



TORO WHEEL CHOCKS

DRIVING YOUR SAFETY

BENEFITS

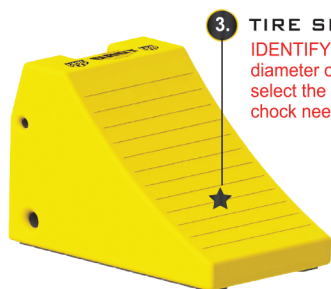
- ▶ **ALL wheel chocks are manufactured in the United States (USA)**
- ▶ **ALL wheel chocks meet the compliance standards (3rd party tested) for MSHA, NFPA, OSHA, DOT and SAE**
- ▶ **VARIETY of wheel chocks offered to provide quality safety for Standard Vehicles and Heavy Duty Equipment**
 - ▶ **“General Purpose” chocks -- Maximum Load Capacities of 10 Ton, 15 Ton, 25 Ton, 30 Ton, 35 Ton**
 - Lightweight with tough Urethane construction
 - Built in rear carrying handles
 - Multiple High Visibility safety colors available
 - Holes for rope, chains & mounting brackets
 - ▶ **“Heavy Equipment” chocks -- Maximum Load Capacities of 70 Ton, 165 Ton, 255 Ton, 400 Ton**
 - Tough Urethane construction
 - ANSI compliant color written guidelines (proper chocking procedures)
 - Strong rear carrying handles
 - High Visibility safety color
 - Holes for mounting brackets
- ▶ **QUALITY guidance to ensure the success in meeting each vehicle's specific requirements:**
 - ▶ **Gross Operating Weight (GVW)**
 - ▶ **Maximum Load Capacity**
 - ▶ **Tire Size (Diameter)**
 - ▶ **Chock models & proper chocking** - factoring environmental conditions, ground surfaces and grade/level of ground surface



ATTENTION! WHEEL CHOCK USERS...

IMPORTANT SAFETY WARNINGS AND INSTRUCTIONS: Wheel chocks are extremely effective safety tools providing optimum security when used correctly. Users must comply with all warnings, guidelines and instructions provided with each TORO® product. Wheel chocks **MUST BE** used in pairs, positioned downhill firmly against the tire and below the truck's center of gravity. Meaning, place a chock in front of both front tires if the truck is disabled and traveling down a grade, and in traveling up a grade while disabled place a chock in back of both rear tires of the truck. If the direction of the grade cannot be determined chock the front and back of one wheel. In severe conditions, it's necessary to use multiple pairs of chocks. Wheel chocks **MUST BE** positioned firmly and squarely against the center of the tire tread. If not properly positioned, the wheel chock will not be effective to it's expected potential. These are generally accepted chocking procedures, and it is the responsibility of the end user to make the final determination of how the vehicle should properly be chocked based on the provided circumstances. Our main goal is to inform and educate users on how to properly use TORO® wheel chocks. Testing & qualification is required for individual vehicles and for correct product selection to meet site requirements. Many factors **MUST BE** considered before selecting and using our wheel chocks. Advised Gross Vehicle Operating Weight (GVW) is a guide only. This will vary due to environmental factors. Please complete an adequate risk assessment before using the chocks. **DO NOT** use chocks if chocks are damaged. Perform regular inspections looking for cracking, chipping, and any other noticeable concerning physical malfunctions.

PROPER CHOCKING GUIDE



- 3. TIRE SIZE**
IDENTIFY the tire diameter of the vehicle to select the correct wheel chock needed.



- 1. GROSS VEHICLE OPERATING WEIGHT**
MUST understand the GVW of the vehicle to determine the necessary wheel chock for your specific requirements.
- 2. MAXIMUM LOAD CAPACITY**
Based per chock. Each chock is designed to handle a certain amount of Tonnage. **MINIMUM** of (2) chocks required per vehicle.



- 4. GROUND SURFACE**
BE AWARE of the environmental conditions and ground surface the tires are exposed to. Our chocks adhere to all types of surfaces.