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Claims

1. A heavy-load vehicle (200) comprising at least one axle unit (204), the
5 or each axle unit (204) having at least one wheel (206), each wheel
having at least one tire, at least one tire being a tubeless radial tire
(100) having, when used as a single tire, a load-bearing capacity per
millimeter section width (SW) at a speed of 60 km/h of at least 11 kg,
characterized in that the tire (100) has an outer diameter (OD) of less
10 than 755 mm, and is adapted and configured for an internal pressure of
at least 10 bar.
2. The heavy-load vehicle according to claim 1,
characterized in that the tire (100) has an outer diameter (OD) of less
15 than 735 mm, preferably less than 715 mm.
3. The heavy-load vehicle according to claim 1 or 2,
characterized in that the tire (100) has, when used as a single tire, a
load-bearing capacity per millimeter section width (SW) at a speed of
20 60 km/h of at least 12.5 kg.
4. The heavy-load vehicle according to any of claims 1 to 3,
characterized in that the tire (100) has at a speed of 60 km/h a load-
bearing capacity per square millimeter section width (SW) times section
25 height (SH) of at least 80 g, preferably at least 95 g.
5. The heavy-load vehicle according to any of claims 1 to 4,
characterized in that the wire (133) forming at least one bead ring
(132) of the tire (100) includes, preferably the wires (133) forming both
30 bead rings (132) of the tire (100) include, a plurality of windings,
immediately adjacent wire sections being arranged in a triangular
constellation.

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6. The heavy-load vehicle according to claim 5,
characterized in that the steel wire (133) of at least one bead ring (132)
is arranged, preferably the steel wires (133) of both bead rings (132)
5 are arranged, when seen in a cross-section extending orthogonal to a
circumferential direction (C) around the rotational axis (A) of the tire
(100), according to a hexagonal shape.
7. The heavy-load vehicle according to claim 5 or 6,
10 **characterized** in that at least one bead ring (132) includes, preferably
both bead rings (132) include, at least 44, preferably at least 51, more
preferably at least 58, windings of the bead wire (133).
8. The heavy-load vehicle according to any of claims 1 to 7,
15 **characterized** in that at least one steel cord (116), preferably each
steel cord (116), of a carcass (114) of the tire (100) comprises at least
20, preferably at least 25, steel filaments.
9. The heavy-load vehicle according to any of claims 1 to 8,
20 **characterized** in that a belt (122) of the tire (100) has a plurality of belt
layers (124, 126, 128, 130), wherein the outermost belt layer (130) has
a smaller width than the second-outermost belt layer (128), which in
turn has a smaller width than the third-outermost belt layer (126), and
wherein the three belt layers (126, 128, 130) are preferably arranged
25 symmetrically one above the other.
10. The heavy-load vehicle according to any of claims 1 to 8,
characterized in that the outermost layer is replaced by two cap ply
strips arranged in a side by side arrangement with the second-
30 outermost layer, preferably at least one of the cap ply strips having a
predetermined lateral distance from the second-outermost layer.

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11. The heavy-load vehicle according to claim 9 or 10,
characterized in that the steel cords (144) of the outermost belt layer (130) extend substantially in circumferential direction (C).
- 5 12. The heavy-load vehicle according to any of claims 9 to 11,
characterized in that the steel cords (138) of the innermost belt layer (124) confine an angle of less than 45°, preferably less than 35°, more preferably less than 25°, with the circumferential direction (C).
- 10 13. The heavy-load vehicle according to any of claims 8 to 12,
characterized in that at least one of the carcass (114), the third-outermost belt layer (126) and the innermost belt layer (124) has an ends per decimeter value of at least 50, preferably of at least 55, more preferably of at least 60 ends per decimeter.
- 15 14. The heavy-load vehicle according to any of claims 5 to 13,
characterized in that a bead apex (138), preferably made from high elasticity modulus rubber, is located adjacent to and radially outward of at least one of the bead rings (132), preferably both bead rings (132),
20 the bead apex (238) optionally including at least two bead apex sections (238a, 238b), a first bead apex section (238a) being located adjacent to the bead ring (232) and a second bead apex section (238b) being located distant from the bead ring (232).
- 25 15. The heavy-load vehicle according to any of claims 5 to 13,
characterized in that a shoulder apex (140; 240a), preferably made from high elasticity modulus rubber, is located in at least one of the wedges, preferably in both wedges, between the belt (122) and the carcass (114),
30 optionally a second shoulder apex section (240b) covering the shoulder apex (240a) and the belt (222) from above.

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16. The heavy-load vehicle according to any of claims 1 to 15,
characterized in that the thickness (SHT) of the shoulder area (206)
amounts to a maximum of 35 mm and/or the undertread thickness
(UTT) of the tire (200) amounts to a maximum of 5 mm and/or the
5 minimum thickness (SWT) of the side wall (204) of the tire (200)
amounts to a maximum of 10 mm and/or the thickness (GBT) measured
from the bottom of the central circumferential profile groove (120) to the
upper edge of the belt (222) may amount to a maximum of 5 mm.