

Quick Overview

Giant mining trucks cost 3-5 million dollars and consume 18-25 million dollars in rubber tire cost during their 20 year lifetime. Occasionally, the inflated tires catch fire, puncture, gets cut and flat. Deflecting 3-6% wheel OD, the tires are the primary suspension of the truck. These giant rubber tires, costing \$ 33,000 to \$ 133,000 each, are polluting and non-recyclable. Due to their large size, their transportation on piloted flatbed convoys often cost as much as the tires themselves. Cutting tires to pieces for shipping would reduce cost, but that is impossible.



The inflated tires can be replaced by lifelong steel air suspension wheels (ASWs), with hard urethane bolt-on threads, which last 3-5 years, and can save 12-24 million dollar in 20 years just in tire expenses. The ASWs are non-polluting and 100% recyclable. The ASWs can be inexpensively shipped in standard highway container or on flatbeds in segments for field assembly. The suspension is ensured by dry air or nitrogen filled hydraulic cylinders acting as pneumatics, suspending the hub. The ASWs cost 3-6x rubber tire price and deflect 12% wheel OD. The ASWs are not consumables. They are built and last as long as these trucks.



All off-the-road (OTR) tires on rims 15"-63" can be replaced with ASWs of 3'-13' OD. Size, weight and load capacity meets or exceeds that of the rubber tires and the vehicle manufacturer's recommendations. Over 100 of tire and wheel sizes, made by more than 30 manufacturers in the 7 continents of the world are covered and offered for sale.

By replacing the rubber tires of a new giant mining truck with ASWs, the truck owner saves 11-22 million dollars, enough to buy 2-3 more trucks of the same size. The ASW need to be maintained as the truck itself. The life time truck maintenance cost is-2-4% of the truck's price.



You can spend on this...



... or on this! Same cost.



Notice to difference? (!)