



www.aspectwheels.co.uk



Product Guide & Technical Handbook

Tel: Uxbridge - 01895 234252 Coleford - 01594 838080

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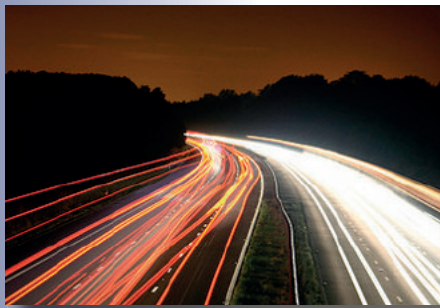
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“Keeping your business on the road”



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about us

Aspect Wheels has been trading for over 25 years and has built its reputation based on holding a huge range of quality products, an unbeatable technical knowledge and a customer service level that's second to none

Our head office, along with our accounts, is based in Uxbridge, with our main storage and manufacturing facilities based in Coleford, right in the heart of the Forest of Dean

In 2003, as part of our commitment to continued success and to strengthen our position in the market place, we acquired Cambria Wheels in Cardiff. This union ensured we remained one of the market leaders, distributing wheels from the very best manufacturers in the world.



“Committed to Quality”

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what we do

We are one of the leading manufacturers and distributors of steel and aluminium Commercial, Industrial, Earthmover, Agricultural and Plant wheels in the UK, along with various other allied products.

We specialise in wheels for truck, bus, lorry, trailer and large vans, holding one of the UK's most comprehensive range of commercial wheels.

We have a very experienced sales team who will advise and guide you through any enquiries you may have, whilst offering the best solutions at the most competitive prices.

NEXT DAY DELIVERY (STOCK ITEMS)

NO MINIMUM QUANTITY ORDER

QUANTITY DISCOUNTS

We primarily supply wheels to the UK and Ireland however, due to our fast turn around times and competitive pricing, we often ship wheels around the globe.



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STEEL WHEELS

We hold one of the UK's largest stocks of tubeless and tube type steel wheel rims for all commercial vehicles ranging from 12" to 24.5" diameter, all usually available at your door the very next day.



"Quality and Quantity"

We distribute wheels from the worlds leading steel wheel manufacturers including Hayes-Lemmerz and Maxion Wheels along with a range of budget wheels based on customer requirements and application.

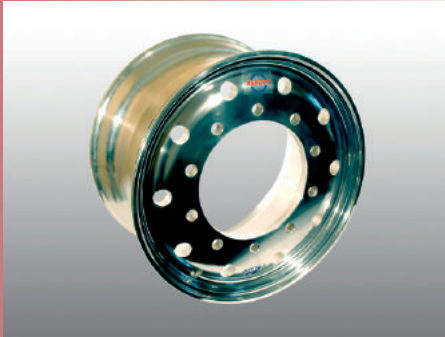
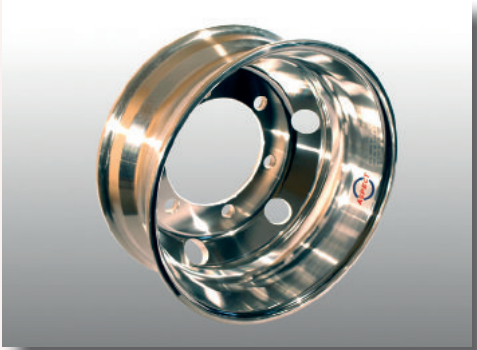


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ASPECT ALFINE WHEELS

Ergonomically designed to meet the challenges of every day transportation and haulage, each wheel is manufactured to very exacting tolerances and quality standards, and has undergone extensive checking and testing during production.



Each wheel carries a 5 year warranty from date of production and come individually wrapped and boxed to maintain its perfect finish.

Totally enhances and transforms the look of any truck or trailer whilst saving weight over standard steel wheels.

Available in the following sizes:

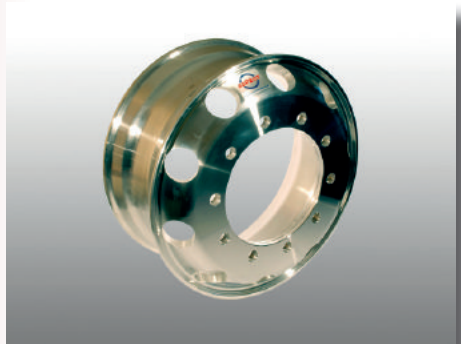
6.00 x 17.5 (6 Stud & 10 Stud)

7.50 x 19.5 (8 stud)

8.25 x 22.5

9.00 x 22.5

11.75 x 22.5



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WHEEL & TYRE UNITS

As its not always practical to source wheels and tyres separately, we can supply a complete range of wheel and tyre assemblies ready for fitting direct to your vehicles, saving you time and more importantly money.

We keep some of the most common sizes built up ready for immediate despatch, but when this is not the case, we can have them ready for despatch from our own in-house dedicated fitting bay within a few days.



