

Wheels and castors guide

Versions / options

Wheel and swivel head brake

Blickle wheel and swivel head brake

Brake systems prevent swivel castors from rolling or swiveling when at a standstill (wheel and swivel head brake).

“Front”, “rear”, “fixed” and “central” brake systems are used.

“Front” brake systems are located on the front relative to the running direction. “Rear” brake systems are fitted to the rear of the castors.

“Fixed” brake systems do not rotate with the swivel head and the pedal always remains in the same position.

“Central” brake systems use a single lever to brake two or more castors on a transport equipment.

A brake system should be selected after careful consideration of user-friendliness, installation conditions and user-specific accident prevention measures.

Brake forces will be reduced when using a wheel with a very soft tread / tyre (e.g. wheel series VW, VWPP, P, PK, PS).

Blickle brakes

The difference between a locking system and a brake is that a locking system is used to fix the vehicle in place when at a standstill.

A brake can be used while a transport equipment is in motion to reduce its speed. Brakes can usually also be used as locks.



Blickle “stop-fix” wheel and swivel head brake

(product code suffix: -FI)

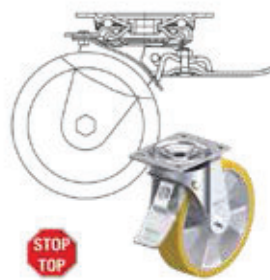
For light-duty, transport equipment and heavy-duty castors

This “rear” brake system uses positive locking (LUH series: non-positive) to prevent the rotation of the swivel head. The wheel is locked using a non-positive, stable brake mechanism designed for maximum safety and a long service life.

The swivel head is locked in place by locking a brake spring in a toothed ball disc. The wheel is also blocked due to the specialised design of the spring. (LUH series: non-positive locking of swivel head).

The holding pressure can be adjusted for bracket series LK and LKX (from wheel Ø 125 x 50 mm), LUH and LH.

This brake system was designed to minimise the swivel radius.



Blickle “stop-top” wheel and swivel head brake

(product code suffix: -ST)

For transport equipment and heavy-duty castors

This “front” brake system uses non-positive locking to prevent the rotation of the swivel head.

The wheel is locked using a non-positive, stable brake mechanism designed for maximum safety and a long service life.

The holding pressure can be adjusted.

The swivel radius of the pedal is normally within the swivel range of the wheel.



Blickle “ideal-stop” wheel and swivel head brake

(product code suffix: -IS)

For transport equipment and heavy-duty castors

The pedal of this “fixed” brake system always remains in the same position instead of pivoting with the swivel castor. The non-positive system prevents the rotation of the swivel head. For certain castor series and sizes, both non-positive and positive locking is used.

The wheel is locked using a non-positive wheel brake mechanism that is designed for maximum stability, safety and a long service life.

The holding pressure can be adjusted for the transport equipment castor series L, LH and LK (from wheel Ø 150 mm).

The pedal for the “ideal-stop” comes with two holes as standard. This makes it possible to connect two swivel castors together or use a lever arm to operate two pedals at the same time.

Castors in the bracket series LK and LH with this locking system have a total height that is 17 mm higher than castors that do not use the “ideal-stop” system. A synthetic adapter plate (product code: AP3-17) is available to compensate for the height difference for castors without the brake system. See “versions / options” on the relevant pages.

Wheels and castors guide

Versions / options

Wheel and swivel head brake



Blickle “central-stop” central brake system

(product code suffix: -CS...)

For transport equipment castors series LE and LK

This brake system uses non-positive locking to prevent the rotation of the swivel head. The wheel is locked using a non-positive, stable brake mechanism designed for maximum safety and a long service life.

The distinguishing feature of this brake system is that two or more castors on the transport equipment can be locked at the same time using a lever. The length of the pedal can be adjusted to ensure that the brake can be released and activated comfortably. A further feature is the small operating angle and the space-saving structure of the cam housing. The cam housing does not rotate with the swivel castor.



Blickle “central-stop” central brake system

(product code suffix: -CS...)

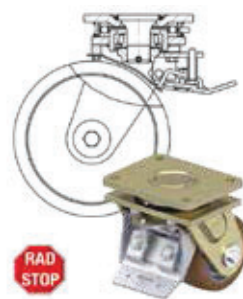
For transport equipment and heavy-duty castors series L and LH

This brake system uses non-positive locking to prevent the rotation of the swivel head. This non-positive swivel head locking is supported by a positive locking system.

The wheel is locked using a non-positive, stable brake mechanism designed for maximum safety and a long service life. The distinguishing feature of this brake system is that two or more castors on the transport equipment can be locked at the same time using a lever.

The length of the pedal can be adjusted to ensure that the brake can be released and activated comfortably. A further feature is the small operating angle and the space-saving structure of the cam housing. The cam housing does not rotate with the swivel castor.

The holding pressure can be adjusted.



