

BELL SYSTEM PRACTICES
Outside Plant Construction
and Maintenance

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WHEEL CHOCKS

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1. GENERAL

1.01 This section replaces Section J5.098.

1.02 The wheel chock is a triangular, laminated wooden block to be used to assist the truck brakes in holding a truck while parked on slopes, while pulling cable, etc. It is also used to hold pole and cable reel trailers when required.

2. SAFETY PRECAUTIONS

2.01 The wheel chock should not be placed while the truck is moving unless necessary to hold the truck on ice.

2.02 Stand to the side of the truck while placing the chocks, particularly on slopes or ice.

2.03 Place the chocks when a truck is parked on a slope, particularly on gravel roads.

2.04 Hold the chock by the handle to avoid pinching fingers between the tire and the chock.

3. USE OF WHEEL CHOCKS

3.01 Chocks should be carried on:

Trucks used on slopes or grades.

Earth boring machines which encounter severe digging conditions.

Trucks equipped with winches which make heavy pulls such as are sometimes encountered in pulling cable.

Trucks used to haul cable and pole trailers.

Trucks used on routes which include ferry transportation.

3.02 On most of the trucks which require chocks there is a carrier below the platform and behind the rear fender which is provided for carrying the chocks. Where this carrier is not provided, the chocks can be carried where they are convenient for use.

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

3.04 Earth boring machine truck wheels should be chocked when the truck is standing on a slope while boring. 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.

3.05 Trucks with winches should be chocked when standing on sloping ground while using the winch for any up-hill pull. 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 cable.

3.06 All trucks should be chocked when parked on steep slopes, particularly on loose gravel roads where traction is poor.

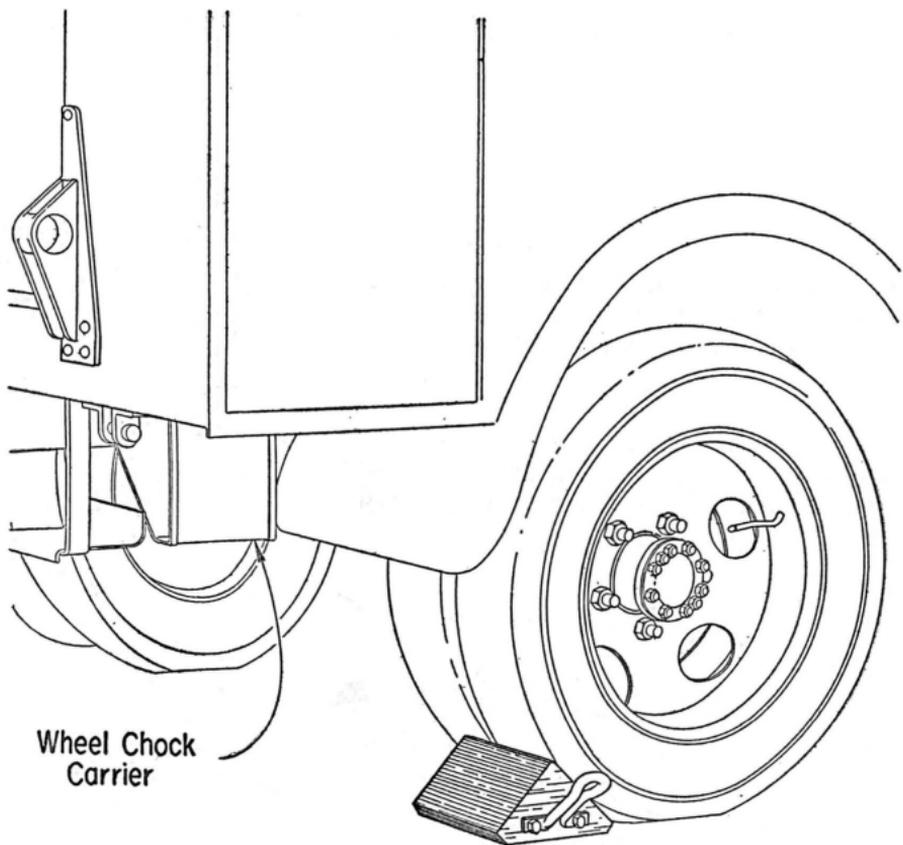
3.07 All trailers should be chocked when parked on slopes if the trailer is to be disconnected from the truck.

3.08 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.

3.09 Trucks on ferries should be chocked against motion in both directions.

3.10 The chocks alone are not intended to hold the truck but should be used to assist the brakes.

3.11 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 on the following figure.



Wheel Chock
Carrier

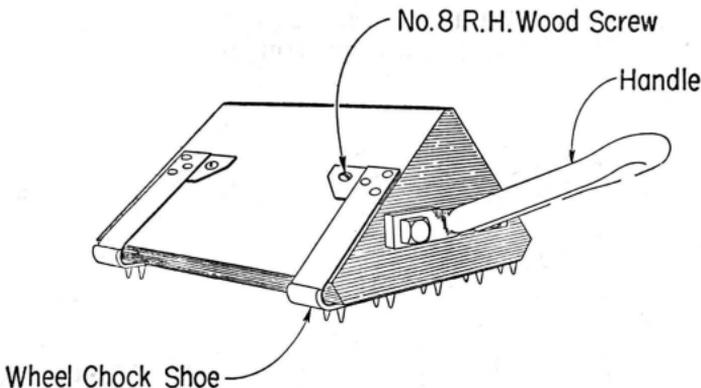
3.12 Chocks should not be placed when the truck is in motion except when it is slipping as might occur on ice. In this case be sure to obtain a firm hold upon the truck body with the free hand and keep the feet as far away from the truck as is practicable. If the truck is slipping sidewise as well as to the rear or forward be sure not to stand on the side toward which the truck is moving.

3.13 In some work such as 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 is tight against the first chock but not off the ground.

4. USE OF WHEEL CHOCK SHOES

4.01 Wheel chock shoes are used where ice is encountered, but should be used only when there is ice as they will injure some types of road pavements.

4.02 Place the shoe upon 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.



4.03 To remove the shoe lift the ears with a screwdriver over the screw heads and slide it off. If it is expected to use the shoes frequently the screws need not be removed.

5. MAINTENANCE AND CARE

5.01 Chocks and shoes should be given a coat of paint occasionally in order to protect them against weather and to prevent moisture from attacking the binder holding the laminations of the chock together.