We can supply fitted units using some of the worlds leading tyre manufacturers including Continental, Michelin and Goodyear, but also budget brands depending on customer requirements and the application.

Please talk to our experienced sales team who can offer you advice and pricing based on all brands of wheel and tyre assemblies.



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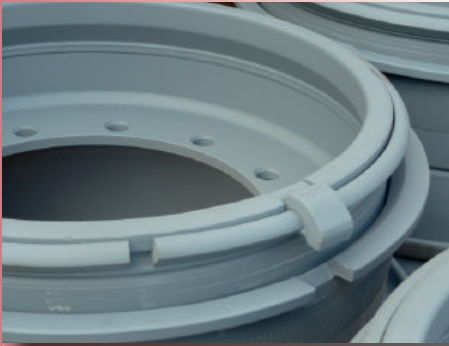
Fax: 01895 253632

CRANE / EARTHMOVER / INDUSTRIAL / PLANT / AGRI



In addition to commercial wheels, we also manufacture and supply heavy duty wheels for cranes, earthmoving vehicles and forklift trucks along with all plant, industrial and agricultural equipment.

With our ever growing database of 7000+ wheels, we will identify the wheel you require and offer you pricing based on wheel only or wheel and tyre assemblies depending on your requirements.



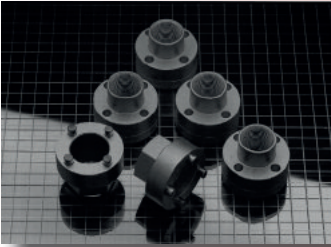
We keep a huge range of rim material ready for manufacture in our dedicated workshop, and with our fast turn-around times, your vehicle will be back on the road without delay.

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ACCESSORIES

Wheel Nuts: for both aluminium and steel wheels. These include the 'sleeved' type nuts for retro fitting aluminium wheels to vehicles originally running steel wheels.



Locking Wheel Nuts and Keys: to give you added peace of mind for your wheel and tyre assemblies. We stock a variety of combinations for steel or aluminium wheels.

Safe Centring Ring: a high melting point plastic ring, designed to fill the tolerance between the wheel stud and the stud hole, radially centring the wheel, eliminating imbalance and wobble.



WE ALWAYS STOCK A LARGE SELECTION OF VALVES, VALVE CLAMPS, VALVE EXTENSIONS, VALVE CORES ETC. FOR ALL APPLICATIONS.



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SPECIAL FINISHES

We have recently invested in a brand new state of the art powder-coating booth, allowing us to offer our wheels with a superior finish in a variety of different colours to suit your needs or to match your fleet.



The process involves blasting the wheels to prepare the surface before the powder is applied and then once coated, the wheels are baked in the oven at 180°C to ensure the durability of the finish.



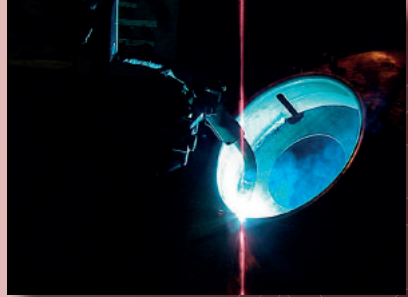
PLEASE TALK TO OUR SALES TEAM WHO WILL ADVISE YOU ON THE BEST FINISH FOR YOUR APPLICATION ALONG WITH COLOURS AVAILABLE AND PRICING

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BESPOKE WHEELS

Sometimes, a standard wheel is just not suitable for the job and so in our specialist machine shop, we can manufacture wheels specifically to suit your needs. Our engineers and technical team are always on hand to discuss your requirements and help you decide on the most appropriate solution.



One of the most common processes we undertake, is to modify the offsets of wheels to reduce the overall track of a vehicle. This is often the case for the Channel Islands and parts of Cornwall where width restrictions apply to vehicles.

“Reinventing the wheel”

Another common process is to strengthen a standard wheel reinforcing the design by adding gussets and strengthening rings. This dramatically increases the capability of a wheel being used in harsh conditions.



***IF YOU BELIEVE YOUR ENQUIRY IS SOMETHING OUT OF THE ORDINARY
OR YOU ARE UNSURE IF SOMETHING WILL WORK, PLEASE CALL US
NOW - WE LIKE A CHALLENGE!!***

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SPECIAL PROJECTS

Here are some of the interesting projects we have recently been involved with...



London Duck Tours: This on-going project involved designing and supplying new wheel and tyre assemblies to suit the upgraded disc brake system currently being installed across the fleet.

www.londonducktours.co.uk

Concorde Motorhome: We supplied six custom offset wheels with wider tyres to increase the overall track width of the vehicle, offering significantly improved ride and handling whilst giving an overall better and balanced appearance.



Prometheus RT01: Working alongside Pinewood studios, we designed and supplied the wheel and tyre assemblies used on the RT01 vehicles in the recent movie Prometheus.

www.pinewoodgroup.com



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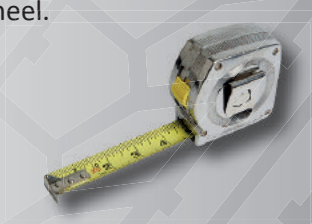
technical

Sometimes we need a little extra information from you to establish exactly which wheel you require. This section should help explain some of the measurements we need.

