



# Wheel Chocks

- Checkers™ has been a leader in developing reliable wheel chocks, setting the standard for wheel chock safety worldwide
- Checkers offers a chock for nearly every type of tire-based vehicle, satisfying the needs across a wide range of industries
- High-quality chocks prevent accidental vehicle movement to ensure a safe work environment



## Chocks You Can Trust

Since the mid 1980s, Checkers has led the way in developing reliable wheel chocks for a wide range of industries. With advanced engineering and manufacturing techniques, we have set the standard for wheel chock safety worldwide.

Checkers Wheel Chocks comply with the safety requirements of a variety of industries and ensure a safe working environment while your vehicles are at rest. Offered in a variety of styles, our wheel chocks provide a safe chocking solution for any type of vehicle. Whether you are chocking a fully-loaded 400-ton haul truck or a utility trailer, we have the wheel chocks you need to safely secure your vehicle and meet compliance standards.

Checkers Wheel Chocks have been field-tested by experts under various conditions to prove our products prevent non-motorized, uncontrolled movement of on and off-road vehicles. Specific models of our Checkers Wheel Chocks meet specifications required by MSHA (Mine Safety and Health Administration), OSHA (Occupational Safety and Health Administration), SAE (Society of Automotive Engineers), NFPA (National Fire Protection Agency), and the DOT (Department of Transportation).



### Advantages of Checkers Wheel Chocks

- One of the largest manufacturers of wheel chocks in the world, with a chock for virtually every type of tire-based vehicle
- Recognized for quality, Checkers wheel chocks are the most popular chocks in the highly-demanding mining industry
- High visibility safety colors available on most wheel chocks
- Polyurethane and urethane chocks offer durability and long-term cost savings over aluminum, rubber or wood chocks
- Wheel chocks available to satisfy compliance standards: MSHA, OSHA, SAE, NFPA, or DOT
- Recessed carrying handles included on most models
- Mounting brackets available for most models
- Customizable! Most aviation chocks can be customized to reflect your company's unique identity with custom colors and logos (available on 6800, 4600, and 3500 series chocks)

### Why Choose Polyurethane/Urethane Chocks?

- Resistant to extreme weather and harsh working conditions
- Offers strength and flexibility while resisting cracking, tearing, and abrasions
- Extremely lightweight compared to excessive steel, aluminum, and rubber counterparts
- Long-lasting—less susceptible to damage or deterioration for long-term cost savings
- Engineered to reduce damage to your vehicle's tires
- Oil and chemical resistant



## Choosing The Right Model

### Tire Diameter

Be sure to pick the necessary Checkers wheel chock based upon your vehicle's tire diameter.

### Surface

Know what type of ground you will be placing your wheel chock on when making your selection. Whether it's a gravel or paved surface, Checkers manufactures wheel chocks that adhere to all types of surfaces.



### Gross Vehicle Weight

Be sure you understand the vehicle's gross operating weight to ensure you select the correct wheel chock for your specific requirement.

### Heavy Duty MC Series

- Polyurethane construction
- Ideal for heavy equipment, underground mining vehicles, and large military tactical vehicles
- Meets MHSA specifications
- Mounting hole for ropes or chains



### All-Terrain AT Series

- Lighter weight polyurethane construction
- Ideal for underground mining vehicles, fire engines and trucks, and large utility vehicles
- Complies with SAE-J348, NFPA 1901, and NFPA 1906 Standards
- Chocking protocols imprinted on back of chock
- Mounting hole for ropes or chains



### General Purpose UC Series

- Impact-absorbing, lightweight urethane
- Ideal for over the road trucks, trailers, pickups, and utility vehicles
- Includes recessed carrying handle and mounting hole for ropes, chains or brackets
- 3rd party tested, certified and trusted by fleets globally



### Aviation Checks

- Impact-absorbing, lightweight urethane
- Ideal for private, commercial, cargo and military aircraft
- Won't splinter or crack, eliminating Foreign Object Debris (aviation) or Foreign Object Damage (military)
- Rope-lock system & optional rope carrying handle



### Rubber Chocks

- Durable rubber construction resists weather damage
- Easy to use—position either side against tire
- Ideal for keeping truck trailers in place during loading or unloading





## Wheel Chock Reference Guide

### We Have Set The Standard

Checkers is the first manufacturer to test and certify our wheel chocks to provide an easy to use Wheel Chock Reference Guide.

