

Special systems and solutions

Swivel castors with dead man's brake

400 kg



Swivel castors with dead man's brake:

- Swivel castors with a dead man's brake are similar to drum-braked castors, but use an integrated spring for braking when the brake is not activated.
- The brake is activated by a hexagonal rod connected to the cam housing.
- The closed bracket design makes the brake shoes largely resistant to corrosion and dirt. This ensures that braking performance remains consistent regardless of moisture and dirt in the area.



Wheels: GEV series:

- tyres: high-quality elastic solid rubber in smooth rolling quality, hardness 65 Shore A, non-marking, grey
- wheel centre: made from robust grey cast iron, lacquered, colour silver
- brake mechanism: integrated into the wheel centre, zinc-plated, blue-passivated, Cr6-free



Wheels: GST series:

- tread: high-quality polyurethane-elastomer Blickle Softthane®, hardness 75 Shore A, colour green, non-marking, non-staining
- wheel centre: made from robust grey cast iron, lacquered, colour silver
- brake mechanism: integrated into the wheel centre, zinc-plated, blue-passivated, Cr6-free



Wheels: GTH series:

- tread: high-quality polyurethane-elastomer Blickle Extrathane®, hardness 92 Shore A, colour light brown, non-marking, non-staining
- wheel centre: made from robust grey cast iron, lacquered, colour silver
- brake mechanism: integrated into the wheel centre, zinc-plated, blue-passivated, Cr6-free



Swivel castors with a dead man's brake and swivel head brake:

- Swivel castors with a dead man's brake and swivel head brake are similar to drum-braked castors, but use an integrated spring for braking when the brake is not activated.
- Positive locking is used to stop the swivel head rotating.
- The brake is activated by a hexagonal rod connected to the cam housing.
- The closed bracket design makes the brake shoes largely resistant to corrosion and dirt. This ensures that braking performance remains consistent regardless of moisture and dirt in the area.

Swivel castors with dead man's brake	Swivel castors with a dead man's brake and swivel head brake	Wheel Ø [mm]	Wheel width [mm]	Load capacity [kg]	Bearing type	Total height [mm]	Plate size [mm]	Bolt hole spacing [mm]	Bolt hole Ø [mm]	Width across flats [mm]	Offset [mm]
L-GEV 200K-TM13-SG	L-GEV 200K-TTM13-SG	200	50	400	ball bearing	235	140 x 110	105 x 75-80	11	13	65
L-GST 200K-TM13	L-GST 200K-TTM13	200	50	400	ball bearing	235	140 x 110	105 x 75-80	11	13	65
L-GTH 200K-TM13	L-GTH 200K-TTM13	200	50	400	ball bearing	235	140 x 110	105 x 75-80	11	13	65

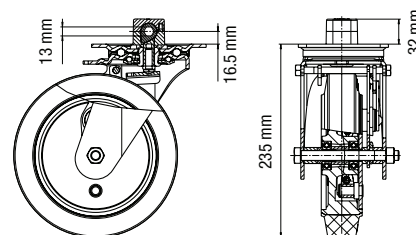
Braking can place swivel castors under a significant amount of additional stress, depending on the mass which needs to be braked. We recommend using an additional safety factor of 2.0-3.0 when designing the vehicle / chassis.

Versions / options



	directional lock (separate) 1 x 360°	other wheel designs	switching cam with width across flats 11 mm
Technical description page	115		
Product code suffix	RI-05.03	GB, GBS series	
Available for	all	upon request	upon request

- operating angle: max. 38°
- torque required to release the brake: < 10 Nm
- braking force: > 400 N



Special systems and solutions

Fixed castors with drum brake and dead man's brake

450–900 kg



Fixed castor with drum brake

Fixed castor with dead man's brake



Fixed castors with drum brake:

- Fixed castors with a drum brake can be activated with a variety of features, e.g. a lever arm or a cable pull.
- The closed bracket design makes the brake shoes largely resistant to corrosion and dirt. This ensures that braking performance remains consistent regardless of moisture and dirt in the area.



Wheels: GEV series:

- tyres: high-quality elastic solid rubber in smooth rolling quality, hardness 65 Shore A, non-marking, grey or black
- wheel centre: made from robust grey cast iron, lacquered, colour silver
- brake mechanism: integrated into the wheel centre, zinc-plated, blue-passivated, Cr6-free



Wheels: GST series:

- tread: high-quality polyurethane-elastomer Blickle Softthane®, hardness 75 Shore A, colour green, non-marking, non-staining
- wheel centre: made from robust grey cast iron, lacquered, colour silver
- brake mechanism: integrated into the wheel centre, zinc-plated, blue-passivated, Cr6-free



Wheels: GTH series:

- tread: high-quality polyurethane-elastomer Blickle Extrathane®, hardness 92 Shore A, colour light brown, non-marking, non-staining
- wheel centre: made from robust grey cast iron, lacquered, colour silver
- brake mechanism: integrated into the wheel centre, zinc-plated, blue-passivated, Cr6-free



Fixed castors with dead man's brake:

- Fixed castors with a dead man's brake are similar to drum-braked castors, but use an integrated spring for braking when the brake is not activated. The brake can be released using a lever arm or cable pull.
- The closed bracket design makes the brake shoes largely resistant to corrosion and dirt. This ensures that braking performance remains consistent regardless of moisture and dirt in the area.

Fixed castors with drum brake	Fixed castors with dead man's brake *	Wheel Ø [mm]	Wheel / tyre width [mm]	Load capacity [kg]	Bearing type	Total height [mm]	Plate size [mm]	Bolt hole spacing [mm]	Bolt hole Ø [mm]
B-GEV 160K-TB	B-GEV 160K-TM	160	50	450	ball bearing	195	140 x 110	105 x 75–80	11
B-GEV 160K-TB-SG	B-GEV 160K-TM-SG	160	50	450	ball bearing	195	140 x 110	105 x 75–80	11
B-GTH 160K-TB	B-GTH 160K-TM	160	50	600	ball bearing	195	140 x 110	105 x 75–80	11
BH-GTH 160K-TB	BH-GTH 160K-TM	160	50	800	ball bearing	202	140 x 110	105 x 75–80	11
B-GEV 200K-TB	B-GEV 200K-TM	200	50	600	ball bearing	235	140 x 110	105 x 75–80	11
B-GEV 200K-TB-SG	B-GEV 200K-TM-SG	200	50	600	ball bearing	235	140 x 110	105 x 75–80	11
B-GST 200K-TB	B-GST 200K-TM	200	50	600	ball bearing	235	140 x 110	105 x 75–80	11
B-GTH 200K-TB	B-GTH 200K-TM	200	50	600	ball bearing	235	140 x 110	105 x 75–80	11
BH-GST 200K-TB	BH-GST 200K-TM	200	50	800	ball bearing	245	140 x 110	105 x 75–80	11
BH-GTH 200K-TB	BH-GTH 200K-TM	200	50	900	ball bearing	245	140 x 110	105 x 75–80	11

* L or R must be added to the product code for left-handed and right-handed versions.

- actuation path: approx. 10–12 mm
- operating angle: approx. 13°–15°
- actuation force: < 250 N
- braking force: > 500 N

