

CELEBRATING 30 YEARS OF UNDISPUTED EXCELLENCE: THE BPW ECO HUB SYSTEM

Since its Patent over 30 years ago, the BPW ECO hub system has been a trailblazing success. The same ECO hub principle has been at the foundation of BPW running gear developments ever since.

Through the years, the ECO hub system has consistently evolved to meet the ever-changing demands of the transport industry, and with each generation, it has introduced ground-breaking innovations, seamlessly adapting to new technologies, safety regulations, and sustainability requirements. Its low-maintenance features allow operators to keep their running costs to an absolute minimum, making it the go-to solution for fleet operators and trailer builders worldwide.



ATTRIBUTES OF THE BPW ECO HUB SYSTEM:



FORMULA 1 STYLE HUB NUT

With the ECO system, the tapered roller bearings, thrust washer, sealing washer, axle nut and hub unit form one complete assembly, which can be removed and replaced as a single unit. No separate dismantling of these components are necessary. A special collar retains the axle nut in the hub, this nut acts as an extractor and is used to remove the complete hub, drum and wheel assembly from the axle.

As a result, only three components need to be removed to expose the brake assembly: the hub cap, the retaining pin and the complete hub unit.

HUB NUT WITH TORQUE LIMITER

Automatic bearing clearance setting thanks to the innovative hub nut with integrated torque limitation. You don't need a torque wrench for installation, and the correct play of the bearing is always easy to set.



- 01 Belville spring
- 02 Hexagon ring
- 03 Body of the nut

MULTI-SEALING UNIT

The multi-seal units protect against dust, dirt, and water ingress. It has been made up of a labyrinth of seals that sit in front of the actual grease seal to prevent dirt from penetrating. This is supplemented by an integrated dust lip to fully seal the bearings.

Finally, a grease-retaining sheath, fitted between the bearings, ensures optimal grease retention.



DIN ISO TAPERED ROLLER BEARING

The heavy-duty DIN ISO bearings are retained in the hub using circlips. These can be easily removed with pliers when it is necessary to check or replace the bearings.

If they need to be replaced, this can be achieved without having to remove the wheel. The wheel bearings consist of standardised, commercially available DIN tapered roller bearings, so inexpensive spares can be obtained anywhere in the world.



BENEFITS:

- A maintenance-free, closed bearing system (on-road, 5 years, off-road, 3 years).
- Reduced maintenance times.
- No special tools are required.
- A five-year warranty with unlimited mileage.