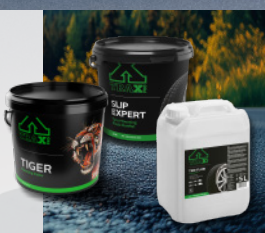


DRIVEUP

SEASONAL MAGAZINE

CURTAIN UP FOR TRAX

The new brand for automotive chemicals in the workshop.



TRUCK CHANGE- OVER SEASON

Save money for your fleet with proper balancing and find out about the real benefits of balancing compound.



ZINC VS. STEEL

Is it worth choosing zinc wheel weights?



**LILLY
WANTS TO
KNOW!**

MUST-HAVES FOR WHEEL CHANGES

FALL / WINTER 2026

IT'S THE LITTLE THINGS THAT ADD UP

Wheel change season is rolling in: Wheel off, wheel on, next customer. Speed is of the essence. In weeks like these, speed and success are not decided by one big item, but many small things that together make the difference.

The right weight that fits neatly and keeps the rim looking good even after winter. The valve that is mounted in seconds and remains tight. The tools that are ready to hand when things have to happen quickly. Small things - but in total, they decide whether a season ends in stress or runs smoothly. And whether customers will return.

This shows the true value of quality. Often, there is a price to pay later for anything else. Good quality can sometimes only be seen at second glance, but it pays off for your customers: no nasty surprises, no rework necessary, a rust-free result that lasts all winter.

The DriveUp issue for autumn/winter is all about these little things that make your everyday life easier and more profitable. Because if you have the details under control, the season is under control.

Enjoy the read!

PHILIPP WACHSMANN
Sales Manager, Aftermarket



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TRAX

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ALLIGATOR

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WEGMANN automotive

- 26 TOP TOOLS



TRAX special

What's behind the new brand?
Automotive chemicals
without compromise.

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Smart balancing for trucks

Every liter counts: Why proper balancing for trucks saves money – and the real benefits of balancing compound.

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LILLY WANTS TO KNOW!

ZINC vs. STEEL

Lilly in the lab: Why cheap weights can kill expensive rims – and the true potential of zinc.

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GET YOUR WORKSHOP READY FOR THE SEASON
WITH STRONG PRODUCTS FOR A STRONG SEASON!

HOFMANN
POWER WEIGHT

ALLIGATOR

TRAX



MORE INFORMATION IN OUR ONLINE SHOP:
wegmann-automotive.com

AI GENERATED

SPECIAL TOPICS



AUTOMOTIVE CHEMICALS FOR DAILY
WORKSHOP USE

THREE AREAS, ONE PROMISE:

Uncompromising quality
for real professionals

TIRE SERVICE CHEMICALS

MAKING EVERYTHING RUN SMOOTHLY DURING A WHEEL CHANGE.

The focus is on safety and speed when changing wheels. Our **fitting lubricants and tools** are perfectly matched to the tire service requirements to guarantee smooth processes and maximum reliability.



COMING
SOON



AUTOMOTIVE CHEMICALS

Proven quality for everything relating to vehicles – from **brake cleaners** to **windshield antifreeze**.

HAND CARE

BECAUSE YOUR HANDS ARE YOUR MOST IMPORTANT TOOL

Anyone who works with their hands every day needs special protection. Our hand care combines uncompromising cleaning power with intensive skin care to keep your skin healthy even after the toughest day at work.



BEFORE WORK

DURING AND AFTER WORK

AFTER WORK

SKIN SHIELD

SKIN CARE CREAM

- // Perfect protection before work
- // Acts like an "invisible glove"
- // Ideal for wet areas
- // Particularly skin-friendly

4501-0501-131	500 ml bottle
4501-5001-131	5 liter canister



BEFORE WORK



PURE PEARL

NATURAL HAND SOAP

- // For light soiling during and after work
- // Ideal for frequent hand washing
- // Free of colorants and fragrances

4502-0502-001	500 ml bottle
4502-0102-001	1 liter bottle
4502-5002-001	5 liter canister

DURING AND
AFTER WORK

ORANGE BOOST

INTENSIVE HAND CLEANER

- // In case of heavy soiling during and after work
- // Thorough cleaning
- // Particularly gentle on the skin
- // Pleasant orange scent

4503-0502-321	500 ml bottle
4503-0102-321	1 liter bottle
4503-3002-321	3 liter canister
4503-5003-321	5 liter canister
4503-1002-321	10 liter canister



DURING AND
AFTER WORK



POWER REPAIR

INTENSIVE CARE CREAM

- // Excellent skin replenishment after work
- // Fast regeneration
- // Absorbs quickly

4504-0501-131	500 ml bottle
4504-5001-131	5 liter canister

AFTER WORK

SEASONAL HIGHLIGHTS

The right weight makes all the difference.