Blickle “Radstop” wheel brake

(product code suffix: -RA)

For heavy-duty castors (foot-activated) and light-duty and compact castors

This brake system uses a non-positive wheel brake mechanism that is designed for maximum simplicity, stability, safety and a long service life. The wheel brake is operated with your foot and creates extremely high brake forces to secure even the heaviest loads. The system brakes both wheels in a twin wheel castor system.

The Radstop is used as a front brake system for heavy-duty castors and as a rear brake system for light-duty and compact castors.



Blickle “Radstop” wheel brake

(product code suffix: -RAH)

For heavy-duty castors (operated by hand)

This brake system uses a non-positive wheel brake mechanism that is designed for maximum simplicity, stability, safety and a long service life. The wheel brake is operated by hand and creates extremely high brake forces to secure even the heaviest loads. The system brakes both wheels in a twin wheel castor system.

Wheels and castors guide

Versions / options

Brakes / truck locks / jacks



Blicke drum brake

(product code suffix: -TB / -TBL / -TBR)

This brake works by pressing two brake shoes integrated into the wheel against the cast wheel centre, which acts as the brake drum.

The drum brake provides a high level of braking performance even though only a small amount of force is required to activate it. The brake can be operated with a variety of controls, such as a lever arm or cable pull.

The enclosed bracket ensures that the brake shoes are largely protected against corrosion and dirt. This ensures that braking performance remains consistent regardless of moisture and road contamination in the area.

See section 18, page 595.

Blicke dead man's brake

(product code suffix: -TML / -TMR)

A dead man's brake is similar to a drum brake, but uses an integrated spring for braking when the brake is not activated. The brake can be released using a lever arm or cable pull.

Left-handed (product code suffix: -TML) and right-handed (product code suffix: -TMR) versions are available for dead man's brakes. Dead man's brakes are also available for swivel castors. For dead man's brakes without swivel head brake with product code suffix -TM13 and for dead man's brakes with swivel head brake with product code suffix -TTM13.

See section 18, page 594–595.

Blicke truck lock

(product code: FF...)

Truck locks keep transport equipment in a resting position. They are attached directly to the transport equipment. Operating the pedal takes some of the load off the transport equipment without raising it up.

When operated, the truck lock deflects by approximately 10 mm. The maximum surface contact pressure in combination with suitable swivel and fixed castors amounts to approx. 60 kg. Zinc-plated, blue-passivated, Cr6-free.

See section 18, page 606.

Product code	Total height unactuated (H0) [mm]	Total height actuated (H1) [mm]
FF 100-1	108	138
FF 125-1	142	180
FF 125	142	180
FF 150	170	208
FF 160	175	213
FF 200	217	255

Blicke jack

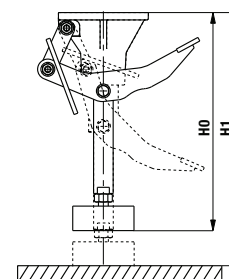
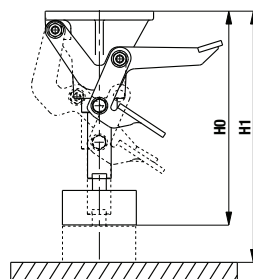
(product code: -WH...)

Blicke jacks are used to raise transport equipment up in their resting position. They are attached directly to the transport equipment. Actuating the pedal raises the transport equipment up.

Jacks can be combined with a wide range of castor series. Jacks perform at their best when the total height of the actuated jack (H1) exceeds the total height of the fixed and swivel castors by 5 mm. Depending on the weight of the operator, they can provide a lifting force of between 150 kg and 250 kg. The vertical load on the jack must not exceed 500 kg when raised.

See section 18, page 606.

Product code	Total height unactuated (H0) [mm]	Total height actuated (H1) [mm]
WH 160	166	209
WH 200	207	250
WH 250	257	300



Wheels and castors guide

Versions / options

Directional lock



Blickle directional lock for pressed steel swivel castors
(product code: RI...)

Directional locks fix the swivel motion of a swivel castor in predefined directions. When the directional lock is activated, the swivel castor acts like a fixed castor.

This directional lock is provided as a separate part and is installed together with the swivel castor. It can also be installed later as there is no need to make structural changes to the swivel castor bracket.

This option is available for a wide range of swivel castor series. Please refer to the "versions / options" section on the relevant pages for more information.



Blickle directional lock for welded steel swivel castors
(product code suffix: -RI4)

Directional locks fix the swivel motion of a swivel castor in predefined directions. When the directional lock is activated, the swivel castor acts like a fixed castor.

This directional lock is an integrated unit welded to the top plate. It can be used for customer-specific fixing positions in addition to the standard 90° position (product code suffix: -RI4, four fixing positions). This version is robust and designed for use with heavy duty castors.

This option is available for a wide range of heavy duty welded steel swivel castors. Please refer to the "versions / options" section on the relevant pages for more information.