### Using This Guide

- Select wheel chocks based on the Gross Vehicle Operating Weight and Tire Diameter of the vehicle.
- The Wheel Chock Reference Guide is based on testing results of 8% grade roads.
- The end user must test wheel chocks for each application as many variables exist.

## Tire Diameter Range

### Gross Vehicle Operating Weight

	Up to 32" Diameter (81.3 cm)	Up to 35" Diameter (88.9 cm)	Up to 38" Diameter (96.5 cm)	Up to 46" Diameter (116.8 cm)	Up to 65" Diameter (165.1 cm)	Up to 95" Diameter (241.3 cm)	Up to 105" Diameter (266.7 cm)	Up to 142" Diameter (360.7 cm)	Up to 165" Diameter (419.1 cm)
Up to 30,000 lb. (13,608 kg)	UC1700/ UC1400-4.5	UC1700	UC1500-4.5	UC1500-4.5	MC3009/ UC1210	MC3010	—	—	—
Up to 40,000 lb. (18,144 kg)	UC1600/ UC1400-6	UC1600	UC1500-6	UC1500-6	MC3009/ UC1210	MC3010	MC3010	—	—
Up to 50,000 lb. (22,680 kg)	UC1400-6	UC1500-4.5	UC1500-6	UC1500-6	MC3009/ UC1210	MC3010	MC3010	—	—
Up to 60,000 lb. (27,216 kg)	UC1500-4.5/ UC1400-6	UC1500-4.5	UC1500-6/ AT3512	UC1500-6/ AT3514	MC3009/ UC1210	MC3010	MC3010	—	—
Up to 70,000 lb. (31,751 kg)	UC1500-6	UC1500-6	AT3512	AT3514	MC3009/ UC1210	MC3010	MC3010	—	—
Up to 80,000 lb. (36,287 kg)	AT3512	AT3512	AT3512	AT3514	MC3009/ UC1210	MC3010	MC3010	—	—
Up to 150,000 lb. (68,039 kg) *35 ton	—	—	—	AT3514	MC3009/ UC1210	MC3010	MC3010	MC3012	MC3011
Up to 245,000 lb. (111,130 kg) *70 ton	—	—	—	MC3009	MC3009/ UC1210	MC3010	MC3010	MC3012	MC3011
Up to 366,000 lb. (166,015 kg) *100 ton	—	—	—	—	MC3010	MC3010	MC3010	MC3012	MC3011
Up to 550,000 lb. (249,476 kg) *165 ton	—	—	—	—	MC3010	MC3010	MC3010	MC3012	MC3011
Up to 855,000 lb. (387,821 kg) *240 ton	—	—	—	—	—	MC3012	MC3012	MC3012	MC3011
Up to 1,600,000 lb. (725,748 kg) *400 ton	—	—	—	—	—	MC3011	MC3011	MC3011	MC3011 (Min. 4 Required)



# Wheel Chocks In Action & Comparisons



Four Checkers Wheel Chocks, model MC3011 used on CAT 797

## Urethane vs. Aluminum: Wheel Chocks

### Polyurethane and Urethane Wheel Chocks are:

- Made with high visibility yellow and orange safety colors
- Not painted and will not chip, scratch or peel
- Constructed from a high impact absorbing urethane
- User friendly with molded-in user guidelines in English on all models, and in English, Spanish, and French on the MC3011
- Easy to transport with molded-in carrying handle (no sharp or jagged edges)
- Not a risk of theft for scrap metal
- Available with anti-skid rubber traction pads on MC and AT series
- No threat of tire puncture
- Non-conductive



