

**National Safety Code Standard 10 – Cargo Securement
Changes Approved June 2013**

Second Edition – September 2010 Original Text	Revision June 2013 New Text
<p>Interpretation Section – Definition:</p> <p>“light vehicle” means (i) an automobile, truck or van that weighs 4 500 kilograms or less, or (ii) a piece of equipment or machinery that operates on wheels or tracks and weighs 4 500 kilograms or less;</p>	<p>Interpretation Section – Definition:</p> <p>“light vehicle” means an automobile, truck or van that weighs 4 500 kilograms or less</p>
<p>Division 2 – General Performance Criteria: Friction Mats</p> <p>Section 12 (9) A friction mat which is not marked by the manufacturer with a working load limit is assumed to provide resistance to horizontal movement equal to 50% of the weight of the cargo resting on the mat.</p>	<p>Division 2 – General Performance Criteria: Friction Mats</p> <p>Section 12 (9) To be considered part of a cargo securement system, a friction mat must be marked by its manufacturer with the maximum usable friction resistance (in g’s) the mat will provide in restraining cargo against horizontal and lateral movement.</p>

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<p>Section 50: Coils Transported with Eyes Crosswise</p> <p>Coils transported with eyes crosswise by a vehicle or an intermodal container with anchor points</p> <p>50(1) This section applies to coils transported with the eyes crosswise.</p> <p>(2) Each coil shall be immobilized with timbers, chocks or wedges, a cradle or other device that</p> <ul style="list-style-type: none"> (a) prevents the coil from rolling, (b) supports the coil off the deck, and (c) is not capable of becoming unfastened or loose while the vehicle is on a highway. <p>(3) Where timbers, chocks or wedges are used to secure a coil, they shall be held in place by coil bunks or similar devices to prevent the blocking device from coming loose.</p> <p>(4) Each coil shall be secured with</p> <ul style="list-style-type: none"> (a) at least 1 tiedown through its eye, restricting against forward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side, and (b) at least one tiedown through its eye, restricting against rearward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side. 	<p>Section 50: Coils and Rows of Coils Transported with Eyes Crosswise</p> <p>Coils transported with eyes crosswise by a vehicle or an intermodal container with anchor points</p> <p>50(1) This section applies to coils transported with the eyes crosswise and to transverse rows of coils loaded side by side and having approximately the same outside diameters</p> <p>(2) Each coil or transverse row of coils shall be immobilized with timbers, chocks or wedges, a cradle or other device that</p> <ul style="list-style-type: none"> (a) prevents the coil from rolling, (b) supports the coil off the deck, and (c) is not capable of becoming unfastened or loose while the vehicle is on a highway. <p>(3) Where timbers, chocks or wedges are used to secure a coil, they shall be held in place by coil bunks or similar devices to prevent the blocking device from coming loose.</p> <p>(4) Each coil or transverse row of coils shall be secured with</p> <ul style="list-style-type: none"> (a) at least 1 tiedown through its eye, restricting against forward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side, and (b) at least one tiedown through its eye, restricting against rearward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side. (c) If coils are loaded to contact each other in the longitudinal direction and relative motion between the coils and between coils and the vehicle is prevented by tiedowns <ul style="list-style-type: none"> i. Only the foremost and rearmost coils or rows of coils must be immobilized per Section 50(2) ii. A single tiedown restraining against forward motion may be used to secure any coil except the rearmost one, which must be restrained against rearward motion

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<p>DIVISION 6 – Intermodal Containers</p> <p>Section 84 84(1) This section applies to the transportation of an intermodal container on a container chassis vehicle (2) Despite section 22, an intermodal container shall be secured to the container chassis with integral locking devices. (3) The integral locking devices used shall restrain each lower corner of the intermodal container from moving (a) more than 1.27 centimetres forward, (b) more than 1.27 centimetres rearward, (c) more than 1.27 centimetres to the right, (d) more than 1.27 centimetres to the left, and (e) more than 2.54 centimetres vertically. (4) The front and the rear of the intermodal container shall be independently secured.</p>	<p>DIVISION 6 – Intermodal Containers</p> <p>Section 84 84(1) This section applies to the transportation of an intermodal container on a container chassis vehicle (2) Despite section 22, an intermodal container shall be secured to the container chassis with integral locking devices. (3) The integral locking devices used shall restrain each lower corner of the intermodal container. (4) The front and the rear of the intermodal container shall be independently secured.</p>