



## Tarps and Straps: Above or Below?

One of the questions we frequently hear from new flatbed truckers is whether to strap a load above the tarp or not. This question arises from the fact that new truckers see their veteran counterparts do it both ways. Some like their straps above the tarps; others like them below. But it is truly a preference thing. There is no single way to use [flatbed tarps](#) and strap systems as long as the load is protected and the tarps and straps survive the trip undamaged.

What new drivers should understand is why veterans choose one set up over the other. They also need to know that the same driver may use different setups depending on the load being transported. It is like choosing between Kelley and Triangle [truck and trailer tires](#) – drivers make their [cargo control](#) choices depending on the loads they typically carry.



### Straps Applied Above Tarps

There are two primary reasons you may see truckers apply their straps over the top rather than underneath their tarps. The first is to prevent the tarps from ballooning in the wind. In such a case, the load itself has already been secured underneath with either chains or additional mesh straps. The tarp has been applied only to protect the cargo from wind and road debris. This set up makes it easy to apply flatbed tarps with very little fuss while using straps to prevent ballooning.



The second reason for strapping over the top of the tarp is to secure a soft load and preventing ballooning at the same time. A good example would be transporting crates of vegetables from a farm to the processor. Such a load is unlikely to be traveling hundreds of miles, so the driver is not worried about securing both the load and the tarps separately. He or she will just throw the flatbed tarp over the load, followed by securing each stack of crates – and the tarp at the same time – with a strap.

### **Straps Applied Under Tarps**

Likewise, there are several reasons for applying straps underneath flatbed tarps. The first is to make sure maximum load securement is achieved. Sometimes a trucker will carry a load that does not conform well to tarping, so placing straps above the tarp would not provide the best securement. By strapping underneath, where straps come in direct contact with the load itself, the cargo can be made more secure. A tarp goes on top, secured at the corner and along the sides with bungee cords.

Drivers may also choose to apply straps underneath in order to avoid loose corners flapping in the wind. They use the same setup as described above. Flatbed tarps are placed over the already secured load and held in place with bungee cords. Along the same lines, this setup is also preferred among drivers who do not like the visual presentation of exterior straps.

Lastly, there are cases in which the driver really has no choice. Drywall is a great example. Most drywall shippers tarp their loads in the shipping yard so that there is never a question about the drywall being protected. All the driver has to do is to secure the load to the trailer and pull away.

Regardless of how you decide to use your tarps and straps, Mytee Products has a full selection of both. We also carry a full line of cargo securement supplies, tires (including 11R22.5 and 11R24.5 truck tires), tarping systems and accessories, portable carports and storage structures and, of course, a full line of steel, lumber, hay, and mesh tarps. If you need it, we have it.

### **Mytee Products**

1335 S. Chillicothe Road,  
Aurora, OH 44202

**Phone:** 1-888-705-8277

**Web:** <http://www.myteeproducts.com/>