The HOFMANN POWER WEIGHT highlights and bestsellers ensure safe and efficient balancing – suitable for every rim and every requirement.

Insert. Drive off. Balanced.

The alternative to traditional
balancing of truck wheels!

BALANCING COMPOUND

TYPE 505

- Optimal balancing result thanks to particles of different sizes
- TPMS compatible*
- Tested for OEMs
- Moisture-resistant due to coated grains
- Non-abrasive – does not attack the inner liner
- Simple handling – pre-portioned bag dissolves in the tire, incl. valve core and valve cap

Part no.: 0401-5505-XXX



Sizes	
XS	120 g
S	180 g
M	230 g
L	290 g
XL	350 g



**Do you prefer
dosing yourself?**
Reach for Type 504

- ✓ Standard solution
- ✓ Fill quantity table on container

Part no.:
8 kg bucket
0401-5504-800
6 kg box
0401-5504-600

SPEEDCUT EXTENSION

- ✓ Space for 3 rolls:
Silver, black and titanium grey
always at hand.
- ✓ Even more efficient workflow
Work faster without changing rolls.
- ✓ Easy expansion
Hook-in rollholder for
your SPEEDCUT system.



Part no.:
0401-1001-029



**Speed up your
balancing process today!**
Discover the complete SPEEDCUT
system & accessories!

*Tested reliability for TPMS use: The compatibility of our balancing powder (Type 505 / 504) with direct-measuring tire pressure monitoring systems (TPMS) has been successfully tested by an independent testing institute, the State Materials Testing Institute (MPA) (Staatliche Materialprüfungsanstalt) Darmstadt, Germany. As part of a stringent high-speed, as well as acceleration and deceleration test (based on ECE 54 / ECE 109 over 48 hours each), an OEM TPMS sensor installed in the tire worked perfectly even after completion of the tests and showed no wear on the housing. **Note:** Since sensor manufacturers do not issue general approvals for tire inflation media across all products, we recommend that you get agreement from the respective sensor manufacturer before use. The MPA test result refers to the OEM test setup that was tested.

TRUCK CHANGEOVER SEASON

EVERY LITER COUNTS.

Why proper balancing for trucks saves money – and the real benefits of balancing compound.

Rising fuel prices are increasing the pressure on fleet operators. Tires are an often overlooked factor for greater efficiency – because rolling resistance accounts for around 30% of energy consumption². In addition to the main factors, which are tire choice and air pressure, balancing also pays off.

CALCULATION EXAMPLE FOR REFERENCE

Even 0.5% additional consumption makes a difference for a loaded 40-tonne truck:

+0.5%

25 – 35 l¹

Consumption / 100 km

0.125 – 0.175 l⁴

Additional consumption / 100 km

~125 – 175 l

extra per year
(for 100,000 km)

~226 – 317 €

extra per year
(for 100,000 km)

~ 4,525 –
6,335 €

per year for a
fleet of 20 trucks

* Simplified calculation example. The actual additional consumption depends on the type of truck, air pressure, load and driving profile. Costs are calculated with an average diesel price of 1.81 €/l.

IN A NUTSHELL

THE CONSEQUENCES OF AN IMBALANCE

A truck wheel easily weighs 90–100 kg with the rim. This unsprung mass intensifies any imbalance – with consequences in four areas:



More consumption due to higher rolling resistance



More load on bearings, shock absorbers & suspension system



More running noise – Particularly relevant for bus fleets



Uneven, faster tire wear

THREE WAYS TO SMOOTH RUNNING

Knock-on wheel weights, adhesive weights or balancing compound – a comparison of the alternatives:

	 Knock-on wheel weights	 Adhesive weights	 Balancing compound
Attachment	Hammered onto the rim flange	Glued to the rim	Filled inside the tire
Balancing machine required	✓ Yes	✓ Yes	✗ No
Rebalancing	! May be required	! May be required	✓ Not required (self-adjusting)
Vibration damping	✗ No	✗ No	✓ Yes
Protected against loss	! May fall off	! May fall off	✓ Protected inside the tire
Suitability for twin tires	✓ Yes	✓ Yes	✓ Yes
Lead-free	✗ No	! Depending on version	✓ Yes

Overview is intended as a guide. The optimal method in each case depends on the application profile, rim type and specifications of the fleet customer.

