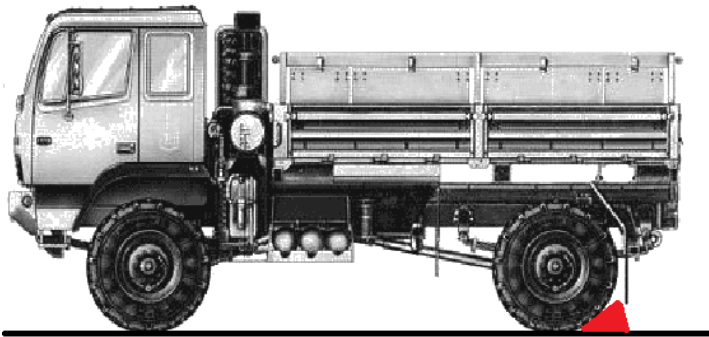




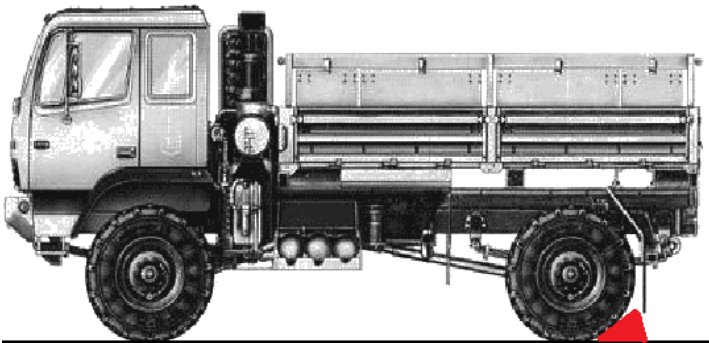
## Proper Way to Use Chock Blocks



### WRONG

- > Single chock block placed opposite of down slope
- > Parking brake set

***\*\*Nothing to prevent the truck from rolling downhill***



### GOOD

- > Chock block placed on the the tire towards the down slope
- > Parking brake set

***\*\*Good, but under some conditions could possibly roll forward***



### BEST

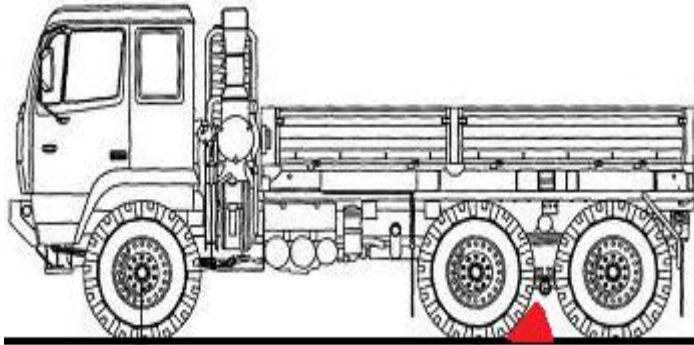
- > Chock blocks placed on both sides of the tire
- > Parking brake set

***\*\* Best way to chock a vehicle, covers both directions down slope, or any other accidental occurrence***



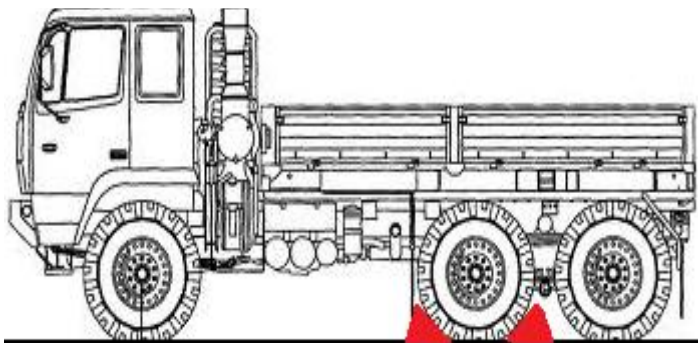
## Chocking dual wheeled vehicles

### GOOD



- > Chock block placed between the duals on the side of the tire towards the down slope
- > Parking brake set
- \*\* Good, but vehicle can still roll the opposite direction & possibly gain enough momentum to jump the chock block**

### BEST



- > Chock blocks placed on both sides of the tire
- > Parking brake set
- \*\* Best way to chock a vehicle, covers both directions down slope, or any other accidental occurrence**

**AR 385-10 11-2 d. (7)** Ensure that vehicles and their contents are properly secured when left unattended, to include **setting the emergency brake and adequately blocking and chocking the wheels.**

**AR 385-10 11-4 g. (5)**-Army motor vehicles, except nontactical vehicles, will be equipped with **properly sized chock blocks for use when parked on sloping terrain, while maintenance is being performed, or when a vehicle is parked and a trailer is attached.**

**NOTE:** During PCMS check the adjustment of the parking brake I/A/W the TM. It should be able to hold the vehicle in place with the engine at idle with it placed in lowest gear, if not, consult the TM or maintenance personnel to properly adjust the parking brake