

Semi-trailers...

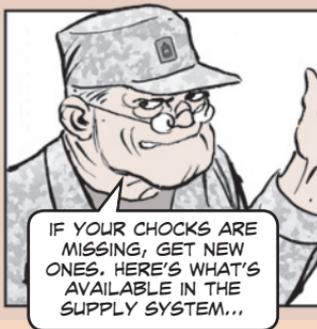
KEEP YOUR NECK OFF THE CHOCKING BLOCK

Sure the trailer's brakes are *supposed* to lock on and stay on when you uncouple from your tractor truck. **Just don't bet on it!**

If your trailer's parked on a slope, it may roll away. Then all kinds of bad things can happen!

That's the **reason** for chock blocks. Wedge 'em under the trailer wheels and your trailer will **stay put**.

You need **two blocks**. On level ground, you set one chock in front of a wheel on one side and the other chock behind a wheel on the opposite side. If your trailer's parked on a slope, you place both chocks in front or back, depending on whether the trailer is pointed uphill or downhill. In either case, the chocks go on opposite sides.



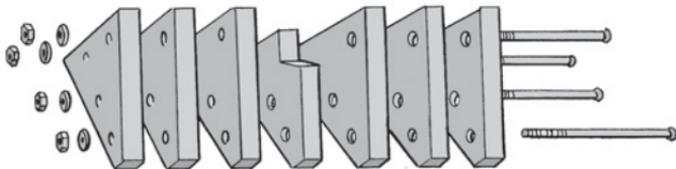
NSN	Material	Size (LxWxH in inches)
2540-01-271-7167	Rubber	7 x 6.5 x 5.38
2540-00-678-3469	Wood	8 x 9.5 x 8
2540-01-459-4266	Rubber	9 x 15 x 6
2540-00-288-2873	Aluminum	9.438 x 8 x 5.75
2540-00-769-5048	Steel	11.25 x 11.5 x 5.5
2540-00-912-1848	Aluminum alloy	12 x 15 x 9.375
1730-00-294-3695	Wood	14 x 6 x 4
2540-01-165-6136	Wood	15.5 x 7.75 x 5.75
2540-01-184-4897	Aluminum alloy	18 x 18 x 1.75

You can also make your own chock blocks out of lumber or wood scraps. Use another chock block as a pattern for size and make it like this:

Nuts, NSN
5310-00-880-7744

Flat washers, NSN
5310-00-809-3078

Bolts, NSN
5306-00-358-6518



Before you fasten all of the pieces together, make sure the assembled chock will fit in your trailer's stowage bracket.

Connect the two chocks at the center notches using chain, NSN 4010-01-065-6955, and two chain hooks, NSN 4030-00-153-8711.