Reg 14.

**FIGURE 8**  
[Subclause 10(2)(b)(i) and (ii)]



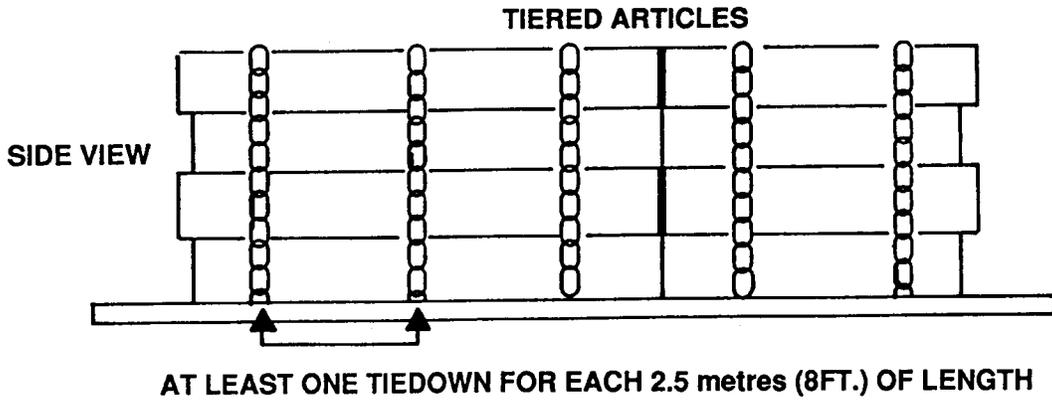
12 Feb 93 cH-3.1 Reg 14.

**FIGURE 9**  
[Subclause 10(2)(b)(iii)]



12 Feb 93 cH-3.1 Reg 14.

**FIGURE 10**  
[Subclause 10(2)(b)(iv)]



12 Feb 93 cH-3.1 Reg 14.