Checkers Aviation Chocks model AC4614-LR used with HH-60G Pave Hawk

## Urethane vs. Wood: Aviation Wheel Chocks

### Urethane Aviation Wheel Chocks are:

- Maintenance free
- Weather & abrasion resistant - will not rot, crack or split like wood
- Resistant to fuels, oils & lubricants
- Not painted, and will not chip, scratch or flake
- Constructed from high impact absorbing urethane
- Available with anti-skid rubber traction pads
- Lightweight and will not get waterlogged, heavy, or hard to handle like wood
- Easy to transport with built-in carrying handle
- Available with optional mounting brackets
- Foreign Object Debris (FOD) Compliant



## Urethane vs. Rubber: Wheel Chocks

### Urethane Wheel Chocks are:

- Lighter weight
- Weather & abrasion resistant - will not dry rot, crack, or chip like rubber
- High load bearing capacity
- Resistant to fuels, oils & lubricants
- Constructed from a high impact absorbing urethane
- Engineered and built to last longer
- Easy to transport with built-in carrying handle
- Available with optional mounting brackets

## Wheel Chock User Guidelines

### IMPORTANT SAFETY WARNINGS AND INSTRUCTIONS:

Wheel chocks are effective and safe holding devices when used properly. Users must comply with all warnings and instructions provided with the Checkers wheel chock product. Wheel chocks must be used in pairs, positioned downhill firmly against the tire and below the truck's center of gravity. This could mean chocking in front of the front wheels if the truck is disabled while traveling down a grade or chocking the back of the rear wheels if the truck 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. Wheel chocks must also be positioned firmly and squarely against the center of the tire tread. Improper positioning decreases the wheel chock's effectiveness. Although these are generally accepted chocking procedures, it is the responsibility of the end user to make the final determination about proper chocking of a vehicle under the circumstances presented.

It is our goal to educate end users on the proper use of wheel chocks. We want to create safety awareness so that users can avoid the potentially severe dangers of not using wheel chocks, or not using them properly.

Many factors must be considered before using wheel chocks. The user must take into account multiple variables that may affect the wheel chock's performance including:

- Wheel Size (See Checkers Wheel Chock Selection Guide)
- Gross Vehicle Operating Weight (See Checkers Wheel Chock Selection Guide)
- Level or grade of the ground surface
- Radial tires vs. Bias Ply tires (Radial tires by design deflect more than a bias-ply tire. This flexibility provides a smooth ride but also allows the tire to wrap around the wheel chock, thus reducing the chock's effectiveness)
- Varying tire pressures that naturally occur with changes in the environment
- Condition of ground surface (i.e. firm, soft, wet, dry, icy, frozen)

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

Wheel chocks require regular visual inspection for cracking, chipping or other deterioration signaling the need for replacement; however, they should require little or no maintenance.



### Checkers Wheel Chocks meet the requirements of OSHA and MSHA as specified below:

#### OSHA Specifies:

##### 1910.178(k)... (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.

##### 1910.178(m)... (7)

Brakes shall be set and wheel blocks shall be in place to prevent movement of trucks, trailer, or railroad cars while loading or unloading. Fixed jacks may be necessary to support a semitrailer during loading or unloading when the trailer is not coupled to a tractor.

##### 1910.111 (f)... (9)

Chock blocks. At least two chock blocks shall be provided. These blocks shall be placed to prevent rolling of the vehicle whenever it is parked during loading and unloading operations.

#### MSHA Specifies:

##### MSHA Standard for Surface Operations

30 CFR § 56.14207 - Parking procedures for unattended equipment.

Mobile equipment shall not be left unattended unless the controls are placed in the park position and the parking brake, if provided, is set. When parked on a grade, the wheels or tracks of mobile equipment shall be either chocked or turned into a bank.

