

## Options

### Wheel and swivel head brakes

#### Blickle wheel and swivel head brakes

With brake systems the rolling and swivel motions of swivel castors can be locked (wheel and swivel head brakes).

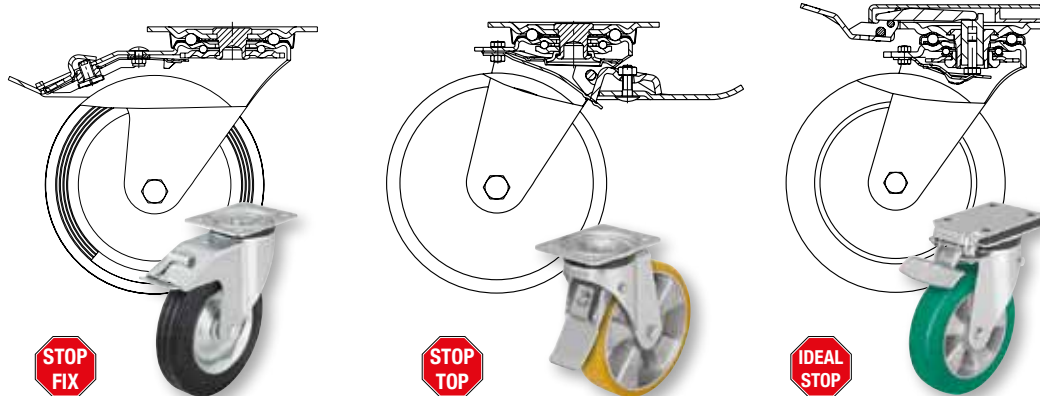
'Non-trailing', 'trailing', 'stationary' or 'central' brake systems are used.

Related to the rolling direction, 'non-trailing' brake systems are fitted to the front and 'trailing' brake systems to the rear of the castors.

'Stationary' brake systems do not rotate with the swivel head. The brake lever remains in the same position at all times. 'Central' brake systems have the advantage that two or more castors operated at the transport equipment can be locked by one brake lever.

The selection of a suitable brake system depends on the requirements based upon user-friendliness, fitting conditions, and user-specific accident prevention measures.

If brake systems are combined with wheels with very soft tread/tyres (e.g. VW, VWPP, P, PK, PS wheel series), the brake forces are reduced.



#### Blickle wheel and swivel head brakes 'stop-fix'

(Product code suffix: -FI)

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

This 'trailing' brake system provides a positive locking of the swivel head (LU series: non-positive).

The locking of the wheel is achieved by a non-positive, very strong brake mechanism, designed for high security and long service life.

A brake spring engages in a toothed spherical disc and locks both the swivel head and the wheel due to the special design of the spring. (LU series: non-positive locking of the swivel head).

The holding pressure is adjustable and readjustable for LK and LKX bracket series (wheel Ø 125x50 mm or larger) as well as LU and LH bracket series.

The design of this brake system meets the requirement for a small swivel radius.

#### Blickle wheel and swivel head brakes 'stop-top'

(Product code suffix: -ST)

##### For transport equipment and heavy duty castors

This 'non-trailing' brake system provides a non-positive locking of the swivel head. The locking of the wheel is achieved by a non-positive, very strong brake mechanism, designed for high security and long service life.

The holding pressure is adjustable and readjustable.

The rotation radius of the brake lever is mostly positioned within the wheel's swivel radius.

#### Blickle wheel and swivel head brakes 'ideal-stop'

(Product code suffix: -IS)

##### For transport equipment and heavy duty castors

This 'stationary' brake system does not rotate together with the swivel castor and can therefore be always operated at the same position and provides a non-positive locking of the swivel head.

For certain castor series and dimensions the non-positive locking is replaced by a positive locking.

The locking of the wheel is achieved by a non-positive, very strong brake mechanism, designed for high security and long service life.