The majority of wheels will have a part number stamped onto the face which, 9 times out of 10, we will have stored in our huge wheel database.

When this isn't the case, we may need some measurements taken.

The following sections, should help you identify and measure your wheel.



wheel / rim identification

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specification

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stud hole details

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offset measurement

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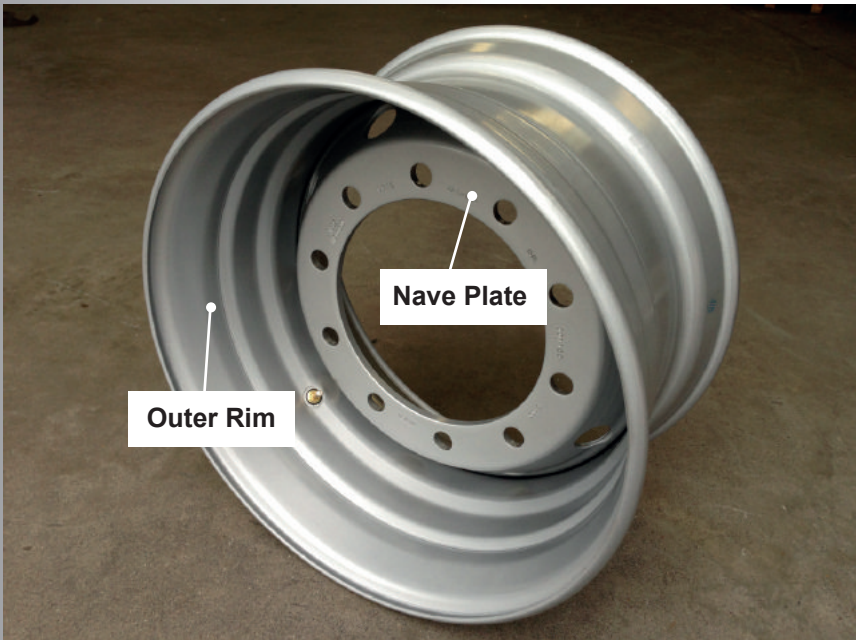
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WHEEL / RIM IDENTIFICATION

Steel wheels essentially consist of a wheel disc welded into an outer rim. The rim serves as a seat for the tyre and the wheel disc connects the rim to the wheel hub.

The wheel disc is often referred to as 'wheel centre', 'dish nave' or 'nave plate'. It is the part in which the stud holes are situated and sometimes ventilation holes, dependent on design.



There are three main categories of wheel:

- Tubeless (15° drop centre)
- Multi-piece
- Press on band (POB)

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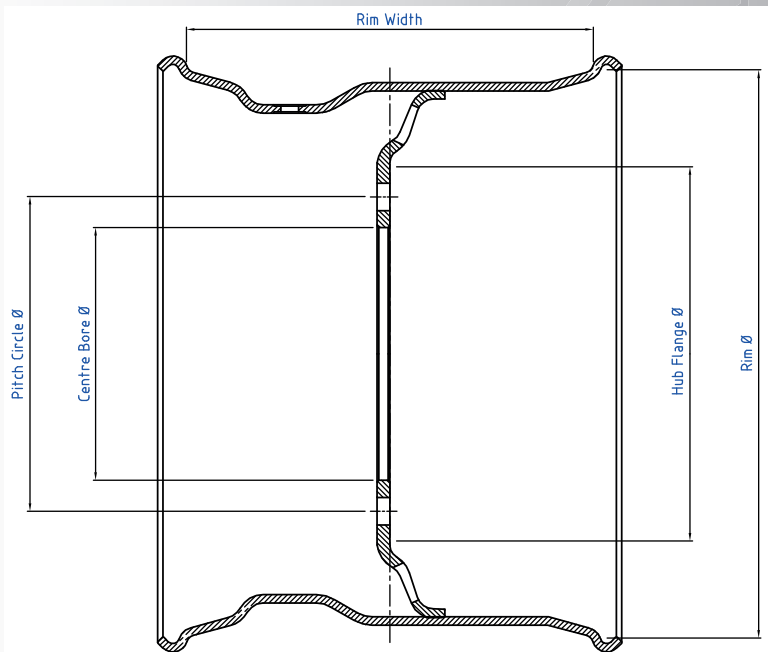
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Tubeless (15° drop centre) - single running wheel

The nave plate is generally located within the rim. This type of wheel is most commonly used on trailers and plant machinery.

The sketch below shows the cross section of a wheel with the mounting face located on the centre line of the rim, known as a 'zero offset' wheel.

