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# Pneumatic wheels

## Semi-pneumatic puncture-proof wheels

Polyurethane foam-filled tyres are the premium ‘pneumatic’ (or semi-pneumatic) wheel option. The wheels are puncture proof and provide the greatest performance and reliability. Semi-pneumatics are fitted to two piece wobble-free centres, manufactured from 1.8 mm steel.

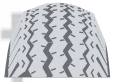
## Steel ‘split rim’ tube type wheels

Supplied with tubes for high performance and improved weight carrying capacity. These wheels can be retrofitted with tubes if original tyres are punctured*. Steel centred wheels provide higher load capacity and reliable long life performance. Sizes up to and including the 500x6 are manufactured from 1.8 mm steel, and the 650x8 is of 2 mm thick steel.

## Plastic centred tube type wheels

Plastic centred pneumatics are supplied with butyl rubber seamless (butt-joined) tubes as standard. These premium tubes provide greater reliability and longer life than cheaper alternatives. Tubes can be replaced if originals are punctured*. Plastic centred wheels are the low cost alternative, with excellent performance in wet and corrosive environments.

## TREAD OPTIONS

| | |
|---|---|
|  **RIB** | Straight lines, grey non-marking rubber. Common for wheelchairs and light duty trolleys that need a softer ride. |
|  **LUG** | General purpose, outside use. Strongly marked cross lines on a fairly flat tread surface. Good for running in a straight line. |
|  **LGG** | Use LGG code for grey non-marking rubber. |
|  **IND** | The normal industrial type tread, a round profile with an even pattern. |
|  **DMD** | Chunky Diamond or Star shaped pads on a flatter surface. Often used in rougher construction sites. Good for softer grass surfaces but may become clogged with mud. |
|  **STR** | |
|  **KNO** | This knobbly pattern is often preferred for outdoor use, good for gravel or uneven terrain. |
|  **HWY** | Jagged lines on a thick, 6 ply tyre designed to have a higher load rating for industrial work sites. |

* *See page 61 for spare parts.*

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# Pneumatic puncture proof wheels

## Puncture proof

Polyurethane foam-filled tyres are premium pneumatic (or semi-pneumatic) puncture proof wheels that provide the greatest performance and reliability. The foam filling provides a light-weight bouncy performance, similar to air-filling, but without the risk of flat tyres. Semi-pneumatics are fitted to two piece wobble-free steel centres. Manufactured from 1.8 mm steel. Some of the cheaper centres on the market are manufactured from steel as thin as 0.6 mm.

## Bearings

'Deep Groove' shielded bearings (indicated in order codes with a **B**) fitted to a toughened heavy duty housing enables true running and extra strength. Deep groove bearings can last up to 3 times longer than normal pressed bearings. Precision bearings (indicated in order codes with a **Q**) provide ultra-tight tolerances.

## Tyres

4 ply for longer, rougher life (many imports use 2 ply).

For wheels pulled or pushed at low speeds (not driven) the tread pattern is not critical. The following are standard. Other patterns can be offered by negotiation.

## Maximum load capacity

Each wheel can carry the recommended load capacity at walking pace—8 km/h. If you are intending to tow your load, it is recommended that you do not exceed 15 km/h, while carrying half the recommended load capacity.

## ORDER CODES

| Tread | Type | Diameter x tread (mm) | Hub x bore (mm) | Max load (kg) at 8 km/h | Max load (kg) at 15 km/h | Order code | Rim and bearing code | |
|---|---|---|---|---|---|---|---|---|
|  Non-marking | 200 x 50 | **200** x 50 | **60** x 12.7 | 50 | Not suitable | **P200X50RIB** | **-SQ05** | 1/2" |
|  | 250 x 4 | **220** x 54 | **60** x 20 | 75 | 40 | **P250X4LUG** | **-SB20** | 20 mm |
| | | | **60** x 19 | | | | **-SB34** | 3/4" |
| | | | **60** x 16 | | | | **-SB58** | 5/8" |
| | | | | | | | **-SQ15** | 15 mm |
|  | 250 x 6 | **275** x 65 | **60** x 20 | 90 | 50 | **P250X6IND** | **-SB20** | 20 mm |
| | | | **60** x 19 | | | | **-SB34** | 3/4" |
| | | | **60** x 16 | | | | **-SB58** | 5/8" |
| | | | | | | | **-SQ15** | 15 mm |
|  | 350 x 4 | **265** x 70 | **60** x 20 | 100 | 70 | **P350X4STR** | **-SB20** | 20 mm |
| | | | **60** x 19 | | | | **-SB34** | 3/4" |
| | | | **60** x 16 | | | | **-SB58** | 5/8" |
| | | | | | | | **-SQ15** | 15 mm |
|  | 400 x 8 | **400** x 100 | **80** x 25.4 | 120 | 90 | **P400X8KNO** | **-SB10** | 1" |
| | | | **84** x 20 | | | | **-SB20** | 20 mm |
| | | | **84** x 19 | | | | **-SB34** | 3/4" |
| | | | **84** x 16 | | | | **-SB58** | 5/8" |
| | | | | | | | **-SQ15** | 15 mm |

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# Pneumatic steel centred wheels

## Traditional 'split-rim' steel centred pneumatics (with inner tubes)

- Split rim strong wobble-free wheels. Centres up to and including the 500 x 6 are manufactured from 1.8 mm steel, and the 650 x 8 is of 2 mm thick steel. Some of the cheaper centres on the market are manufactured from steel as thin as 0.6 mm.
- High engineering standards for wobble-free wheels.
- High quality butyl rubber seamless (butt-joined) tubes.