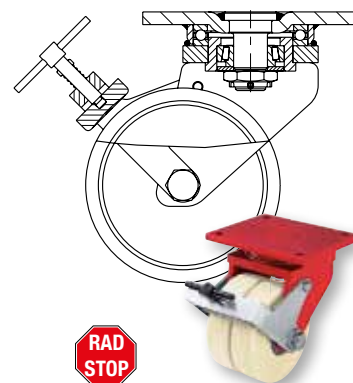
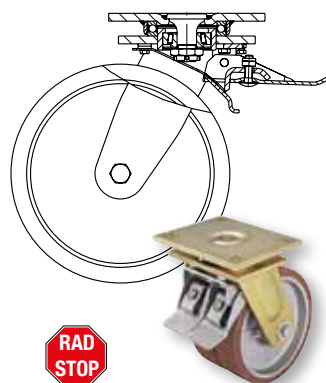
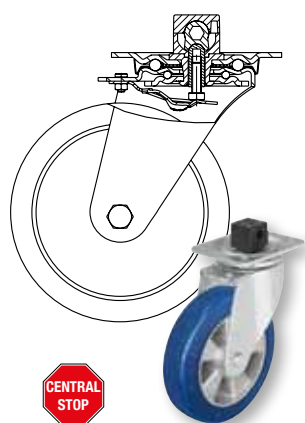
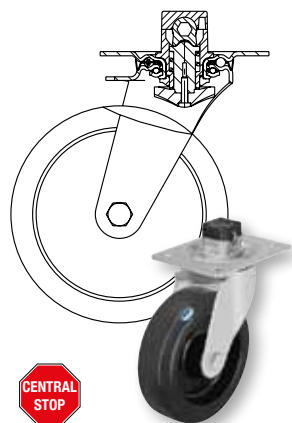
The holding pressure is adjustable and readjustable.

The castors of the LK and LH bracket series equipped with these brakes have a total height which exceeds that of castors without 'ideal-stop' by 17 mm. A synthetic adapter plate (product code: AP3) is available for the height adjustment of castors without these brakes.

Refer to 'Options' on product pages.

## Options

### Wheel and swivel head brakes



#### Blickle central brakes 'central-stop'

(Product code suffix: -CS...)

##### For transport equipment castors LE and LK series

This brake system provides a non-positive locking of the swivel head. The locking of the wheel is achieved by a non-positive, very strong brake mechanism, designed for high security and long service life.

This brake system has the advantage that two or more castors operated at the transport equipment can be locked by one brake lever at the same time. Depending on the brake lever length, low forces by the operator are required to apply and to release the brake. Another benefit is the small operational angle and the space saving design of the cam housing. The cam rotates independently from its housing and the swivel castor.

Blickle central brake system for synthetic castors (detailed description refer to page 126).

#### Blickle central brakes 'central-stop'

(Product code suffix: -CS...)

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

This brake system provides a non-positive locking of the swivel head. The non-positive locking is supported by a positive locking. The locking of the wheel is achieved by a non-positive, very strong brake mechanism, designed for high security and long service life.

This brake system has the advantage that two or more castors operated at the transport equipment can be locked by one brake lever at the same time. Depending on the brake lever length, low forces by the operator are required to apply and to release the brake. Another benefit is the very small operational angle and the space saving design of the cam housing. The cam rotates independently from its housing and the swivel castor.

The holding pressure is adjustable and readjustable.

#### Blickle wheel brakes 'Radstop'

(Product code suffix: -RA)

##### For heavy duty castors (foot-operated)

The locking of the wheel is achieved by a non-positive, simple, very strong brake mechanism, designed for high security and long service life. The wheel brake is operated by foot and provides very strong braking forces, facilitating a safe fixation of even extremely heavy loads. With twin wheel castors, these brakes control both wheels.

#### Blickle wheel brakes 'Radstop'

(Product code suffix: -RAH)

##### For heavy duty castors (hand-operated)

The locking of the wheel is achieved by a non-positive, simple, very strong brake mechanism, designed for high security and long service life. The wheel brake is manually operated and provides very strong braking forces, facilitating a safe fixation of even extremely heavy loads. With twin wheel castors, these brakes control both wheels.

Matching brake levers upon request



Matching brake levers upon request



## Options

### Brakes / Truck locks / Jacks



#### Blickle drum brake

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

This brake system consists of two integrated brake shoes which, when operated, are pressed onto a cast iron wheel centre which is configured as a brake drum.

The drum brake characterizes a high braking performance with a low operation force. The brake can be operated by methods such as a cable pull or a lever arm. The enclosed design protects the brake shoes against corrosion and dirt. Therefore the brake performance is not affected by wet conditions or road contamination.

Drum brakes in heavy duty version are supplied in left (product code suffix: -TBL) and right (product code suffix: -TBR) versions.

