



Drallim Industries Ltd supply a range of rugged and reliable wheel chocks used by both civil and military operators.

Wheel Chocks can be provided in their standard configurations which are supplied with a strong polythene handling rope running through the centre of the chock, or they can be configured as Storm Chocks which are fitted with alternative lashing arrangements. The Storm Chock provides the perfect solution to minimise chocking problems often experienced during high wind conditions.

The Storm Chock Assembly is a combined rubber chock and polyester webbing with attachments that make it suitable for securing both nose and main undercarriage of all size airframes. Each lashing has a load rating of 2000Kg (4409lb). The storm chock is designed to be used lashed together in pairs and tightened using the integral ratchet-tensioning device.

Features and Benefits of Drallim Storm Chocks

- All rubber construction for optimum GRIP and LIFE with strong polythene handling rope.
- Will not rot or splinter.
- Wide range of sizes and widths - sizes up to 9 segments, 7", 9" and 12" all 50mm wide (4" at 75mm).
- Wheel conforming flexibility under load due to equilateral triangular shape and unique internal design.
- Impact-absorbing rubber construction.
- Maintenance free - never need painting.
- Deeply ribbed for maximum grip on concrete and tarmac.
- Rounded corners to avoid wheel trapping.
- Colour segmented for prestige identity (optional).
- Lashings with individual clients name (optional).
- Used by civil airline and Military forces worldwide.

Directions for use

- Select wheel chock according to airframe type and size.
- Always use in pairs and on firm surfaces.
- Chock both sides of wheel if direction of gradient is undetermined.
- Use only after parking brake is applied.
- Centre chocks snugly and squarely against tread of each wheel, tighten lashing to secure both chocks to the wheel.

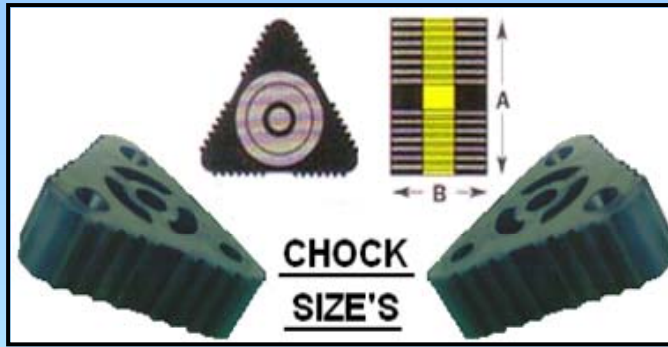


Storm chock assemblies on RJ100 Nose wheel

Rounded corners to avoid wheel trapping

Wheel conforming flexibility holes

Deep ribs for Maximum grip



Colour segments for identity (Optional)

Lashings with clients name (Optional)

Chock and storm chock size examples

Model	Height (A)	Width (B)	Tyre Diameter	Segments
Chock 4/2	80mm	150mm	0-300mm	2
Chock 4/3	80mm	225mm	0-300mm	3
Chock 4/4	80mm	300mm	0-300mm	4
Chock 7/3	160mm	150mm	300-600mm	3
Chock 7/5	160mm	250mm	300-600mm	5
Chock 7/7	160mm	350mm	300-600mm	7
Chock 9/3	195mm	150mm	600-900mm	3
Chock 9/5	195mm	250mm	600-900mm	5
Chock 9/7	195mm	350mm	600-900mm	7
Chock 12/3	250mm	150mm	900mm+	3
Chock 12/5	250mm	250mm	900mm+	5
Chock 12/9	250mm	450mm	900mm+	9
Segment 4"	80mm	50mm	N/A	N/A
Segment 7"	160mm	50mm	N/A	N/A
Segment 9"	195mm	50mm	N/A	N/A
Segment 12"	250mm	50mm	N/A	N/A

The standard aircraft chocks are supplied all black and include a handling rope. Storm chocks too are generally priced all black with the webbing supplied in your choice of colour. Yellow or red chock segments are available, pricing subject to your specification.

Chock selection

The understanding of aircraft tyre specifications and sizing is very important in the selection of the correct chocks for your airframe.

As an example:

A319 tyre size = Ø1168mm x Width 432mm requires chock 12/9

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