

Pole Trailer Cargo Securement – Revised 1/6/2026

Sauber Mfg. Co. Compliance Summary

Our pole trailers are subject to the following standards concerning load securement under Title 49/Subtitle B/Chapter III/Subchapter B: 393.100, 393.116(e)(2) and 393.116(f).

Our pole trailers are equipped with four compliance features that work in combination to contain, immobilize, and secure the poles and prevent load shifting to an extent that the trailer's stability or maneuverability is adversely affected.

1. At each of at least three bolster locations, one or more 4" web strap binders are provided for securement that limit pole movement from side to side and front to back. These binders are permanently mounted to ensure correct positioning and enable operator tiedown compliance. The front and rear binders are more than 10' apart.
2. Each of at least three bolster locations is equipped with adjustable pole chocks or pole stanchions that limit pole movement from side to side.
3. At each of at least two bolster locations, pole hubs are included that ensure at least 180-degrees of strap wrap, limiting pole movement from side to side and front to back.
4. At each of at least two bolster locations, V-contours in the bolster include high friction tread grip material or a serrated edge that limit movement from side to side and front to back.

Applicable Standards

[393.100 Applicability and general requirements of cargo securement standards](#)

(a) **Applicability.** The rules in this subpart are applicable to trucks, truck tractors, semitrailers, full trailers, and pole trailers.

(b) **Prevention against loss of load.** Each commercial motor vehicle must, when transporting cargo on public roads, be loaded and equipped, and the cargo secured, in accordance with this subpart to prevent the cargo from leaking, spilling, blowing or falling from the motor vehicle.

(c) **Prevention against shifting of load.** Cargo must be contained, immobilized or secured in accordance with this subpart to prevent shifting upon or within the vehicle to such an extent that the vehicle's stability or maneuverability is adversely affected.

[393.116\(e\) Securement of logs loaded lengthwise on flatbed and frame vehicles](#)

(2) **Longwood.** Longwood must be cradled in two or more bunks and must either:

- (i) Be secured to the vehicle by at least two tiedowns at locations that provide effective securement, or
- (ii) Be bound by at least two tiedown-type devices, such as wire rope, used as wrappers that encircle the entire load at locations along the load that provide effective securement. If a wrapper(s) is being used to bundle the logs together, the wrapper is not required to be attached to the vehicle.

[393.116\(f\) Securement of logs transported on pole trailers](#)

- (1) The load must be secured by at least one tiedown at each bunk, or alternatively, by at least two tiedowns used as wrappers that encircle the entire load at locations along the load that provide effective securement.
- (2) The front and rear wrappers must be at least 3.04 meters (10 feet) apart.
- (3) Large diameter single and double log loads must be immobilized with chock blocks or other equivalent means to prevent shifting.
- (4) Large diameter logs that rise above bunks must be secured to the underlying load with at least two additional wrappers.