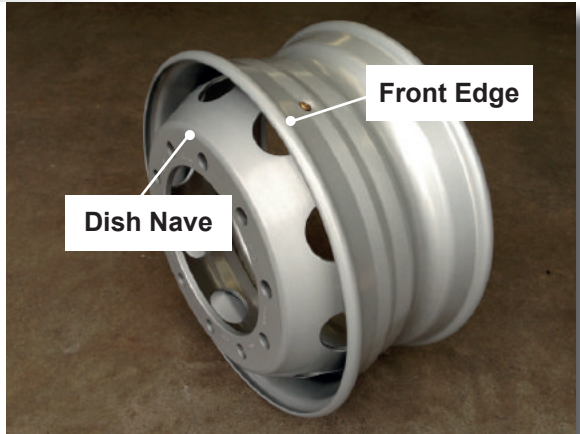
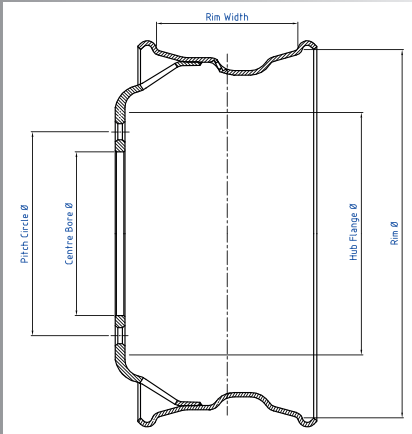


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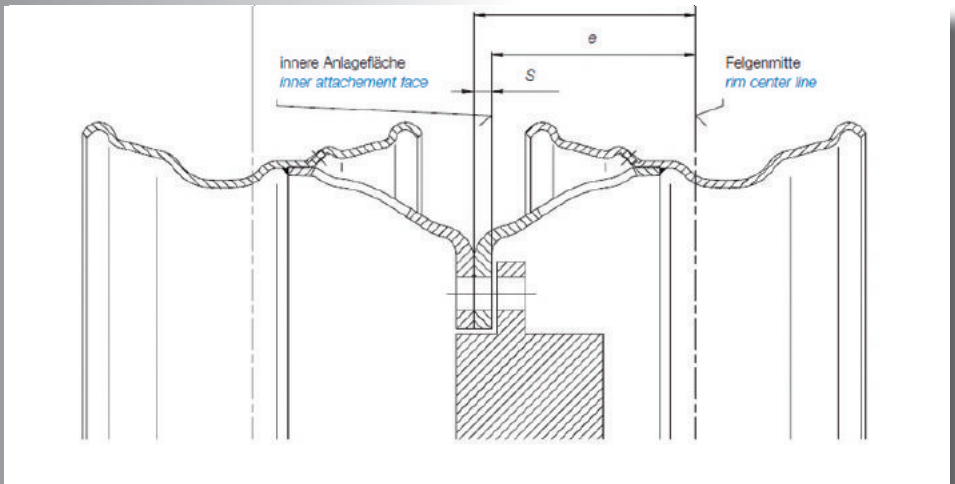
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Tubeless (15° drop centre) - twin type wheel



The dish nave protrudes past the 'front edge' of the rim. This is known as a 'twin type' wheel and is commonly fitted in single format on the front of a vehicle or in 'twin' format on the rear. The sketch below shows a cross section of twin type wheels mounted 'face to face' on a hub.