Blickle directional lock for heavy-duty swivel castors
(product code suffix: -RI4H)

Directional locks fix the swivel motion of a swivel castor in predefined directions. When the directional lock is activated, the swivel castor acts like a fixed castor.

This directional lock is a unit integrated with the top plate. This directional lock provides four fixing positions (90°) using a locking bolt. This version is extremely robust and designed for use with heavy-duty castors.

This option is available for a wide range of heavy-duty welded steel swivel castors. Please refer to the "versions / options" section on the relevant pages for more information.



Blickle directional lock and wheel brake for synthetic swivel castors
(product code suffix: -RIFI)

A combination directional lock and wheel brake is available for swivel castors in the Blickle MOVE series with a wheel diameter of 125 mm. It is operated with a two-part foot lever. The left lever activates the full locking system. The right lever activates the directional lock.

This "rear" brake system initially uses positive locking to prevent the rotation of the swivel head. The swivel head is locked by locking a brake spring in a toothed ball disc. In the second stage, the wheel is locked using a non-positive brake mechanism.

directional locks detail



Wheels and castors guide

Versions / options



Automatic direction reset device

(product code suffix: -RIR2)

Direction reset devices point a swivel castor in a pre-defined direction in an unloaded state. This mechanism reduces issues that affect the handling of transport equipment used in automated facilities and loading and unloading areas.

The RIR2 mechanism is designed for an increased service life.

Special versions are available to provide tailored holding forces and fixings.



Thread guard

(product code suffix: -FA or "KA" or "KF" in the product code)

The thread guard discs are made from zinc-plated, blue-passivated, Cr6-free pressed steel (product code suffix: -FA) or by using plastic injection moulding ("KA" or "KF" in the product code). They prevent threads wrapping around the wheel axle and blocking the wheels.

In the "KA" version, the thread guard encompasses the wheel hub.

In the "KF" version, the thread guard covers both the hub and the central bar of the wheel.

This option is available for a wide range of swivel and fixed castor series.

Please refer to the "versions / options" section on the relevant pages for more information.



Foot guard

(product code suffix: -FS, -FP and -FG)

The foot guard is made from zinc-plated, blue-passivated, Cr6-free pressed steel (product code suffix: -FS). For welded steel castors (LO / LS series), the foot guard is a robust welded structure. For corrosion-resistant stainless steel castors, the foot guard is made of an impact-resistant synthetic material (polyethylene, product code suffix: -FP). The foot guard is bolted or welded onto the bracket and prevents foot injuries. It is normally 15 to 25 mm away from the floor.

A special version can be provided to ensure a different distance from the floor. Spring-loaded, zinc-plated, blue-passivated, Cr6-free versions (product code suffix: -FG) are also available.

This option is available for a wide range of swivel and fixed castor series.

Please refer to the "versions / options" section on the relevant pages for more information.



Buffer

(product code: AW..., AG... and ARG...)

Buffers reduce the risk of damage to walls and vehicles in the event of a collision. Buffers for round and square tubes are made from polyethylene or a solid rubber, and are available in the colours grey white, silver grey and grey. They are fixed or connected to tubular frames in the external areas of vehicles. See page 148, 169 and 398 for information about options.

Rotating buffers (product code suffix: -AMW(X), -AMG(X)) are also available for Blickle WAVE synthetic castors. They also prevent scraping against walls.

A bolt is used to fit the buffers directly onto the castors.

See options page 169.

spring-loaded foot guard



Wheels and castors guide

Versions / options



Hub cap for end wheel

(product code suffix: -E)

Hub caps are made from zinc-plated, blue-passivated, Cr6-free pressed steel.

They protect the outside ball bearing of end wheels against dirt, dust, etc., and cover the axle end and wheel fitting. In end wheels, the ball bearing is slightly recessed on the outside of the hub. This makes it easy to fit the hub cap on the wheel hub. This reduces the clamping length.

This option is available for a wide range of wheel series.

Please refer to the "versions / options" section on the relevant pages for more information.

STARLOCK® cap made from stainless steel

(product code: ST-KA...)

STARLOCK® caps are an easy way to fix light duty wheels on an axle. The wheel is placed on an axle as the end wheel, and the STARLOCK® cap is pressed onto the outer end of the axle. STARLOCK® caps are available for the following axle diameters: 12, 15, 20 and 25 mm.

PTFE coated stainless steel axle tube

(product code: XAT...)

The PTFE coated stainless steel axle tube consists of a stainless steel axle tube and a PTFE coating. When rotating and under load, the PTFE coating expands onto the inside of the plain bore of the wheel. This provides the desired pairing (PTFE / stainless steel) with outstanding sliding characteristics. It also reduces noise emissions.

This option is available for a wide range of heat-resistant wheel series.

Please refer to the "versions / options" section on the relevant pages for more information.

A variety of heat-resistant castors in the PHN and VKHT wheel series are available with a PTFE coated stainless steel axle tube as standard (see section 10).