



Wheel chocks

Introduction

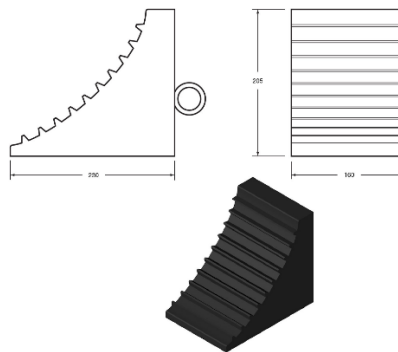
DVSA has carried out a review on the type of wheel chocks used at Authorised Testing Facilities. This is in response to recent incidents where examiners have been injured, or at high risk of injury, during the testing of vehicles / trailers.

Several types of commercial wheel chocks were tested to ascertain which type is the most effective and safest to use during all aspects of annual testing.

DVSA has identified a suitable and sufficient specification of chock to be used but to remain impartial not the brand or supplier.

Recommended Specification

DVSA have identified that a curved front, heavy duty (solid rubber) large commercial wheel chock to be most effective. They were least likely to flip or move, difficult to drive over or squash and were the best fit to the tyre.



Measurements are in mm

DVSA has concluded that chocks of solid rubber construction, conforming to SAE AIR4905, offer the best mitigation to risk and considerably lower the chance of injury. A product equivalent to this should be available for use during testing events.

DVSA **does not** recommend plastic or metal wheel chocks as they are too lightweight, very likely to move, and especially poor on concrete. Plastic chocks are also likely to crack, break easily and if they have the metal insert, they are not suitable for sites testing dangerous goods vehicles.

DVSA requires that chocks provided for use by DVSA staff comply with or are comparable to the above specification. If the chocks available do not meet this standard they will not be suitable for testing and will need to be replaced. **The standard of chock available will be noted within the scheduled quarterly site check.