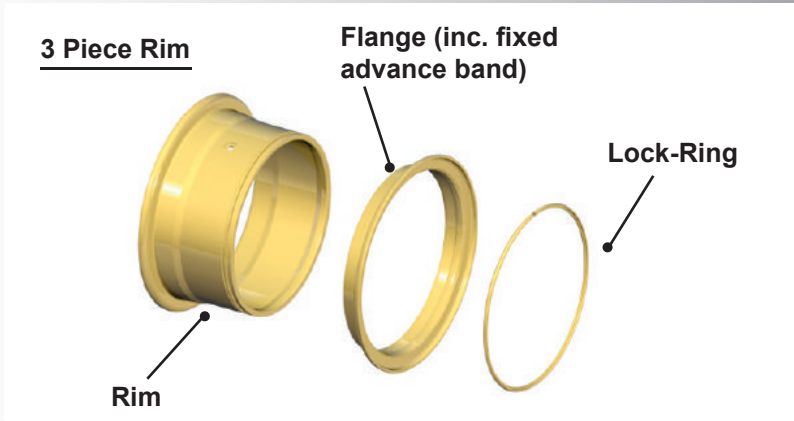


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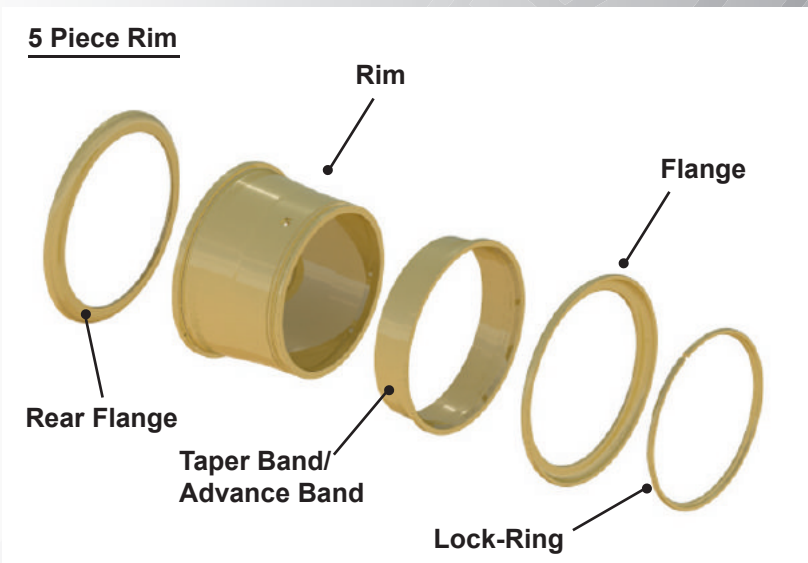
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Multi-piece wheels



Most commonly used on Forklift trucks and Earthmoving vehicles. The above diagram shows a 3pc rim and the below diagram shows a 5pc rim. They are also common in a 2pc rim (with a combined locking ring, flange and advance band) and a 4pc rim (with a separate flange, advance band and lock ring)



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Press-on-band (POB) wheels



Commonly used on forklift trucks in warehousing, as the square profile offers increased stability. The tyre is made of rubber, bonded onto a steel band. These are pressed onto the POB wheel.

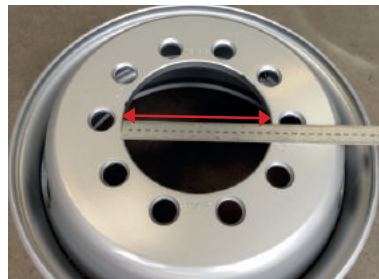
Available with stud configurations or with bearing centres.



SPECIFICATION

Centre Bore

The centre bore is the diameter of the centre hole in the wheel which centres it over the mounting hub of the vehicle. It is normally referred to in millimetres.

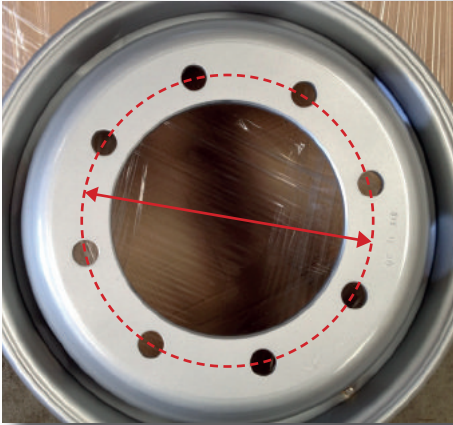


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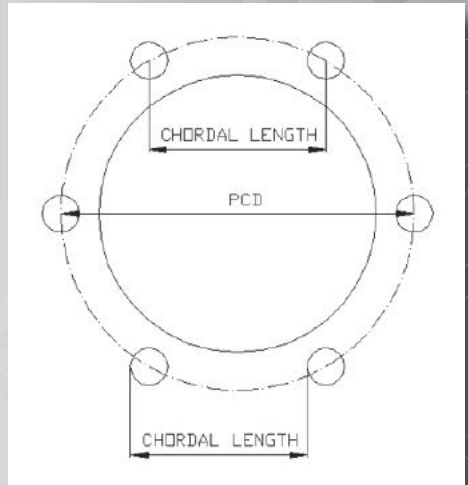
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PCD (Pitch circle diameter)

The PCD of a wheel, is the diameter of an imaginary circle drawn through the centre of the stud holes normally given in millimetres.



To measure a PCD on a wheel with an even number of stud holes, measure the distance from the centre of one stud to the centre of the stud directly opposite.



To work out the PCD on a wheel with an odd number of stud holes, the chordal length is required. This is the distance from the centre of one stud to the centre of the stud hole adjacent to it.

NO. STUDS	FACTOR VALUE
3	1.155
4	1.414
5	1.701
6	2.000
8	2.613
10	3.236
12	3.864
14	4.494
16	5.126

The chordal length is then multiplied by the factor value against the matching number of studs given in the table opposite, which will equal the PCD.

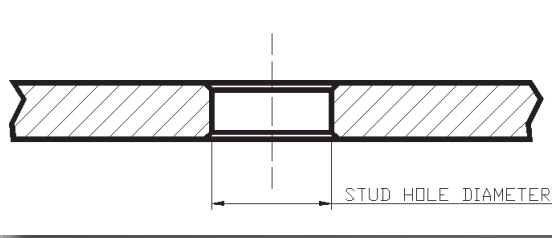
The majority of wheels have a standard PCD based on the number of studs and so as long as these measurements are fairly accurate, it should be easy to find the PCD.

