AirSave tyre inflation system changes

Through continual efforts to ensure a quality AirSave tyre inflation system for our customers, BPW is always seeking new solutions to increase the lifespan of our equipment, minimizing downtime and ensuring optimal system and tyre performance on all the equipped trailers.

BPW is therefore implementing the following two changes on future AirSave installations:

1. Protection sleeve

BPW will be introducing a protection sleeve which is to be fitted to the 6mm piping in the beams as shown in Figure 1. This solution is set to minimize the amount of movement that is introduced through any vibrations in the beam, as the pipe will be stiffened and the clearance inside the hole is significantly reduced. This addition will therefore reduce the chances of any piping ruptures due to vibrations and rubbing in the beam.

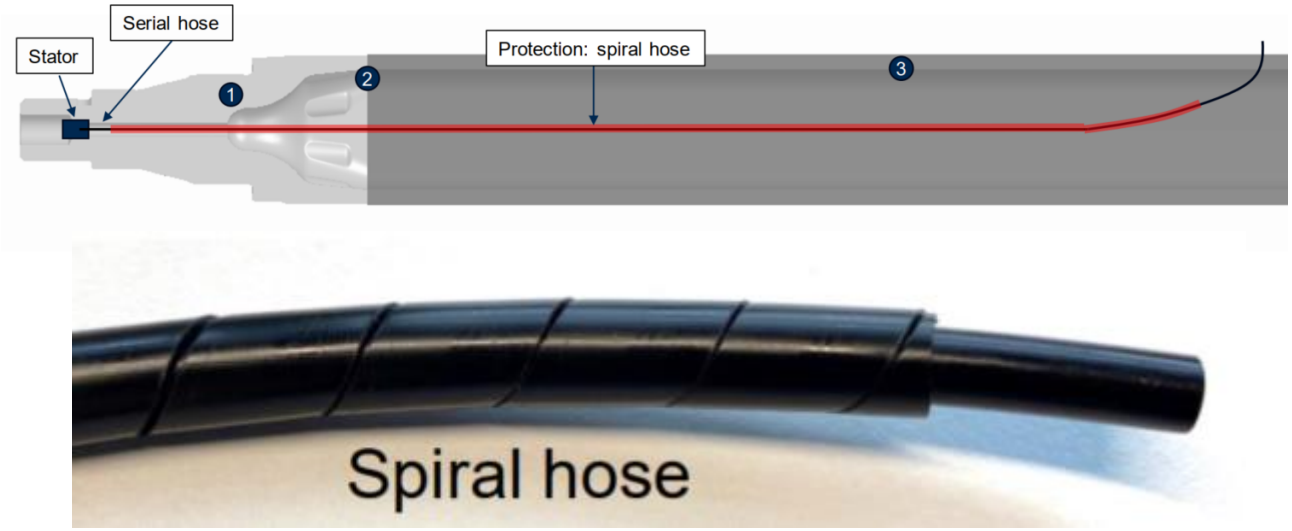

Figure 1: New spiral hose being fitted on the 6mm piping in the beam

The spiral guard introduced to the piping kit will be 70mm shorter than the inner pipe, allowing for 35mm of clearance on either side of the stator and elbow fittings, which are attached to each end. The material selected for the spiral hose has a maximum operating temperature of 120°C, providing peace of mind when the trailers need to cover large distances or navigate harsh routes with increased vibration and braking frequency.

2. Drilling locations

BPW Axles is also in the process of changing the locations at which the exit hole is drilled on the rear side of the AirSave axle beam to be located between the spring seats and the wheel end, as opposed to both holes being located between the spring seats as shown in Figure 2 and Figure 3. Locating the exit hole between the spring pad and wheel end will become the new standard, and

only on special request will the hole location be moved between the spring pads. BPW Axles will be updating layout drawings to show the possible hole locations and standard locations.

Figure 2: Top- exit hole on beam located between two spring pads. Bottom- Exit hole located between spring pad and wheel end

Figure 3: Example of the new exit hole location on an axle

This change in the hole location offers a twofold benefit to the AirSave operations: it reduces the amount of piping inside the beam and minimizes the resulting movement caused by any slack introduced during the installation process. Secondly it assists in clearing up the space between the inside of the spring seats, which often co-insides with the location of the fitment of the axle catch straps which some trailer builders opt to have fitted for safety reasons.

For any further questions or challenges that are presented with the above-mentioned changes please contact BPW for any technical assistance required.