## Bearings

'Deep Groove' shielded bearings (indicated in order codes with a **B**) fitted to a toughened heavy duty housing enables true running and extra strength. Deep groove bearings can last up to 3 times longer than normal pressed bearings. Precision bearings (indicated in order codes with a **Q**) provide ultra-tight tolerances.

## Tyres

4 ply (6 ply on HWY tread) for longer, rougher life. Many imports use as little as 2 ply thickness.

For wheels pulled or pushed at low speeds (not driven) the tread pattern is not critical. The following are standard. Other patterns can be offered by negotiation.

It is normal for air filled wheels to lose tyre pressure over time even if they are not being used and it's important for your safety that you ensure that the wheels are pumped up to their recommended PSI before use—alternatively you can use our semi-pneumatic puncture proof wheels in applications that require wheels to never go flat.

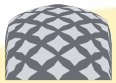
For non-marking tyres, see our puncture proof wheels (previous page) or plastic centred wheels (next page).

## Warning

Do NOT inflate over recommended tyre inflation pressure (30 psi).

Do NOT allow tyre pressure to drop bellow 20 psi or wheel may deflate and become very difficult to re-inflate. If you allow the tyre to go flat and you are unable to re-inflate it then you may need to buy an inner tube to be retro fitted to the wheel (see page 61 for spare parts). USE OF PNEUMATIC WHEELS OTHER THAN AS RECOMMENDED CAN BE DANGEROUS.

## ORDER CODES

| Tread | Type | Diameter x tread (mm) | Hub x bore (mm) | Max load (kg) at 8 km/h | Max load (kg) at 15 km/h | Order code | Rim and bearing code | |
|---|---|---|---|---|---|---|---|---|
|  | 250 x 4 | **220** x 54 | **60** x 20 | 120 | 100 | **250X4LUG*** | **-SB20** | 20 mm |
| | | | **60** x 19 | | | | **-SB34** | 3/4" |
| | | | **60** x 16 | | | | **-SB58** | 5/8" |
|  | 300 x 4 | **250** x 70 | **60** x 20 | 140 | 110 | **300X4DMD*** | **-SB20** | 20 mm |
| | | | **60** x 19 | | | | **-SB34** | 3/4" |
| | | | **60** x 16 | | | | **-SB58** | 5/8" |
|  | 350 x 4 | **265** x 70 | **60** x 20 | 180 | 160 | **350X4STR*** | **-SB20** | 20 mm |
| | | | **60** x 19 | | | | **-SB34** | 3/4" |
| | | | **60** x 16 | | | | **-SB58** | 5/8" |
|  | 250 x 6 | **275** x 65 | **60** x 25.4 | 140 | 110 | **250X6IND**[1] | **-SB10** | 1" |
| | | | **60** x 20 | | | | **-SB20** | 20 mm |
| | | | **60** x 19 | | | | **-SB34** | 3/4" |
| | | | **60** x 16 | | | | **-SB58** | 5/8" |
|  | 350 x 6 | **320** x 80 | **60** x 25.4 | 200 | 180 | **350X6KNO**[1] | **-SB10** | 1" |
| | | | **60** x 20 | | | | **-SB20** | 20 mm |
| | | | **60** x 19 | | | | **-SB34** | 3/4" |
| | | | **60** x 16 | | | | **-SB58** | 5/8" |
|  | 400 x 8 | **400** x 100 | **70** x 25.4 | 360 | 340 | **400X8HWY**[1] | **-SB10** | 1" |
| | | | **70** x 20 | | | | **-SB20** | 20 mm |
| | | | **70** x 19 | | | | **-SB34** | 3/4" |
| | | | **70** x 16 | | | | **-SB58** | 5/8" |
|  | 400 x 8 | **400** x 100 | **84** x 25.4 | 220 | 200 | **400X8KNO**[1] | **-SB10** | 1" |
| | | | **84** x 20 | | | | **-SB20** | 20 mm |
| | | | **84** x 19 | | | | **-SB34** | 3/4" |
| | | | **84** x 16 | | | | **-SB58** | 5/8" |
|  | 500 x 6 | **330** x 125 | **84** x 25.4 | 220 | 200 | **500X6GRA**[1] | **-SB10** | 1" |
| | | | **84** x 20 | | | | **-SB20** | 20 mm |
| | | | **84** x 19 | | | | **-SB34** | 3/4" |
| | | | **84** x 16 | | | | **-SB58** | 5/8" |
|  | 650 x 8 | **420** x 165 | **150** x 25.4 | 230 | 200 | **650X8GRA**[1] | **-SB10** | 1" |
| | | | **150** x 20 | | | | **-SB20** | 20 mm |
| | | | **150** x 19 | | | | **-SB34** | 3/4" |
| | | | **150** x 16 | | | | **-SB58** | 5/8" |