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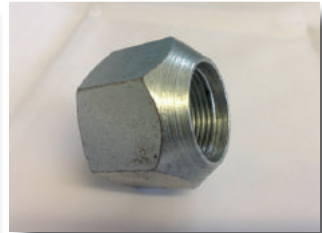
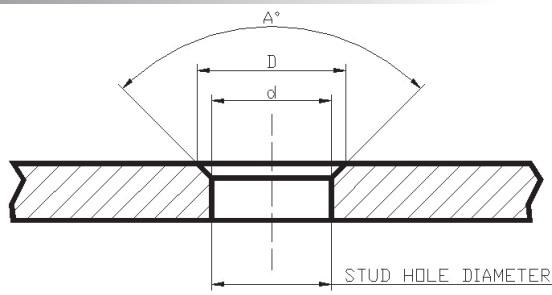
STUD HOLE DETAILS

Spigot Mounted



Although the edges of the holes will be very slightly chamfered to eliminate the sharpness, this does not constitute a countersink

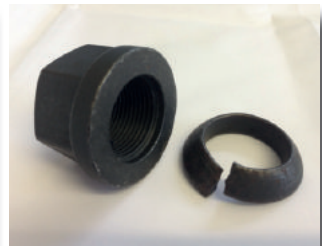
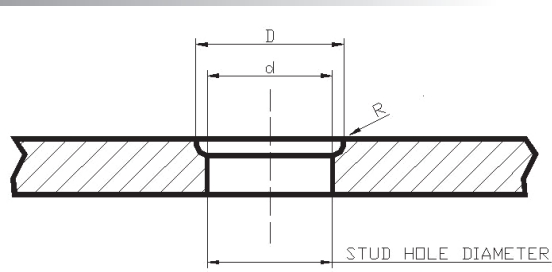
Conical Countersink



Conical countersinks (60°, 80° or 90°)

$A^\circ = c/\text{sink angle}$ $d = \text{hole diameter}$ $D = \text{open diameter}$

Spherical Countersink



Spherical countersinks (R14,R16,R18,R22)

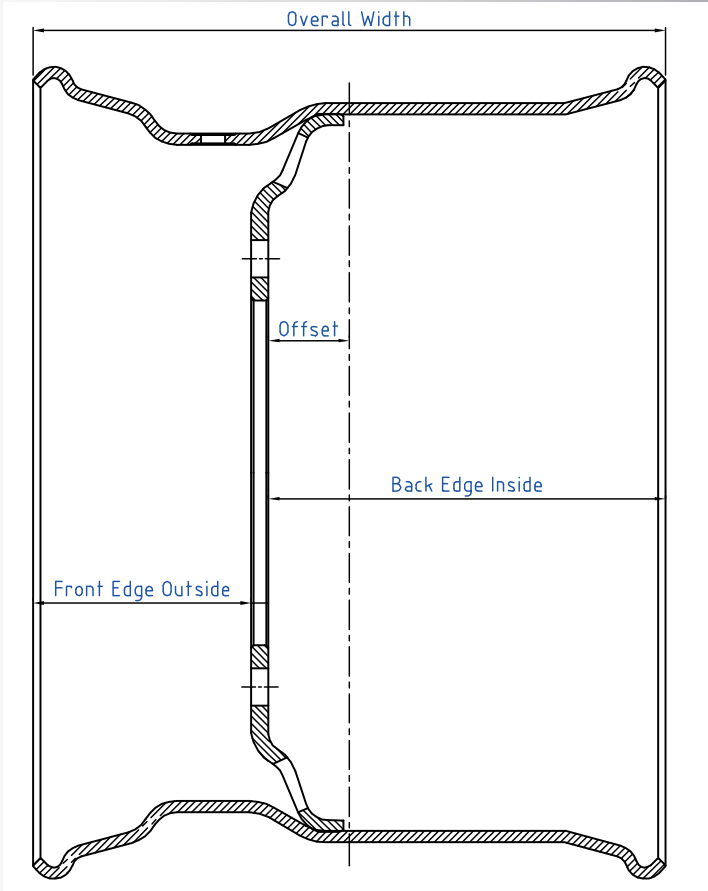
$R = c/\text{sink radius}$ $d = \text{hole diameter}$ $D = \text{open diameter}$

