

Wheel Chock

MODEL 12590 & 12591



NEW!

SAFETY YELLOW
High Visibility!

MODEL 12591
SUV/Light Truck/Truck Wheel Chock

MODEL 12590
Automotive/SUV Truck Wheel Chock



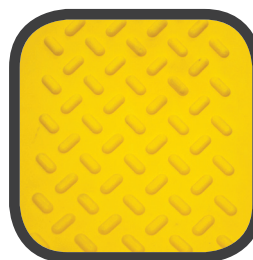
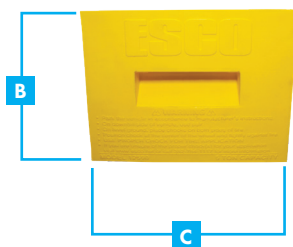
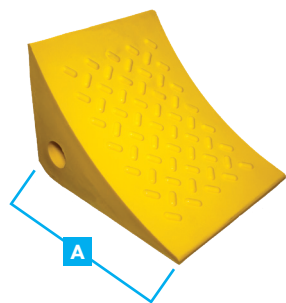
For Specs and More Information See Back of Flyer

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 10 Tons (20,000 lbs.) *see back for details*
- **Designed for Vehicle Tire Sizes up to 35 in.** - Great for use on Automotive, SUV, Light Truck, and Truck Applications. *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 12590 & 12591



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	12590 Wheel Chock	12591 Wheel Chock
GVW (Gross Vehicle Weight) Capacity	5 Ton (10,000 lbs.)	10 Ton (20,000 lbs.)
Tire Sizes (Outer Diameter)	Up to 27 in.	Up to 35 in.
A (Length)	8 in. 203mm	8.5 in. 216mm
B (Width)	7 in. 178mm	7 in. 178mm
C (Height)	6 in. 152.5mm	6.25 in. 159mm
Weight	2 lbs. 0.9 kg	3 lbs. 1.3 kg
Material	Polyurethane	Polyurethane
Color	Yellow	Yellow

WHY USE CHOCKS - OSHA

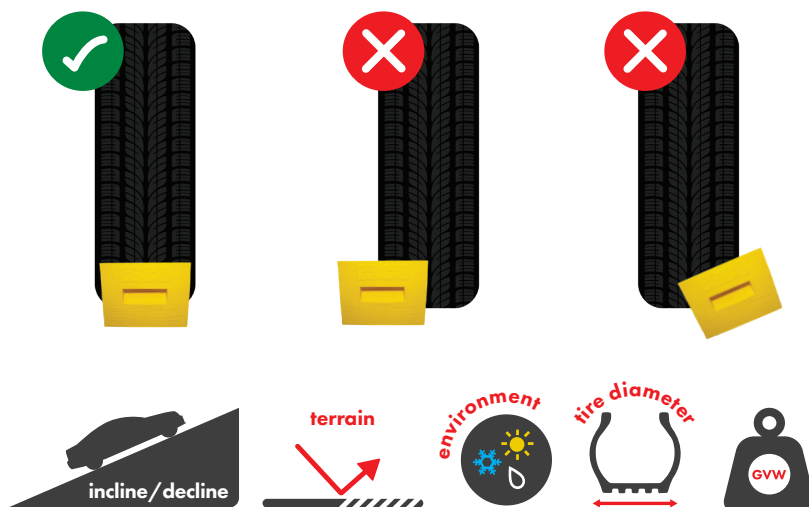
ESCO Wheel Chocks, meeting and exceed requirements of OSHA as specified below:

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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