Refer to chapter 26, page 482.



#### Blickle dead man's brake

(Product code suffix: -TML / -TMR)

The dead man's brake is based on a drum brake, however an integrated spring ensures the brake is applied in a non-operated condition. With a cable pull or lever arm the brake can be released.

Dead man's brakes are available in left (product code suffix: -TML) and right (product code suffix: -TMR) versions.

Refer to chapter 26, page 482.



#### Blickle truck lock

(Product code: FF...)

Truck locks can be fitted to transport equipment, enabling them to be locked in their resting position. By operating the pedal the transport equipment is held in place without being lifted.

When operated the truck lock deflects by approx. 10 mm. The maximum surface contact pressure in combination with the respectively suitable castors amounts to approx. 60 kg. Truck locks can be combined with LH, LO and LS castor series. Zinc-plated, blue-passivated, Cr6-free.

Refer to chapter 26, page 483.



#### Blickle jack

(Product code: WH...)

Blickle jacks can be fitted to transport equipment, enabling them to be lifted whilst in their resting position. The transport equipment is lifted by operating the pedal.

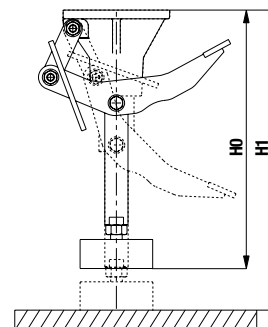
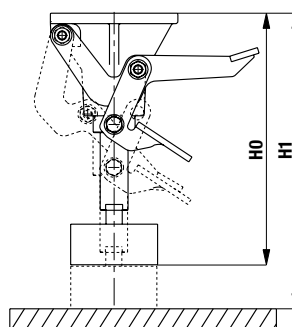
Jacks can be combined with various castor series. The jacks provide their best performance if the total height of the operated jack (H1) is 5 mm higher than the selected swivel or fixed castors. Depending on the weight of the person operating the transport equipment, the lifting force is between 150 kg and 250 kg. The vertical load must not exceed 500 kg when the jack is operated.

Refer to chapter 26, page 483.

Product code	Total height unoperated (H0) [mm]	Total height operated, fully extended (H1) [mm]
FF 125	142	180
FF 150	170	208
FF 160	175	213
FF 200	217	255

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

#### Construction drawing drum brake



## Options

### Directional locks



**Blickle directional lock for pressed steel swivel castors**

(Product code: RI...)

Directional locks will lock the swivel motion of a swivel castor to specified directional positions. Swivel castors with activated directional locks can assume the function of fixed castors.

These directional locks are supplied as separate parts and must be fitted together with the swivel castor. Retro-fitting is also possible as no structural adjustments of the swivel castor bracket are required.

This option is available for various swivel castor series.  
Refer to 'Options' on product pages.



**Blickle directional lock for welded steel swivel castors**

(Product code suffix: -RI...)

Directional locks will lock the swivel motion of a swivel castor to specified directional positions. Swivel castors with activated directional locks can assume the function of fixed castors.

These directional locks are integrated units which are welded to the top plate. In addition to the standard positions of 180° (product code suffix: -RI2, two locking positions) and 90° (product code suffix: -RI4, four locking positions), these directional locks can also be adapted to customer-specific locking requests. This version is rugged and adapted to heavy duty castor applications.

This option is available for various welded steel swivel castor series.  
Refer to 'Options' on product pages.



**Blickle directional lock for heavy duty swivel castors**

(Product code suffix: -RI4H)

Directional locks will lock the swivel motion of a swivel castor to specified directional positions. Swivel castors with activated directional locks can assume the function of fixed castors.

These directional locks are units which are integrated to the top plate and offer four locking positions (90°) which are fixed by inserting a locating pin. This version is extremely rugged and adapted to heavy duty castor applications.

This option is available for various heavy duty swivel castor series.  
Refer to 'Options' on product pages.



**Blickle directional lock, combined with wheel brake for synthetic swivel castors**

(Product code suffix: -RIFI)

Swivel castor series Blickle WAVE with wheel diameter 125 mm is available with a combination of directional lock and wheel brake. The system is operated in two stages. This 'trailing' locking system provides a positive locking of the swivel head in stage one as the brake spring engages in a toothed spherical disc. In stage two the braking mechanism provides a non-positive locking of the wheel.