1) FleetGO: Fuel consumption of trucks, 05/23/2026, <https://fleetgo.de/kb/lkw/lkw-verbrauch/> (as of 07/17/2026).

2) Continental: Rolling farther for less – Why rolling resistance is important, n.d., <https://www.continental-reifen.de/continental-for-business/business-know-how/tire-rolling-resistance-fuel-consumption/> (Status: 07/17/2026).

3) ADAC: Fuel price development: Petrol and diesel prices since 1950, 07/01/2026, <https://www.adac.de/verkehr/tanken-kraftstoff-antrieb/deutschland/kraftstoffpreisentwicklung/> (as of: 07/17/2026).

4) Hubtrac tires Balancing truck tires – Why and when it is important, 10/10/2025, <https://www.hubtracreifen.com/lkw-reifen-wuchtenn-kann> (Status: 07/17/2026).

TRUCK CHANGEOVER SEASON

BALANCING COMPOUND

Is this really a game changer?

Balancing compound promises many advantages. But does it really work? And what are the important considerations? We explain the principle and highlight the key factors.

How does it work?

Prior to assembly, a portion of balancing compound is added to the tire. As soon as the wheel starts rolling, the compound distributes itself – and always exactly where it is needed: opposite the imbalance.

The balancing compound works in two ways:

1. **It continuously compensates for** the imbalance – the flexible positioning automatically compensates for changes in imbalances (e.g. due to wear).
2. Due to the damping effect, **it reduces vibrations** while driving.

» **FOR WORKSHOPS**
No weights.
No balancing machine.
No rebalancing.

→ Less effort,
less cost.



The underlying principle – key concept: centrifugal force.

When a wheel turns, all the masses are pushed outwards – the faster it turns, the stronger the force. In case of an imbalance, the "heavy spot" pulls particularly hard and causes the wheel to wobble. The balancing compound follows the same principle, but automatically positions itself where the forces are weakest. As a result, the forces cancel each other out. The wheel is running smoothly again.

» **FOR FLEET OWNERS**
Tires & suspension system last longer.
The ride becomes smoother.

→ Less downtime, more kilometers,
happier drivers and passengers.

Curious about the details? Watch our **explanatory video!**



Sounds simple – and it is. Provided that the quality of the compound is right.

How can you recognize good balancing compound?

1 Protects the tire
Soft, coated powder does not roughen the tire from the inside, so the tire remains retreadable.

2 Tolerates moisture
If the compound clumps when wet, it is no longer effective. Good compound remains free-flowing.

3 Compatible with TPMS
Good compound does not affect sensors or valves in the tire and is generally TPMS compatible.*

4 Independently tested
Real tests from recognised testing bodies carry more weight than any marketing promises.

Application: key things to keep in mind

Apply fitting
lubricant sparingly
to avoid possible
sticking.



Select the correct
quantity based on the
tire size and filling table
and add it into the
unmounted tire.



With well-thought-out products,
the bags dissolve in the tire by
themselves.

Use special valve core
and marked valve cap to
prevent surprises during
disassembly and the
penetration of balancing
bodies into the valve.



View filling quantity
table Type 505

Your most FAQs about balancing compound

What happens if moisture gets into the tire?

Good compound remains free-flowing and does not clump. With cheap products, the compound can clump when wet, which reduces its effectiveness.

Is this also possible with twin tires?

Yes. The compound works independently in each tire.

Can the tire be retreaded later?

Good balancing compound does not damage the inner liner. When changing the tires, you simply collect the powder – the tire can be processed normally.

When is balancing compound suitable?

For medium-sized and heavy trucks as well as buses. Particularly suitable for frequent drivers and fleets: less workshop time, more even wear and less running noise.

Can I use sealant?

The tire can be repaired normally. As soon as the repair has dried completely, new compound can be added – and you're done.

Does balancing compound also work with tube-type tires?

No.

Is balancing compound compatible with TPMS?

Good balancing compound is generally compatible with TPMS. *However, since sensor manufacturers do not issue general approvals across all products, we recommend coordination with the respective sensor manufacturer before use to be on the safe side.

Do I still have to balance the tire?

No. The compound continuously compensates for the imbalance – no rebalancing required.

PRODUCT
INFO

Page 9



BALANCING COMPOUND
505



SEASONAL HIGHLIGHTS

EXTREME LOAD?

Professional solutions for
everyday workshop life.