** Also available with 15 mm precision bearings. Add **-SQ15** to the end of code. [1] Also available with precision bearings: 20 mm (**-SQ20**), 25 mm (**-SQ25**), 3/4" (**-SQ34**), 5/8" (**-SQ58**) and 1" (**-SQ10**).*

# Pneumatic plastic centred wheels

## Plastic centred pneumatics with butyl rubber seamless tubes

- Thick sections, large radii, multi-web design for strength (stronger than most imported steel centres).
- Corrosion resistant polypropylene with UV fade protection.
- High engineering standards for wobble-free wheels.
- High quality butyl rubber seamless (butt-joined) tubes.

## Bearings

'Deep Groove' shielded bearings (indicated in order codes with a **B**) fitted to a toughened heavy duty housing enables true running and extra strength. Deep groove bearings can last up to 3 times longer than normal pressed bearings. Precision bearings (indicated in order codes with a **Q**) provide ultra-tight tolerances. Roller bearings (indicated with an **R**) are available in 200 x 50.

## Tyres

4 ply for longer, rougher life. Many imports use 2 ply.

For wheels pulled or pushed at low speeds (not driven) the tread pattern is not critical. The following are standard. Other patterns can be offered by negotiation.

It is normal for air filled wheels to lose tyre pressure over time even if they are not being used and it's important for your safety that you ensure that the wheels are pumped up to their recommended PSI before use—alternatively you can use our semi-pneumatic puncture proof wheels in applications that require wheels to never go flat.

## ORDER CODES

| Tread | Style | Diameter x tread (mm) | Hub x bore (mm) | Max load (kg) at 8 km/h | Max load (kg) at 15 km/h | Order code | Rim and bearing code | |
|---|---|---|---|---|---|---|---|---|
|  Non-marking | 200 x 50 | **200** x 50 | **60** x 20 | 75 | Not suitable | **200X50RIB** | **-PR20** | 20 mm |
| | | | **60** x 12 | | | | **-PQ12** | 12 mm |
|  | 250 x 4 | **220** x 54 | **60** x 20 | 100 | Not suitable | **250X4LUG*** | **-PWB20** | 20 mm |
| | | | **60** x 19 | | | | **-PWB34** | 3/4" |
| | | | **60** x 16 | | | | **-PWB58** | 5/8" |
|  Non-marking | 250 x 4 | **220** x 54 | **60** x 20 | 100 | Not suitable | **250X4LGG*** | **-PWB20** | 20 mm |
| | | | **60** x 19 | | | | **-PWB34** | 3/4" |
| | | | **60** x 16 | | | | **-PWB58** | 5/8" |
|  | 250 x 6 | **275** x 60 | **60** x 20 | 110 | Not suitable | **250X6IND*** | **-PWB20** | 20 mm |
| | | | **60** x 19 | | | | **-PWB34** | 3/4" |
| | | | **60** x 16 | | | | **-PWB58** | 5/8" |
|  | 300 x 4 | **250** x 70 | **60** x 20 | 120 | Not suitable | **300X4DMD*** | **-PWB20** | 20 mm |
| | | | **60** x 19 | | | | **-PWB34** | 3/4" |
| | | | **60** x 16 | | | | **-PWB58** | 5/8" |
|  | 350 x 4 | **265** x 70 | **60** x 20 | 140 | Not suitable | **350X4STR*** | **-PWB20** | 20 mm |
| | | | **60** x 19 | | | | **-PWB34** | 3/4" |
| | | | **60** x 16 | | | | **-PWB58** | 5/8" |
|  | 350 x 6 | **320** x 80 | **60** x 20 | 140 | Not suitable | **350X6KNO*** | **-PWB20** | 20 mm |
| | | | **60** x 19 | | | | **-PWB34** | 3/4" |
| | | | **60** x 16 | | | | **-PWB58** | 5/8" |
|  | 400 x 8 | **400** x 100 | **150** x 25.4 | 200 | Not suitable | **400X8KNO**[1] | **-PWB10** | 1" |
| | | | **150** x 20 | | | | **-PWB20** | 20 mm |
| | | | **150** x 19 | | | | **-PWB34** | 3/4" |
| | | | **150** x 16 | | | | **-PWB58** | 5/8" |

* *Also available with plain bearings, indicated with an **A**, eg. 250X4LUG-PW**A**20.*
[1] *Also available with 1" plain bearing.*