##### MSHA Standard for Underground Mines

30 CFR § 57.14207 - Parking procedures for unattended equipment.

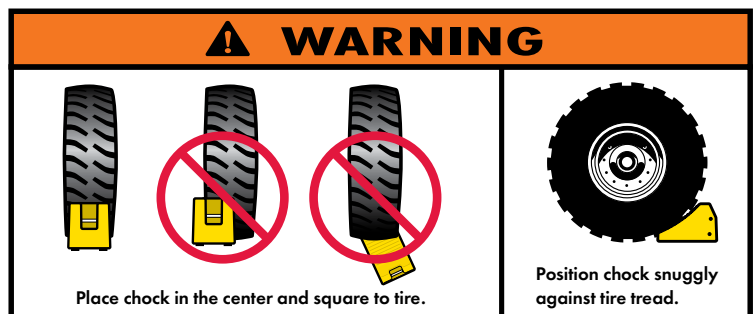
Mobile equipment shall not be left unattended unless the controls are placed in the park position and the parking brake, if provided, is set. When parked on a grade, the wheels or tracks of mobile equipment shall be either chocked or turned into a bank.

##### MSHA Standard for Procedures During Repairs or Maintenance

30 CFR § 56.14105 - Repairs or maintenance of machinery or equipment shall be performed only after the power is off, and the machinery or equipment blocked against hazardous motion. Machinery or equipment motion or activation is permitted to the extent that adjustments or testing cannot be performed without motion or activation, provided that persons are effectively protected from hazardous motion.

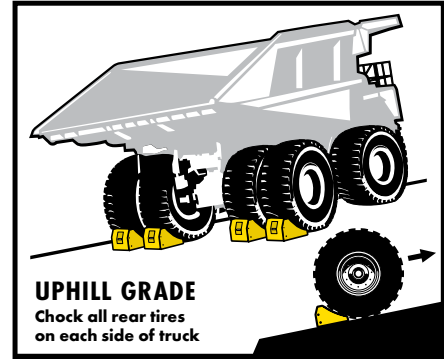
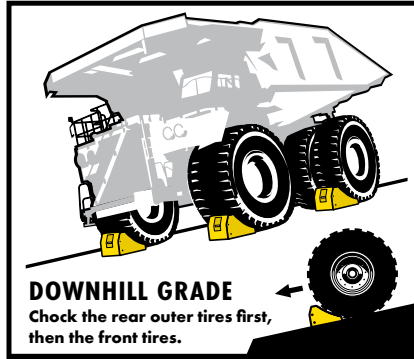
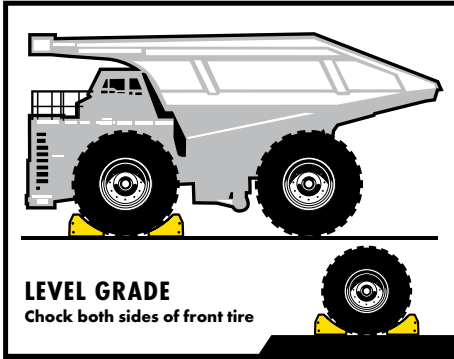
#### WARNING:

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

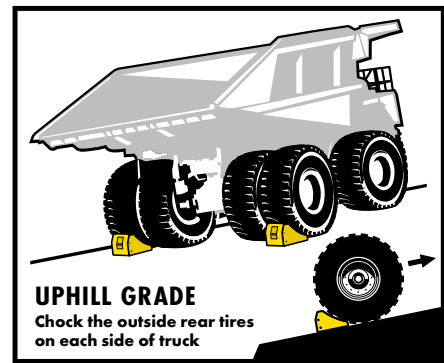
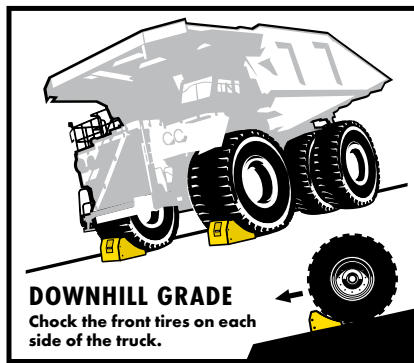
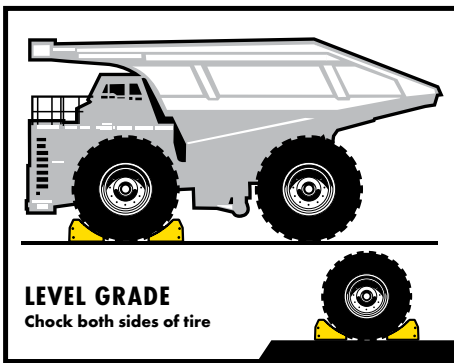