*Fewer failures. Fewer complaints. More time
for what really counts. Discover ALLIGATOR
solutions designed for the toughest conditions.*



CARS & PERFORMANCE



Advanced Sealing Concept ASC metal valves

Approved
up to 315 km/h

suitable for:

- ✓ Racing
- ✓ Strong brakes
- ✓ Premium rims

Extended sealing concept

Traditional

The tightening force presses on the rubber seal. The rubber is compressed – and is supposed to secure and seal the valve.

The problem: Rubber ages – at some point, the valve no longer fits tightly and loses air.

- ✗ The rubber has to do two jobs at once – and fails both in the long term.

ASC

The nut tightens the valve directly against the metal of the rim. Metal presses on metal – for a rock-solid hold.

Advantage: The rubber is positioned in-between without any pressure and does one job: sealing.

- ✓ Metal holds. Rubber seals. They both do what they do best.

ASC at a glance

- ✓ Heat-resistant up to 150 °C
- ✓ Pressure-resistant up to 14 bar
- ✓ Permanently tight & secure
- ✓ Rim-safe installation – integrated protective disc
- ✓ Time-saving – union nut can be mounted over valve cap



COMMERCIAL VEHICLES



RDK58MS

A classic with TPMS

Proven in everyday use,
now with TPMS function.

Developed on the basis
of the most widely used
truck valve – for maximum
compatibility.

SPECIFICATIONS

- Material: Brass
- Valve hole: 9.7 mm
- Valve length: 58 mm
- Bending angle: 45°
- Pressure range: Up to 14 bar
- Tightening torque: 12 - 15 Nm

9-799998

BESTSELLERS



Scan here for
our catalogue!

Anodized TPMS aluminum valves



OE quality proven millions of times over

- For RS3 & RS+
- For all steel and aluminum wheels – flexible use thanks to ball-and-socket mounting
- Maximum corrosion protection: Winter and salt-resistant due to anodized aluminum



9-590906
(silver)



9-590908
(black)



9-590904
(titanium grey)

TPMS
aluminum
valves
(43 mm)

For vans & motorhomes



High pressure resistance, easy installation

- Combination of rubber and metal – flexible & robust
- Easy removal using green pressure disk with predetermined breaking point
- Pressure range up to 7 bar



9-530020
(40 mm)



9-530030
(47 mm)

CVV valves

Quick access to the inner twin tire



The highly flexible comfort extension

- Simplified air pressure testing and filling
- Highly flexible fabric
- Extremely flexible and completely break-resistant (ideal for rim offset)
- Sealing insert for a pressure range of up to 20 bar – no more gradual air loss



Valve extension
(more lengths available)

9-370248
(210 mm)

Digital & calibrated



Digital precision at an attractive price

- Simple, fast and precise readability
- Reliable easurement results thanks to calibration
- Recommended for TPMS
- With fall protection and one-handed operation



GATOR INFLATOR
MID DIGITAL
(1 m hose,
torque plug)

9-149993



Your specialist for tough EM applications



Standard for tubeless wheel loader rims

- Slim design without protective hose for limited space
- Standard valve (80° / 80 mm) for deeply recessed rim channels
- Reliable – Maximum pressure stability under extreme load capacities
- For valve hole 20.5, torque 20-23 Nm



EM valve
(other variants available)

9-830161

More power in the field



Suitable for air and water filling

- Water filling for additional weight
- Better ground contact for more traction
- Lower risk of heavy equipment tipping over
- Large valve opening for quick inflation of large tires



9-544503
(TR618A)



9-594012
(Snap-in)

Air-water valves

Is TPMS service
complicated?
It doesn't have to be.

TIP
FOR PROS



UNIVERSAL SENSORS: one sensor for all vehicles:

- **Save time:** No waiting for spare parts
- **Save money:** Lower storage costs
- **Avoid stress:** Standardized assembly

All-inclusive package

for an easy introduction to the TPMS service:



24x



9-591144

Everything is covered!
Bundle RS+ with ATEQ VT57BLE

24 RS+ Universal sensors
with silver aluminum valve

ATEQ VT57BLE programming &
diagnostic device – Compatible
with all common sensors & BLE

Efficient for everyday



Easy to install, cost-effective to use

- Reliable tested quality – ETRTO standard + 100% testing for function & tightness
- Made in Europe
- Pressure range up to 4.5 bar



9-529910
(43 mm)



9-529920
(49 mm)

Rubber valves

LILLY WANTS TO KNOW!

Why cheap weights can kill expensive rims ... and the true potential of zinc.



Beautiful, new alloy wheel rims – and after the first winter, thin brown traces run across the rim bed. Irritating for the driver, annoying to polish for the workshop.

