



# 1911 WHEEL CHOCKS FOR HEAVY DUTY APPLICATIONS

## WHEEL CHOCK USER GUIDELINES

Wheel chocks are effective holding devices, but only when used properly. Namely, chocks must be used in pairs and positioned downhill and below the vehicles center of gravity. This could mean chocking in front of the front wheels if the vehicle is disabled while traveling down a grade or the back of the rear wheels if the vehicle is disabled while traveling up a grade. This could also mean chocking the front and back of one wheel if the direction of the grade cannot be determined or even using multiple pairs of chocks in severe conditions. Although these are generally accepted chocking procedures, it is the decision of each individual end user to make the final determination about chocking.

Various combinations of chocking procedures should be evaluated and tested under various situations and conditions.

Wheel chocks should be used not only when a vehicle becomes disabled on a grade, but also during maintenance and any time the truck is left unattended.

Chocks must also be positioned snugly and squarely against the center of the tire tread. Improper positioning decreases the wheel chock's effectiveness. Chocks should be used only after the parking brake is applied and tested.

## WARNING!

*Individual end user testing required to ensure proper chock selection and application*

- **Model 1911 wheel chocks are rated for haul trucks with tire sizes over 105 in. (2667 mm) diameter and load capacities up to 400 tons (a minimum of four (4) model 1911 Monster Wheel Chocks must be used when chocking haul trucks with load capacities from 240 tons up to 400 tons).**
- Improper use may result in product failure
- Select wheel chock according to vehicle type and size
- Always use in pairs and on firm surfaces
- Multiple pairs may be required in extreme conditions
- Chock in direction of grade
- Chock both sides of wheel if direction of grade is undetermined
- Use only after parking brake is applied and tested
- Center chocks snugly and squarely against tread of each wheel
- Always test chocks to ensure they meet requirements
- Do not drive over wheel chocks

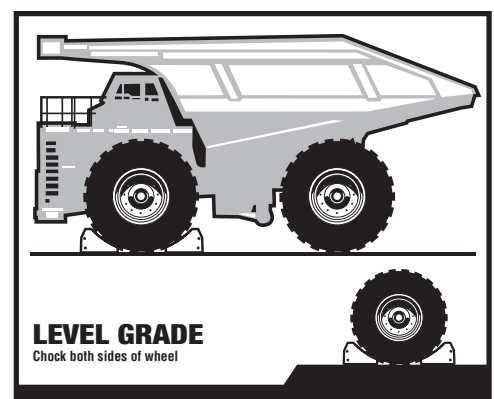
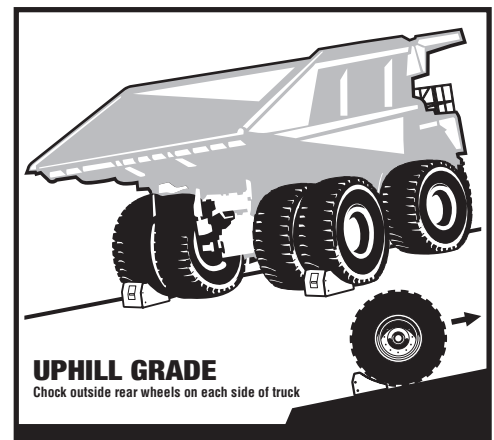
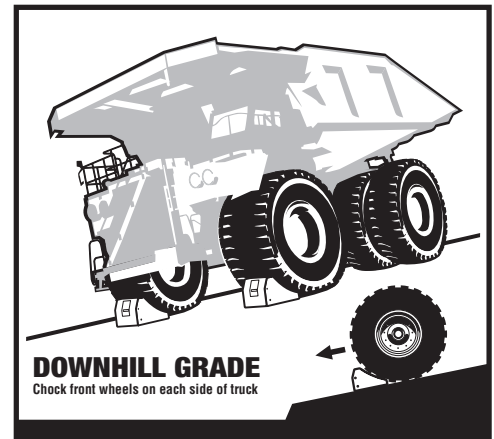
(GUIDELINES CONTINUED ON REVERSE SIDE)

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### OSHA SPECIFIES

1910.178 (k) Trucks and railroad cars. (1) the brakes of highway trucks shall be set and wheel chocks placed under the rear wheels to prevent the trucks from rolling while they are boarded with powered industrial trucks.



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(CONTINUED FROM REVERSE SIDE)

There are many considerations that must be taken into account before implementing chocking procedures. If wheel chocks are expected to hold on a specific grade, then all of the variables that may affect the chock's performance must be taken into account:

- A. Tire size
- B. Tire Type (Pneumatic, Radial, Bias-Ply, Solid Rubber, etc.)
- C. Gross vehicle weight
- D. Varying tire pressures that naturally occur with changes in the environment
- E. Type and condition of road surface (i.e. asphalt, gravel, dirt, firm, soft, wet, dry, icy, etc.)

You cannot simply test a pair of chocks with a specific vehicle and payload, and broadly assume that the chocks will hold the same vehicle on the same grade every time. Countless combinations of conditions exist and this must be considered when selecting the most appropriate wheel chock for each application. Complete and thorough testing must be completed to ensure that specific wheel chocks will meet your specific chocking requirements.

A variety of chocks should be tested to determine the best chock for your particular application.

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