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OFFSET MEASUREMENT

Single Wheel

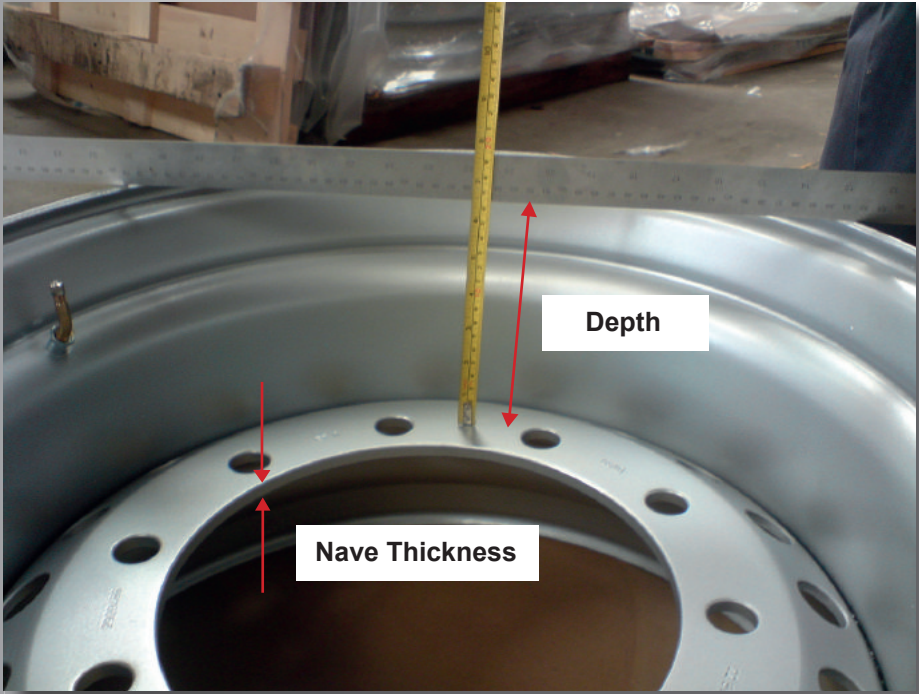


The offset of a wheel is the distance from the centre line of the rim, to the mounting face of the nave plate. This is normally given in millimetres.

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Measuring



Using a flat object across the front edge of the rim, measure down to the front of the nave plate. The offset can be worked out using this measurement.

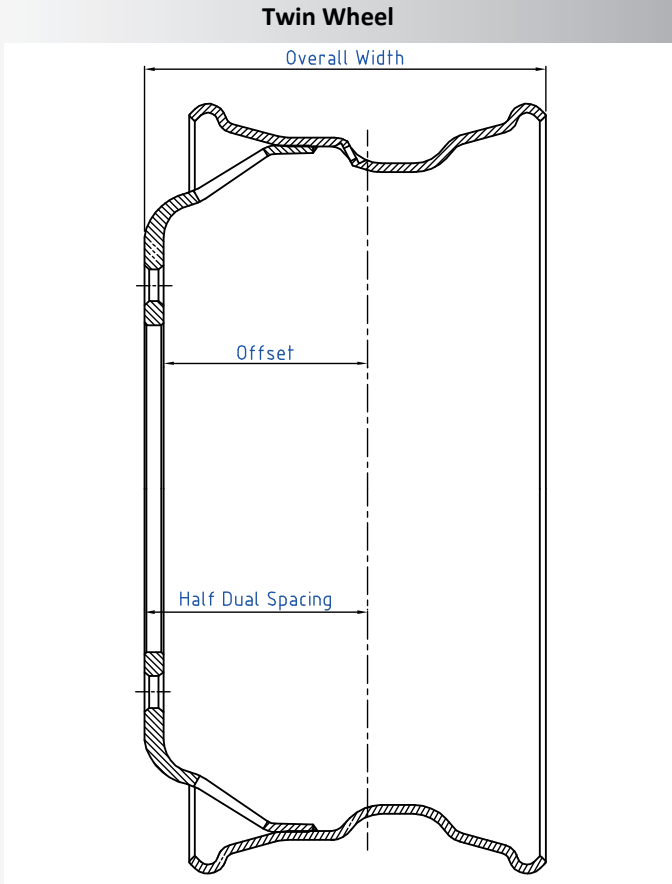
The exact same measurement can be taken from the back edge of the wheel to the mounting face. It is also useful to measure the thickness of the nave plate.

It is always advisable to take these measurements without a tyre fitted to the wheel, as it can be difficult to get accurate results.

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OFFSET MEASUREMENT



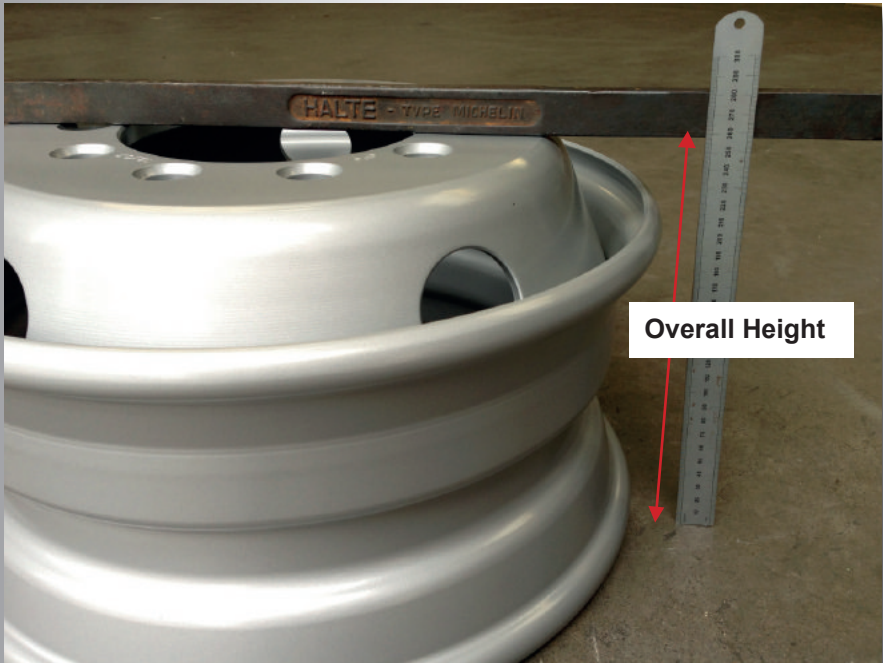
As with a single wheel, the offset of a twin wheel is the distance from the centre line of the rim to the inner face of the nave plate.