The suspect: a small balancing weight that is corroding.

Does it have to be that way?

Lilly from the DriveUp team wants to know the exact details – and visits the WEGMANN automotive test laboratory.

In the lab

Lilly meets Philipp from quality management in the testing laboratory – where the small part is examined inside out!

"You can immediately see differences in quality in everyday life – in assembly, fit and holding force. For the initial equipment, we have to demonstrate countless tests, including for corrosion. Because nobody wants brown traces of rust. Two things are crucial: the base material and the coating."

– Philipp Reinhardt
Head of Quality Assurance Laboratory
WEGMANN automotive



Lilly is allowed to lend a hand herself, with some guidance. Three weight types are sent to the salt spray chamber.

Two questions must answered:

- How much protection does the coating really offer in everyday life?
- And at what point does the base material become decisive?

Salt spray test



WHAT WE TEST



TYPE 397

Material: **Steel**
Coating: **Galvanized**



TYPE 355

Material: **Steel**
Coating: **Powder-coated all around**



TYPE 375

Material: **Zinc**
Coating: **Powder-coated all around**



HOW WE TEST

In the laboratory, the material undergoes the **salt spray test** in accordance with DIN EN ISO 9227 and ASTM B117.

WHAT IS IT?

- Globally standardized test methods for corrosion protection.
- OEMs usually require at least 480 hours for new cars.

HOW DOES IT WORK?

- Weights are placed in a chamber with 35 °C (heat accelerates the chemical reaction).
- They are sprayed continuously with aggressive salt spray for days.

In short:
We simulate harsh winter conditions in quick motion.

LILLY WANTS TO KNOW!

Test 1

New condition

Result:



TYPE 397

Steel, galvanized

End after 96 h

Brown rust spots after a short time - the first winter is enough. The thin zinc coating is not enough as the only protection.



TYPE 355

Steel, powder-coated



TYPE 375

Zinc, powder-coated

Over 480 h clean

Both remain clean and protected. The high-quality powder coating delivers what it promises.

Brand new, undamaged, off to the chamber.

How well does the coating protect when everything is still perfect?

Test 2

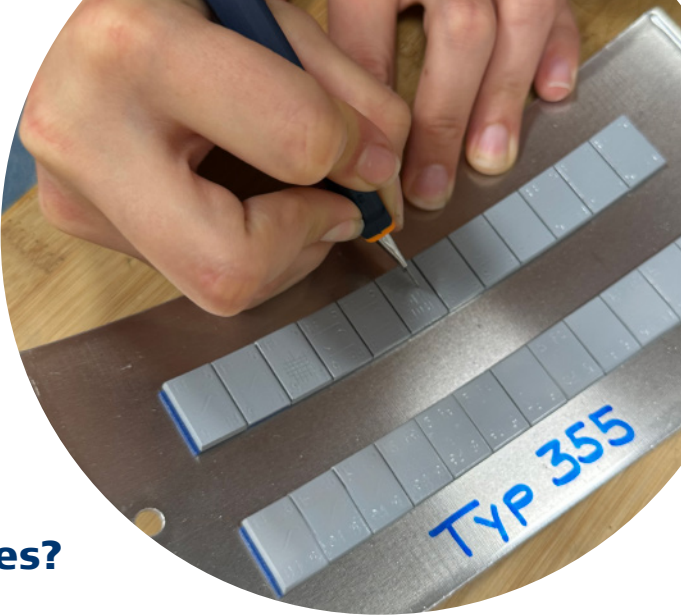
Reality check

What happens in case of scratches?

Stone chips, curbs, assembly marks – what weight can survive a season without a scratch?

Lilly scratches the coating down to the base material. Then it is put back into the salt spray.

Result: Now it is no longer the coating that is decisive, but the core underneath.



Let's look and see!
Give me a cutter and off we go!

Steel, powder-coated

Rust forms on the scratch itself. A good coating slows down the spread. The catch: In the case of steel, moisture can creep between the layers over time. This can weaken the adhesion between the layers and, in the worst case, dissolve it.



TYPE 355

Steel core with high-quality powder coating – rust forms on the damage but does not spread.

Zinc, powder-coated

Here, too, the material reacts – but zinc corrodes into light, inconspicuous white rust. It is not aggressive, does not spread and is barely visible. The scratch remains a scratch. No undermining, no loss of adhesion.



TYPE 375

Lilly: "Wow – the coating makes a huge difference. But is it worth it for a part that is generally renewed regularly?"