## Proper Chocking Procedures for Wheel Chocks

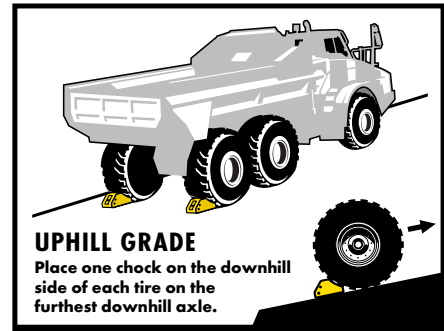
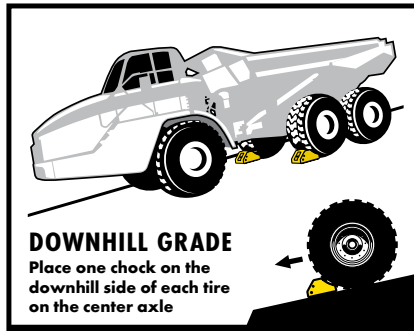
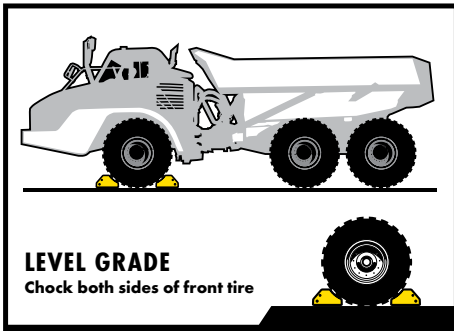
### Proper chocking procedures for payloads over 240 tons



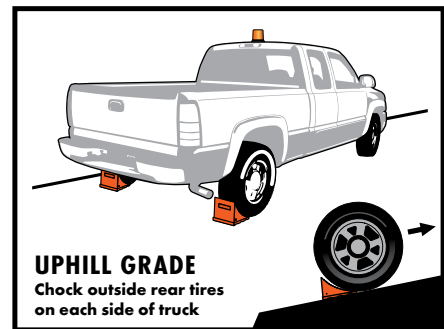
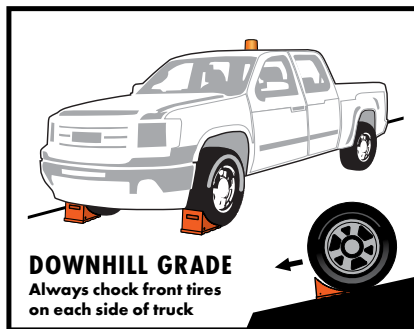
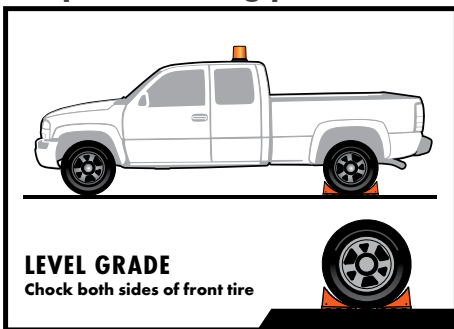
### Proper chocking procedures for payloads up to 240 tons



### Proper chocking procedures for articulated trucks



### Proper chocking procedures for vehicles with two or more axles



NOTE: Diagrams shown are for land vehicle use only. For more detailed information and for aviation chock user guidelines, visit our website at [www.checkers-safety.com](http://www.checkers-safety.com).