When a wheel is fitted in twin format, the term HDS (Half Dual Spacing) is used. This is the measurement from the centre line of the rim to the outer face of the nave plate. (Offset + nave thickness)

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Measuring



With the wheel turned on its side, use a flat object placed across the front face of the dish nave and measure down to the floor. This will give an overall height from which the half dual spacing (HDS) can be worked out.

Again its easier to take these measurement with no tyre fitted to the rim for greater accuracy.

If you have any problems with measuring or have any questions or queries, just give one of our technical team a call who will gladly point you in the right direction.

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check list

tyre size

vehicle make / model

single / twin / 2pc / 3pc...

number of stud holes

centre bore & PCD

stud hole details

offset measurements

stamps / part numbers

Providing you have all or at least some of the above information, we should have no problems identifying exactly which wheel you require.

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WHEEL / TYRE FITMENTS

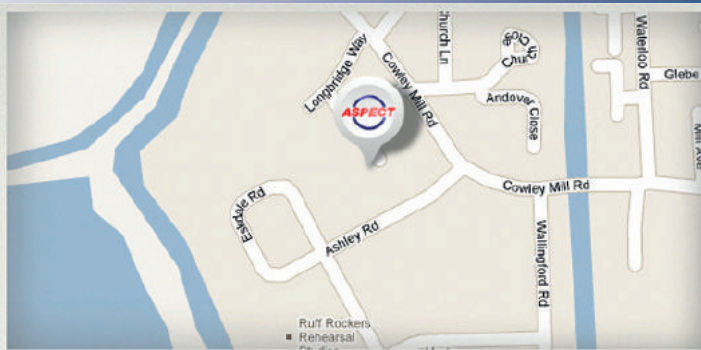
WHEEL	RECOMMENDED	PERMITTED	NOTES
6.00 X 17.5	9R 17.5 9.5R 17.5 205/75R 17.5 215/75R 17.5	8R 17.5 8.5R 17.5 225/75R 17.5	
6.75 X 17.5	10R 17.5 235/70R 17.5 245/70R 17.5 225/75R 17.5 235/75R 17.5	9R 17.5 9.5R 17.5 205/75R 17.5 215/75R 17.5	
7.50 X 19.5	265/70R 19.5** 285/70R 19.5**	245/70R 19.5	** 265/70R 19.5 = Trailer ** 285/70R 19.5 = Trailer
8.25 X 19.5	305/70R 19.5**	265/70R 19.5 285/70R 19.5**	** 285/70R 19.5 = Trailer ** 305/70R 19.5 = Truck
11.75 X 19.5	15R 19.5 385/65R 19.5		
14.00 X 19.5	18R 19.5 445/65R 19.5		
6.75 X 22.5	10R 22.5	9R 22.5 255/70R 22.5	
7.50 X 22.5	11R 22.5 255/70R 22.5	10R 22.5 275/70R 22.5 275/80R 22.5	
8.25 X 22.5	12R 22.5 275/70R 22.5 275/80R 22.5 295/80R 22.5	11R 22.5 255/70R 22.5 305/70R 22.5	
9.00 X 22.5	13R 22.5 315/70R 22.5 315/75R 22.5 315/80R 22.5	295/60R 22.5 315/60R 22.5 305/70R 22.5 295/80R 22.5	
11.75 X 22.5	385/55R 22.5 385/65R 22.5	355/50R 22.5 365/70R 22.5 375/50R 22.5 375/90R 22.5	
13.00 X 22.5	425/65R 22.5		
14.00 X 22.5	445/65R 22.5		

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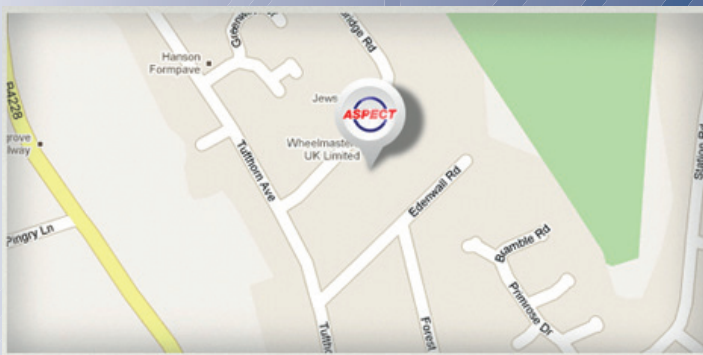
HEAD OFFICE / SALES / ACCOUNTS



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