Philipp: "In practice, weights often stay on the rim for years. That's exactly why a high-quality coating is important."

Lilly: "And if the coating is so good, the material underneath doesn't really matter?"

Philipp: "As long as it is intact: yes. But nothing remains intact in everyday life."



GOOD TO KNOW: COATING ≠ COATING

The type and quality is decisive. Simple paint splinters and peels off. A high-quality OEM powder coating – such as type 355 and 375 – is more robust and limits the damage.

Real quality can, for example, be recognized by the layer Thickness, all-round coating and the manufacturing process behind it. This is exactly what differentiates premium and cheap products.



IN COMPARISON:

Steel core with inferior powder coating

Fig. left: Weight is loosened by rust

Fig. right: Coating flakes off.



GOOD TO KNOW: RED RUST VS. WHITE RUST

- **White rust (zinc):** Light, inconspicuous, does not attack the material, does not spread.
- **Red rust (steel):** Brown, aggressive, spreads further, leaves traces on the rim.

Lilly's conclusion

This is what the weights look like after a hard winter - and what we can learn from it:

1. Galvanized or powder-coated?

The galvanized weight already has rust spots after just one winter. The intact, powder-coated weights, on the other hand, look like new. High-quality powder coating therefore protects much better than simple galvanizing.

2. But beware – not every (powder) coating is the same!

Cheap coatings flake off and rust. Only high-quality (powder) coatings offer long-term protection. So it's worth taking a close look when buying.

3. But what happens if the coating is damaged?

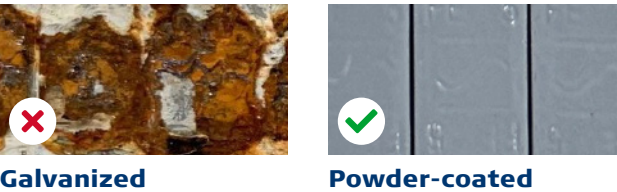
As soon as the coating gets scratched, it depends on the material underneath: Zinc only corrodes into inconspicuous white rust that remains localized. In powder-coated steel, visible red rust forms on the scratch: Moisture can infiltrate between the layers, weaken the adhesion and, in the worst case, loosen the weight.

Bottom line:

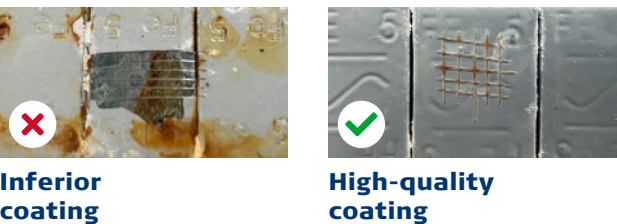
Two things count - the coating AND the material underneath. Both powder-coated weights are good – but zinc + powder coating is the clear winner. Even if a scratch happens in everyday life, it handles it with ease.



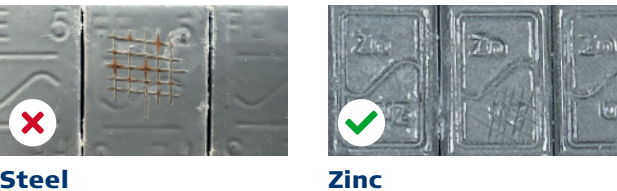
Comparison of coating types



Quality comparison of powder coatings



Comparison of base material



End customers invest a lot of money in high-quality rims and a perfect vehicle design. A cheap, rusting weight on a premium rim? That's not a good match! You can avoid complaints, dissatisfied customers and annoying rework for the workshop. OEMs have long been leading the way and are relying on zinc.

Why OEMs rely on Zinc

If BMW, Mercedes or Audi only use zinc, there is a reason:

Zinc is not only corrosion-resistant – it is simply the highest quality material for balancing weights. Rust protection is only one of several advantages. In everyday life, zinc consistently wins out:

A quick workshop check:

- ✓ **Better molding:** Steel is rigid. Zinc is softer and neatly adapts to the rim curve.
- ✓ **Finer gradation:** Zinc is available up to 2.5 g (e.g. Type 358) – OEM precision that is rarely necessary in the aftermarket, but a clear quality advantage compared to steel.
- ✓ **Matches premium rims:** If you fit a high-quality alloy wheel rim, you don't want a rusting cheap part on it. Zinc remains visually inconspicuous even with a scratch.
- ✓ **OEM standard:** Premium manufacturers often specify zinc ex works – those who work with it are on the safe side.
- ✓ **Less consequential damage:** Should a weight or segment ever come loose, zinc is better as it is a softer material and causes less damage.



