

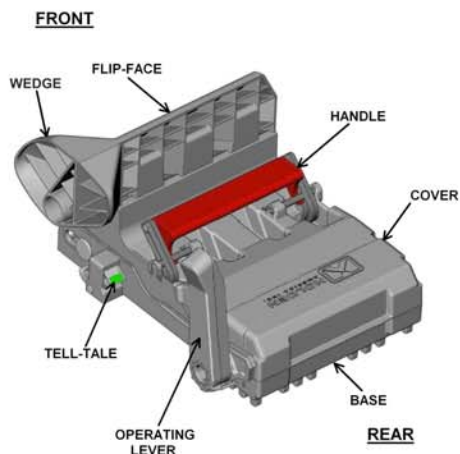
# GRIP-LOCK CHOCK (GLC)



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## NOMENCLATURE



## GENERAL CONCEPT

An eight (8) Chock System comprised of four (4) Left Hand and four (4) Right Hand Chocks. The Main Body of the chock is black.

The Left Hand Chock comes equipped with a Lime (or green) Handle and the Right Hand Chock with a Red Handle.

Each vehicle loaded on the Multi-Level Car requires eight (8) GLC's located as shown in Figure 1.

Please note that contrary to the current Grate/Lock Chocks; the Wedge on the Grip-Lock Chock is installed on the OUTSIDE of the tire (use inboard tire on dual tire axles per Figure 1).

**ALWAYS USE 8 GRIP-LOCK CHOCKS WITH WEDGE OUTBOARD AS SHOWN BELOW**

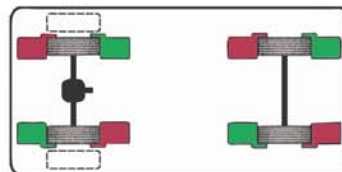


Figure 1

## FLIP-FACE HEIGHT POSITIONS

To place the Flip-Face in the high position, grab the lower part of the Flip-Face and pull to rotate. It is in position when it comes to rest with the top of the chock body as shown in Figure 2. To place the Flip-Face in the low position, reverse the previous action.

Unless specified by the shipper, always install the GLC with the Flip-Face in the high position.



Figure 2

## GRIP-LOCK CHOCK INSTALLATION

Two GLCs are required per wheel; one Left Hand and one Right Hand as shown in Figure 3.



Figure 3

Before installing the GLC on the grating, make sure the chock's Face is in its fully retracted position; you **MUST** first rotate the Operating Lever completely rearward (until it is parallel to the GLC) as shown in Figure 4 and then, bring it back to a perpendicular (vertical) orientation as shown in Figure 5.



Figure 4

Figure 5

Tilt the chock slightly downward in order to insert the steel teeth under one of the grating crossbars as shown in Figures 6 and 7. The green Tell-Tale Indicator in Figure 8 becomes visible; confirming that the front steel teeth are properly inserted under the crossbar.

**NEVER** lock the GLC if the front steel teeth are not properly inserted (see Figure 9). The green Tell-Tale Indicator **MUST** be visible as shown in Figure 8 otherwise the chock **MUST** be removed and reapplied.

Bring the Face and Wedge of the GLC as close as possible to the tire tread and tire tread's edge as shown in Figure 10. Make sure the rear end of the GLC is properly engaged into the grating (Figure 11); grab the Operating Lever and rotate it forward and down to lock the chock in place. If not already in contact with the tire tread, the Face will move forward and slightly compress the tire tread. There will be a noticeable "Snap" as you bring the lever down; this is normal. Once the Operating Lever is completely down, the GLC is locked.



Figure 6



Figure 8



Figure 10



Figure 7



Figure 9



Figure 11

The recommended final position is shown in Figure 12. The Face must be in contact with the tire tread and the Wedge should hug or be as close as possible to the tire tread's edge. A small gap of no more than 3/4" between the tire tread's edge and the Wedge is preferable. The green Tell-Tale Indicator **MUST** be visible.



Figure 12

## GRIP-LOCK CHOCK REMOVAL



Figure 13

To remove the GLC from the grating, grab the Operating Lever and pull on it as shown in Figures 13 and 14.



Figure 15



Figure 14

Rotate the Operating Lever completely rearward as shown in Figures 15 and 16. This will retract the Face and unlock the chock releasing it from the grating. If required, use your foot to step on the Operating Lever to disengage a chock pinned down by the tire.



Figure 16

## STORAGE

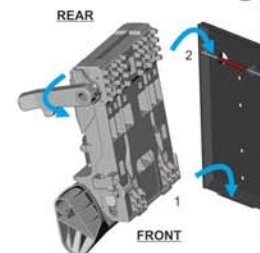


Figure 17

### Placement into Storage Pan

To place the GLC into the Storage Pan, make sure that the Flip-Face is in the low position and that the Operating Lever is perpendicular to the GLC chock body.

Insert the Nose (1) at the front of the Base behind the bottom lip of the Storage Pan and push the rear of the chock towards the Locking Bar (2) of the Storage Pan.

Rotate the Operating Lever downwards until it is parallel with the GLC in order to lock it to the Storage Pan as shown in Figure 17.



Figure 18

### Removal from Storage Pan

To remove the GLC from the Storage Pan, simply rotate the Operating Lever towards you and pull as shown in Figure 18