

Wheel Chock

MODEL 12592



NEW!

SAFETY YELLOW
High Visibility!

MODEL 12592
Commercial Truck/Box Truck/Tractor



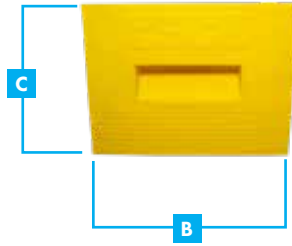
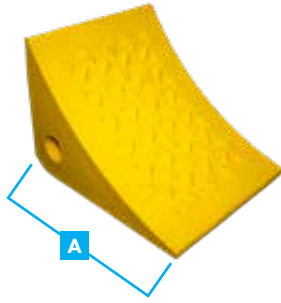
For Specs and More Information See Back of Flyer

Benefits & Features:

- **Durable Design** - Rugged/Lightweight Weather resistant Polyurethane Wheel Chocks
- **High Visibility** - All ESCO Wheel Chocks are "SAFETY YELLOW" for high visibility
- **Gross Vehicle Weight Rated** - Up to 20 Tons (40,000 lbs.)
- **Designed for Vehicle Tire Sizes up to 45 in.** - Great for use commercial truck, delivery trucks, service trucks, large tractors, and more. *see back for details*
- **Built in Carry Handle** - Easy to move from site to site.
- **Holes for Installation of** - Ropes, Chains, and/or Mounting Brackets.

Specifications:

MODEL 12592



TOP OF CHOCK
GRIPS FOR NON-SLIP OF THE TIRE.



BOTTOM ON CHOCK
"V" SHAPE FOR BETTER LEVELING ON UNEVEN SURFACES LIKE CONCRETE.

Model # Description	12592 Wheel Chock
GVW (Gross Vehicle Weight) Capacity	20 Ton (40,000 lbs.)
Tire Sizes (Outer Diameter)	Up to 45 in.
A (Length)	11 in. 279mm
B (Width)	8 in. 203mm
C (Height)	7 in. 178mm
Weight	4 lbs. 1.8 kg
Material	Polyurethane
Color	Yellow

WHY USE CHOCKS - OSHA

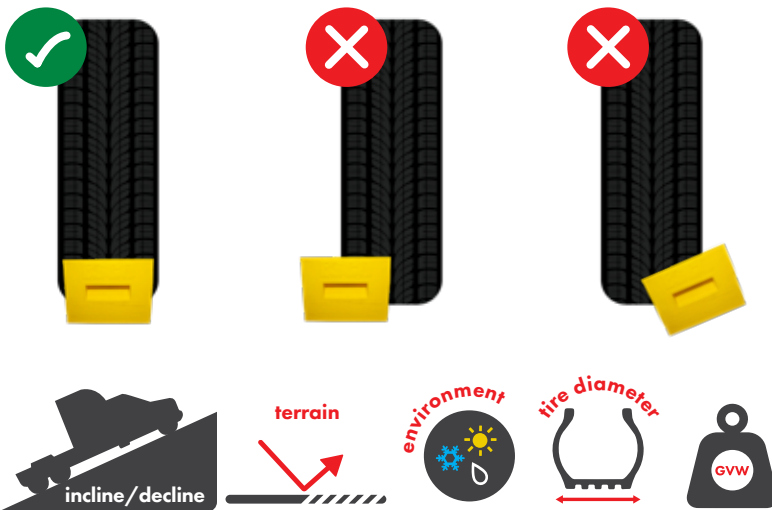
ESCO Wheel Chocks, meeting and exceed requirements of OSHA as specified below:

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.

* PROPER WHEEL CHOCKING PRACTICES:



- **ALWAYS** chock wheels at the center point of the wheel. **NEVER** chock wheel at off-center or at an angle.
- Improper chocking can lead to the chock not working correctly and/or could lead to possible injury.
- **ALWAYS** position wheel chock against the wheel so that it is making contact.
- If chocking on an incline or decline, chock the wheels accordingly based on type of vehicle, weight, tire diameter/size etc. Consult full "Wheel Chock Guidelines" for more information.
- **ALWAYS** consider the surface/terrain and environment around the vehicle. Soft "Soil", wet, or slippery terrain can affect the usability of wheel chocks and/or cause a potential for failure.
- **TIRE SIZES/GVW** - Always consider the tire size and type of tire/wheel configuration. Radial vs. Biased Tires may require a different sized chock. always consider the vehicles "Gross Vehicle Weight". Chocks are designed based on tire diameter and GVW.
- **ALWAYS** use a minimum of (2) wheel chocks.
- For more information about proper wheel chock application(s) please consult with an ESCO representative.

NOTE: Always consider vehicle, tire, and wheel type and application before considering any wheel chock. GVW (gross vehicle weight) is based on a recommendation. All specifications regarding wheels must be properly researched before using any ESCO wheel chock. DO NOT use damaged wheel chocks on vehicles. Always test and review wheel chocks before applying in real life application. ESCO is not liable for the misuse or improper application of wheel chocks.

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