

Global Autonomous Underground Trackless Rubber-Tyred Vehicle Market 2026 by Manufacturers, Regions, Type and Application, Forecast to 2032

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Abstracts

According to our (Global Info Research) latest study, the global Autonomous Underground Trackless Rubber-Tyred Vehicle market size was valued at US\$ 268 million in 2025 and is forecast to a readjusted size of US\$ 687 million by 2032 with a CAGR of 14.5% during review period.

Autonomous underground trackless rubber-tyred vehicles are self-propelled wheeled mining vehicles engineered to perform personnel transport, material delivery, loading, haulage or special support tasks in underground roadways with limited or no onboard driving. The product combines an explosion-protected or mine-certified vehicle platform with drive-by-wire steering, braking and propulsion, multi-sensor perception, underground positioning, path planning, vehicle control, wireless communication, fleet dispatch and remote intervention. Commercial configurations range from assisted and tele-remote vehicles to highly autonomous passenger carriers, material trucks, loaders and haulage units. Key specifications include rated payload, gradient capability, turning radius, braking redundancy, localization accuracy, communication latency, battery endurance or diesel power, environmental protection and compliance with mine safety certification. This study focuses on complete vehicles and commercially supplied vehicle-level autonomous systems used in underground coal, metal and non-metal mines.

Key Findings

2025 global sales volume was about 840 vehicles

2025 global average selling price was about US\$310,000 per vehicle

2025 industry capacity utilization was about 72%

2025 industry gross margin was about 32%

Cost structure was chassis and powertrain 31%, sensing and computing 17%, certified electrical systems 14%, software integration 13%, manufacturing and testing 10%, labor and R&D 8%, service and logistics 7%

Market Trends

The market is progressing from remote control and single-vehicle demonstrations toward driverless, multi-vehicle transport systems that can operate across long routes and mixed traffic. Technology development is centered on sensor fusion for dust, darkness and water mist; UWB, inertial and map-based localization where satellite signals are unavailable; redundant drive-by-wire control; and vehicle-road-cloud coordination over 5G or industrial wireless networks. Battery-electric platforms are gaining attention because they reduce underground emissions, heat and ventilation load, while modular autonomy kits allow existing diesel fleets to be upgraded. Buyers increasingly evaluate not only nominal autonomy level but also intervention frequency, route availability, safe-stop performance, cybersecurity, maintainability and integration with mine dispatch. The long-term direction is a standardized mine operating system that coordinates passenger, material, loading and emergency vehicles through common maps, traffic rules and safety interfaces.

Market Dynamics

Demand is shaped by a combination of mine-safety regulation, labor availability, underground network readiness, vehicle replacement cycles and the operating economics of individual mines. Unlike surface autonomous haulage, underground deployment depends on tight integration among the vehicle, roadway infrastructure, communication network, positioning anchors, traffic control and remote operation center. Projects therefore move through staged acceptance, beginning with assisted driving and fixed-route trials before expanding to unmanned operation and multi-vehicle dispatch. Revenue mixes hardware, vehicle integration, software licenses, infrastructure, commissioning and long-term maintenance. This structure favors suppliers that can demonstrate stable operation in real mines and provide lifecycle

support, but it also creates longer sales cycles and substantial site-specific engineering. Competition is shifting from isolated algorithms toward complete, certifiable systems with measurable safety and productivity outcomes.

Drivers

The primary driver is the mining industry's objective of reducing personnel exposure to transport accidents, dust, low visibility and other underground hazards. Intelligent-mine programs are raising requirements for precise positioning, connected transport, collision prevention and remote supervision, creating a natural upgrade path from digital fleet management to autonomous driving. Large mines also face recruitment pressure, high shift-change downtime and demand for more consistent material delivery. Autonomous vehicles can extend productive hours, reduce manual handovers and support centralized dispatch. The expansion of underground 5G, UWB positioning, intrinsically safe sensors and edge computing lowers technical barriers, while battery-electric trackless vehicles create line-controllable platforms that are easier to automate. Repeatable deployment at leading coal mines is gradually converting the technology from a research project into an equipment procurement category.

Restraints

Adoption is constrained by high upfront investment, long mine-safety certification cycles and fragmented underground infrastructure. Roadway width, gradients, water, dust, lighting, magnetic interference and communication blind spots vary by site, so a system validated in one mine cannot always be replicated without new mapping, calibration and safety testing. Mixed traffic involving pedestrians, conventional vehicles and mobile equipment remains difficult to manage, and mine operators often require a remote safety driver during early operation, reducing near-term labor savings. The market also lacks fully unified interfaces across vehicle brands, dispatch platforms and positioning systems. Small mines may not have enough fleet density or route regularity to justify a complete autonomous system. These factors delay purchasing decisions and favor phased retrofits rather than immediate fleet-wide replacement.

Opportunities

The largest opportunity lies in converting fixed-route auxiliary transport from supervised operation to repeatable unmanned service. Passenger shuttles, meal and material

delivery, spare-parts transport and routine production support have predictable routes and schedules, making them suitable entry scenarios. Suppliers can expand account value by offering modular autonomy controllers, mine-certified perception units, positioning infrastructure, dispatch software, remote operation stations and annual service in one package. Battery-electric replacement programs provide another opening because new drive-by-wire platforms can be designed for autonomy from the outset. Mixed-fleet interoperability and lightweight deployment tools will broaden adoption among mines that operate vehicles from several OEMs. Export opportunities should emerge in underground metal and industrial-mineral mines, especially where labor is expensive and safety rules support remote operation, provided suppliers meet local certification and service requirements.