#### Detailed view directional lock



## Options



### Automatic direction reset device

(Product code suffix: -RIR2)

Automatic direction reset devices align swivel castors to specified directional positions in an unloaded state.

This mechanism reduces handling interferences of transport vehicles which are used in automated installations as well as loading and unloading stations.

The RIR2-mechanism is dimensioned for a particularly long service life.

Customer-specific adjustments in regards of restoring forces and fixations are possible as special versions.



### Thread guard

(Product code suffix: -FA or -FK)

Thread guards are available as pressed steel, zinc-plated, blue-passivated, Cr6-free (product code suffix: -FA) or synthetically injection-moulded (product code suffix: -FK) versions.

They prevent threads winding around the wheel axle, resulting in wheel jamming. As, in addition to the hub, these thread guards also cover the entire wheel centre, they also protect the wheel bearings against dirt.

This option is available for numerous swivel and fixed castor series.  
Refer to 'Options' on product pages.



### Foot guard

(Product code suffix: -FS, -FP or -FG)

Foot guards are available as pressed steel, zinc-plated, blue-passivated, Cr6-free (product code suffix: -FS) or as impact-resistant synthetically injection-moulded (polyethylene) (product code suffix: -FP) versions. The foot guard is bolted or welded to the bracket and protects feet from injuries. The distance to the floor is 15-25 mm as standard.

Varying distances to the floor or sprung zinc-plated, blue-passivated, Cr6-free foot guard versions (product code suffix: -FG) are available as special versions.

This option is available for numerous swivel and fixed castor series.  
Refer to 'Options' on product pages.



### Bumper

(Product code: AW..., AG... or ARG...)

In collisions, bumpers will help prevent wall and vehicle damage.

Bumpers for round and square tubes are made of polyethylene or solid rubber and are available in grey white, silver grey or grey colour. Bumpers are fixed or attached to the outer edge of the tubular frame of the vehicle.

Refer to 'Options' pages 111, 127 and 352.

In addition, rotating bumpers (product code suffix: -AMW(X), -AMG(X)) are available for synthetic castors Blickle WAVE. These will help prevent further scraping of the walls. The bumpers are directly fitted to the castors by means of a bolt.  
Refer to page 127.

### Sprung foot guard



## Options



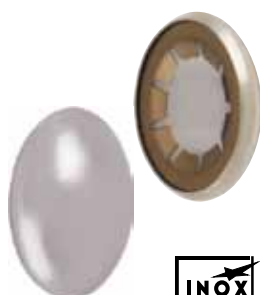
### Hub cap for end wheels

(Product code suffix: -E)

Wheel caps are pressed steel, zinc-plated, blue-passivated, Cr6-free. They protect the outer ball bearings against dirt, dust, etc. and cover the end of the axle and the wheel fitting in end wheel applications. The outer ball bearing is slightly recessed in order to allow for a smooth fitting of the end cap to the wheel hub's ball bearing seat. This reduces the clamping length.

This option is available for various wheel series.

Refer to 'Options' on product pages.



### STARLOCK® stainless steel cap

(Product code: ST-KA...)

With STARLOCK®-caps, light wheels can easily be fitted to an axle. The wheel is placed on the axle as end wheel and the STARLOCK®-cap is pressed onto the outer axle to retain the wheel. STARLOCK®-caps are available for the following axle diameters: 12, 15, 20 and 25 mm.



### Stainless steel axle tube

(Product code suffix: -XA)

Stainless steel axle tubes are fitted to Blickle stainless steel swivel and fixed castors as standard.

Also available fitted to standard zinc-plated swivel and fixed castors to prevent wheel jamming caused by corrosion (e.g. in wet applications). With large diameter differences (external to internal axle diameter), two nylon bushings are pressed into the stainless steel axle tube.

This option is available for various swivel and fixed castor series.

Refer to 'Options' on product pages.



### Teflon-coated stainless steel axle tube

(Product code: XAT...)

Teflon-coated stainless steel axle tubes consist of a stainless steel axle tube with teflon sheath. During operation (under rotation and load), the teflon sheath expands to cover the inner side of the wheel's plain bore. The teflon sheath then rotates around the stainless steel axle tube together with the wheel giving excellent sliding characteristics.

This option is available for various heat-resistant wheel series.

Refer to 'Options' on product pages.