

## WHEEL CHOCKS USE AND MAINTENANCE

CONTENTS	PAGE
1. GENERAL . . . . .	1
2. USE OF WHEEL CHOCKS . . . . .	1
3. USE OF WHEEL CHOCK SHOES . . . . .	2
4. MAINTENANCE AND CARE . . . . .	2

### 1. GENERAL

- 1.01 This section describes the use and maintenance of B and C wheel chocks.
- 1.02 This section is reissued to introduce the C wheel chock (AT-9034). Revision arrows are used to emphasize the more significant changes.
- 1.03 Both the B and C wheel chocks are triangular in shape and are approximately the same size. The B wheel chock is painted with yellow enamel and is constructed of laminated wood. It is rated manufacture discontinued (Mfr Disc.). The C wheel chock is constructed of molded rubber (Fig. 1).

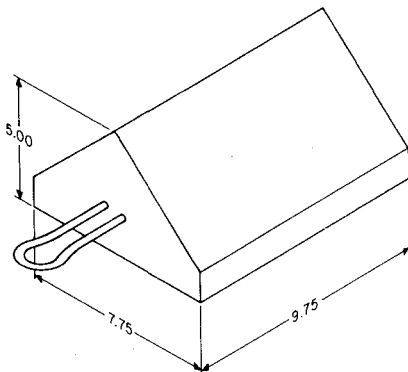


Fig. 1—C Wheel Chock

### 2. USE OF WHEEL CHOCKS

2.01 Wheel chocks are used to assist vehicle brakes when parked on slopes, while pulling cable, etc. The chocks alone are not intended to hold the truck, but should be used to assist the brakes. They may also be used to prevent pole and cable reel trailers or other wheeled apparatus from moving.

2.02 Chocks should be carried on:

- Trucks used on slopes or grades
- Earth boring machines
- Trucks equipped with winches
- Trucks used to haul cable and pole trailers
- Trucks used on routes which include ferry transportation.

2.03 On most trucks that require chocks, there is a carrier located below the platform and behind the rear fender. Where this carrier is not provided, the chocks should be stored where they are easily accessible.

2.04 In general, two chocks should be sufficient for the average conditions encountered.

2.05 When boring, earth boring machine wheels should be chocked when the truck is standing on a slope. When the truck is on level ground, chocks should be used if the nature of the soil in which the auger is boring is such as to produce a thrust tending to move the truck and subject the brakes to shock loads.

2.06 Trucks with winches should be chocked when standing on sloping ground while using the winch. When the truck is on level ground, wheels should be chocked when the winch is used for a heavy pull, such as is sometimes encountered when pulling underground cable.

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- 2.07** All trucks should be chocked when parked on slopes, particularly on loose gravel roads where traction is poor.
- 2.08** All trailers should be chocked if the trailer is disconnected from the truck. Trailers parked for extended periods in storage areas should be chocked.
- 2.09** When loading or unloading poles with the trailer disconnected from the truck, the wheels of the trailer should be chocked. The chocks should also be used when changing the length of the extensible tongue.
- 2.10** Trucks on ferries should be chocked against motion in both directions.
- 2.11** In placing the chock, stand at the side of the truck, holding the chock by the handle in one hand and resting the other hand against the body of the truck. Place the chock with the large face on the ground, centered directly behind the tire. If the truck is equipped with dual rear tires, place the chock behind the outside tire as shown by Fig. 2.

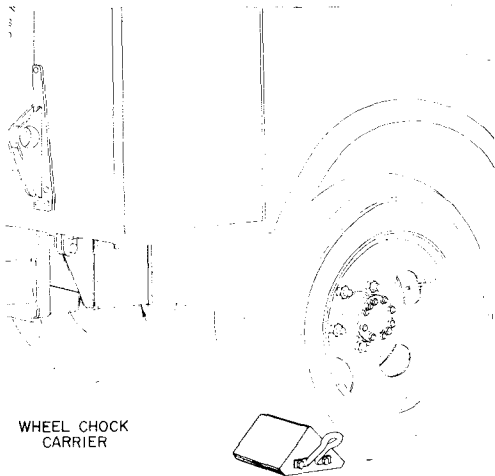


Fig. 2—B Wheel Chock in Place

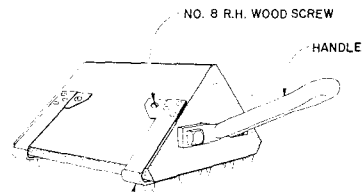
- 2.12** Chocks should not be placed when the truck is in motion except when it is slipping as might occur on ice. In this same case, be sure to obtain a

firm hold on the truck body with the free hand and keep the feet as far away from the truck as is practicable.

- 2.13** When boring holes in ground where large boulders or rocks are encountered, it may be necessary to chock the truck wheel in both directions. When placing the second chock, the driver should move the truck slightly so that the wheel bears lightly against the first chock but not off the ground.

### 3. USE OF WHEEL CHOCK SHOES

- 3.01** Wheel chock shoes (Fig. 3) are used where ice is encountered. They should not be used on bare pavement because they will gouge some types of road pavements.



WHEEL CHOCK SHOE

Fig. 3—Wheel Chock Shoes Installed on B Wheel Chock

- 3.02** Place the shoe on the chock by holding it with one hand on either side of the shoe and applying sufficient pressure with the thumbs to spring the side bands apart. Then, slip the ears over the end of the chock and slide the shoe along the chock until the outer edge of the shoe is about one inch from the end of the chock. Use two shoes on each chock. A No. 8 round head screw inserted through each hole in the ears will hold the shoe in place.
- 3.03** To remove the shoe, lift the ears with a screwdriver over the screw heads and slide it off. If the shoes are expected to be used frequently, the screws need not be removed.

### 4. MAINTENANCE AND CARE

- 4.01** The B wheel chocks should be given a coat of yellow enamel paint occasionally to protect them against weather and moisture. The wheel chock shoes should also be painted to prevent corrosion. ♦The C wheel chocks require no maintenance.♦