Cost-effectiveness & practical implementation: When is it worth reaching for zinc?

Both powder-coated weights are top quality – the test clearly shows that. The difference comes with damage and time: Zinc and its coating remain inconspicuous and robust, but in the case of steel, the coating can come off over time. In addition, zinc can be processed faster and cleaner in everyday life. For cheaper wheels and the summer season, powder-coated steel weights can be sufficient, but those who count on durability and more expensive rims are better off with zinc.

BESTSELLERS



Scan here for
our catalogue!

Holds fast when others let go

No weights that fall off,
no extra work

- With ULTRALINER adhesive tape
- Ultra-firm hold right from the start
- Ideal for cold, dirty & matt rims
- Universal adhesive weight with 5g segmentation

Adhesive roll
Type 355, steel

5355-0057-439 (silver)
5355-0058-439 (black)
5355-0059-439 (titanium grey)



Quick to mount & weatherproof

If you still want everything to look
good after winter

- With SPEEDLINER adhesive tape – can be removed without leaving any residue, ideal for high process speeds
- Corrosion resistant thanks to zinc – even in wet, cold and dirty conditions
- Universally applicable zinc adhesive weight with 5g segmentation

Adhesive roll set Type
375, zinc

5000-3750-000



Winter bundle for steel rims

Universally applicable
zinc knock-on wheel weights

- Corrosion-resistant thanks to zinc – even in wet and cold conditions
- For all European steel rims – minimizes storage costs
- Incl. knocking tool – for secure installation

Knock-on
wheel weights set
Type 161, 5-30g, zinc

5000-1610-100



Your weight for FIAT Ducato

When universal weights fail

- OE knock-on wheel weights for Fiat Ducato
- Adapted to the specially shaped rim flange of the Fiat Ducato
- Only available from HOFMANN POWER WEIGHT

OE knock-on
wheel weights
Type 189, zinc

5189-0XX0-001



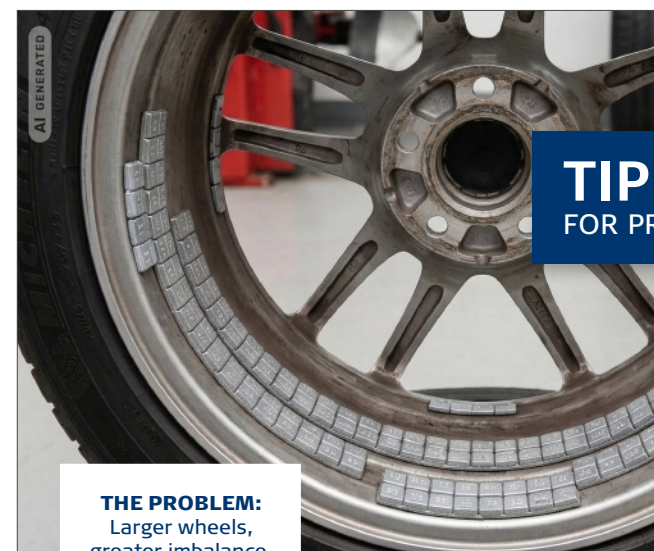
Balancing with a system

Your bundle for increased
process speed

- SPEEDCUT workstation – for maximum gluing speed and a tidy workshop
- Universal steel adhesive rolls in silver and black
- With SPEEDLINER adhesive tape – can be removed without leaving any residue

SPEEDCUT bundle
Type 355, steel

5000-3550-110



TIP
FOR PROS

THE PROBLEM:
Larger wheels,
greater imbalance,
long adhesive strips.

CONSEQUENCE:
Untidy appearance,
inaccurate
balancing results.

SOLUTION:
SUV bar –
double the weight,
standard length.

**Do your
balanced
wheels often
look like this?**

SUV bar

5548-1200-401 (silver)
5548-1203-401 (black)



Prepared for the TPMS peak season

Two service kits – everything's covered

- Universal kit U1 for metal valves – replacement parts for 97% of all metal TPMS valves
- H-shape rubber valve (Schrader) – the standard rubber valve for TPMS
- Clever stocking – fewer repeat orders, faster service

Universal
Service Kit U1
+ Schrader S14

0401-0022-482
0401-0022-405



The professional choice for trucks

Maximum flexibility due to soft lead

- OE knock-on wheel weights for MERCEDES-BENZ, SCANIA, VOLVO, EVOBUS and MAN
- For tubeless truck tires from 22.5 to 26.5 inches
- With a rim flange thickness of 6 mm or more

