Wheel Chock
MODEL 12595 & 12596

ESCO

NEW!

HEAVY DUTY lightweight

SAFETY YELLOW
High Visibility!

MODEL 12596
For Tire Diameters up to 165 in.

MODEL 12595
For Tire Diameters up to 142 in.

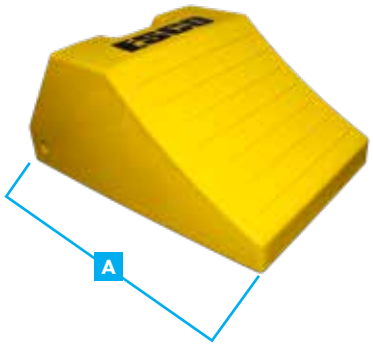
For Specs and More Information See Back of Flyer

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 400 Tons (800,000 lbs.) *see back for details*
- **Designed for Vehicle Tire Sizes up to 165 in. -** Great for use on large OTR/Mining Earthmover Tire/Wheels. (See back for spec details)
- **Built in Carry Handle -** Easy to move from site to site.
- **HEAVY DUTY-***LIGHTWEIGHT* Design

sales@esco.net **WWW.ESCO.NET** 1.800.352.9852

Specifications: MODEL 12595 & 12596



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

BOTTOM ON CHOCK
CHANNELS FOR BETTER LEVELING ON UNEVEN SURFACES. **(12596)**

Model # Description	**12595** Wheel Chock	**12596** Wheel Chock
GVW (Gross Vehicle Weight) Capacity	250 Ton (500,000 lbs.)	400 Ton (800,000 lbs.)
Tire Sizes (Outer Diameter)	Up to 142 in.	Up to 165 in.
A (Length)	22 in. | *559mm*	24.5 in. | *622mm*
B (Width)	14.75 in. | *375mm*	14.25 in. | *362mm*
C (Height)	10.5 in. | *267mm*	16 in. | *406mm*
Weight	37 lbs. | *16.75 kg*	34 lbs. | *15.5 kg*
Material	Polyurethane	Polyurethane
Color	Yellow	Yellow

WHY USE CHOCKS - OSHA/MSHA

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

OSHA STANDARDS:

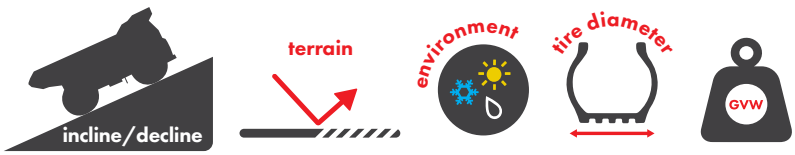
- 1910.178(k) - (1)
- 1910.178(m)- (7)
- 1910.111(f) - (9)

MSHA STANDARDS:

- **Standard for Surface Operations** - 30 CFR § 56.14207
- **Standard for Underground Mines** - 30 CFR § 57.14207
- **MSHA Standard for Procedures During Repairs or Maintenance** - 30 CFR § 56.14105

**FOR MORE INFORMATION VISIT WWW.ESCO.NET AND/OR READ THE "WHEEL CHOCK GUIDELINES".*

*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: Aways 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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