OE knock-on
wheel weights
Type 530, lead

5530-XXX0-007



Truck special

Tools for large wheels

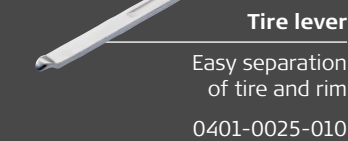


NEW

Truck brush
Extra robust coconut fibers
0401-0025-051



Filling station plug for external thread 8V1, straight
Self-closing (closed end)
9-146502



Tire lever
Easy separation of tire and rim
0401-0025-010



Thread re-cutter
Facilitates and accelerates valve repair
9-235041

TOP TOOLS FOR TIRE SERVICE

Balancing made easy

Tools that make your work easier



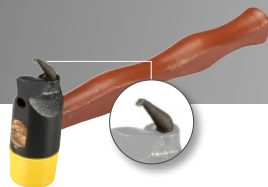
Knocking tool
0401-0001-003



Tire chalk
0401-0025-007 (white)
0401-0025-008 (yellow)



Tire bags
0401-0025-005 (up to 21 inches)
0401-0025-065 (from 22 inches)



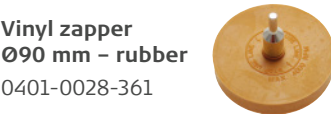
Knock-on wheel weight hammer
0401-0025-013



Replacement clip claw
0401-0025-015



Adhesive weight pliers
0401-0025-017



Vinyl zapper
Ø90 mm – rubber
0401-0028-361

Valve change in seconds

Done quickly & cleanly with the right tools



Valve pliers for snap-in (dis)assembly – fitting with cap
0401-0025-059



Lever fitting tool
9-231900



Valve screw driver with torque 0.4 Nm
9-149915

TIP FOR PROFESSIONALS



QUICK – QUICKER – QUIK-LOK PLUG

Your new move: Put it on, push the sleeve shut, done. The plug snaps into place mechanically, with a rock-solid hold.

The result: Coupling and disconnecting in seconds without loss of pressure – with just one hand.

with 0.5 m hose
9-149983

without hose
9-149984



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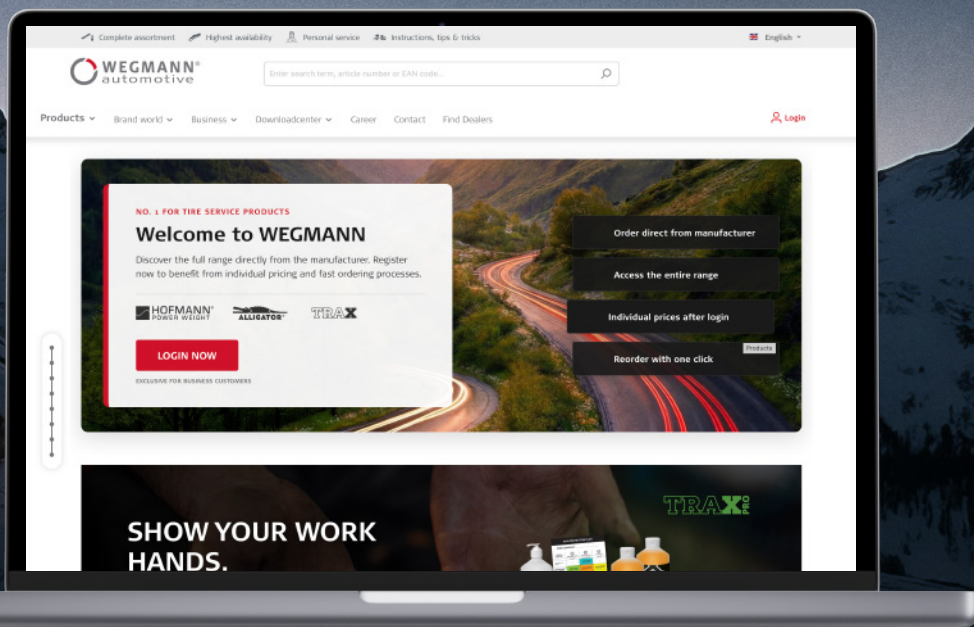


Do you have any questions?
Feel free to contact us!

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info@wegmann-automotive.com



NO. 1 FOR TIRE SERVICE PRODUCTS



You can find all our tire service products in well-stocked specialist shops or online in our B2B partner shop.

OUR B2B PARTNER SHOP:
wegmann-automotive.com



- Complete range
- Personal service
- Optimal availability
- Instructions, tips & tricks

IMPRINT

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