Challenges

The industry must prove that autonomous operation remains safe during communication loss, sensor contamination, unexpected obstacles, map changes, power interruption and emergency evacuation. Functional-safety architecture, cybersecurity and fail-operational braking are critical because a single incident can delay acceptance across the sector. Commercial scaling is also challenging: each project requires mine surveys, route engineering, vehicle adaptation and operator training, while the addressable fleet per site may be limited. Suppliers must balance customized delivery with standardized hardware and software to protect margins. Another risk is technology fragmentation, as mines may separately procure vehicles, positioning, 5G, dispatch and automation from different vendors. Integration disputes and unclear responsibility for system availability can extend commissioning. Successful companies will need strong field engineering, spare-parts support, remote diagnostics and documented performance under actual underground conditions.

Industry Chain Analysis

Upstream inputs include mine-certified chassis, diesel engines or battery systems, steering and braking actuators, explosion-protected electrical components, lidar, radar, cameras, inertial sensors, UWB tags, vehicle controllers, edge computers and wireless communication equipment. Midstream suppliers design the vehicle architecture, integrate drive-by-wire and autonomous functions, conduct explosion-proof and mine-safety certification, develop localization and dispatch software, and perform site commissioning. Specialized engineering firms provide mapping, network planning,

roadway sensing and remote-control centers. Downstream customers are coal, metal and non-metal mine operators, engineering contractors and mining groups that deploy the vehicles for passenger transport, material movement, loading, haulage and emergency support. After-sales maintenance, software updates, sensor calibration and operational data services are increasingly important because lifecycle availability, rather than vehicle delivery alone, determines customer economics.

Value Chain Analysis

Value creation is concentrated in four layers. The physical vehicle and certified components provide durability, mobility and regulatory access; the autonomous stack converts perception, localization and control into safe vehicle behavior; the system layer coordinates traffic, dispatch, remote intervention and production data; and field operations convert technology into measurable availability and labor reduction. Chassis manufacturing is comparatively asset-intensive and price competitive, while mine-certified sensing, control algorithms, safety validation and system integration command higher margins. Customer switching costs rise after maps, route rules, interfaces and maintenance procedures are embedded in daily operation. Suppliers with reusable software, standardized retrofit kits and remote diagnostics can improve delivery efficiency across projects. However, localized service remains indispensable because underground conditions change frequently and failures must be resolved quickly to avoid interrupting production.

Segment Insights

By automation level, assisted and tele-remote products still represent the broadest installed base because they require less roadway reconstruction and allow operators to retain direct control in exceptional conditions. Highly autonomous vehicles are the fastest-developing segment, especially on fixed passenger and material routes where traffic rules can be standardized. By powertrain, explosion-proof diesel remains important in existing fleets, but battery-electric vehicles are gaining share in new projects because lower emissions and heat reduce ventilation burden and their electronic control architecture supports autonomous functions. By rated load, vehicles below 5 tonnes serve personnel and light-material transport, 5 to 10 tonne platforms address general engineering logistics, and larger units are used for heavy material, loading and haulage. The most attractive products combine a certified vehicle platform, modular autonomy and a scalable dispatch system rather than selling any one layer separately.

Downstream Market Opportunities

Coal mines provide the clearest near-term opportunity because auxiliary transport routes are extensive and safety-driven automation policies are relatively mature. Fixed-route personnel transport can establish positioning, communication and traffic-control infrastructure, after which the same platform can be extended to meals, consumables, spare parts and tools. Underground metal mines offer higher-value opportunities for autonomous loaders and haulage trucks where hazardous stopes and labor costs justify remote operation. Engineering contractors and large mining groups are potential fleet-level buyers that can replicate a validated architecture across several sites. Commercial success depends on translating technical capability into customer outcomes such as fewer exposed workers, lower intervention rates, higher route availability, predictable delivery cycles and reduced ventilation or fuel costs. Service contracts, software upgrades and operational analytics can turn one-time equipment sales into recurring revenue.

Regional Insights

China is the most active market for autonomous underground trackless transport in coal mines, supported by intelligent-mine construction, large underground fleets and rapid deployment of 5G and UWB infrastructure. Early projects are concentrated in major coal-producing regions where large mines can fund integrated trials and standardize routes. Northern Europe, Australia, Canada and parts of Latin America have deeper experience with autonomous underground loading and haulage in hard-rock mines, led by established equipment OEMs and high labor costs. Europe remains strong in certified mining equipment and automation platforms, while North America emphasizes safety systems, remote operation and lifecycle service. Emerging mining regions in Central Asia, Africa and Southeast Asia offer long-term potential, but adoption will depend on infrastructure, local maintenance and financing. Regional competition therefore differs between coal-mine auxiliary transport in China and hard-rock production equipment in international markets.

Competitive Landscape Analysis

The competitive landscape combines global underground-equipment leaders and

Chinese mine-intelligence specialists. Sandvik, Epiroc and Caterpillar compete through installed fleets, proven underground platforms, automation software and global service networks. China Coal Technology & Engineering Group, including its Changzhou research and manufacturing operations, has strong mine certification, vehicle engineering and domestic project access. Nanjing Bestway is moving from transport management into certified intelligent vehicles and industrialized production, while Qingdao Huituo has demonstrated full-stack underground unmanned transport. DeepBlue and Zelos contribute autonomous-driving algorithms and vehicle platforms through joint development. Precise market-share ranking is not sufficiently supported because many projects are customized and combine several suppliers. Competitive advantage is best assessed by mine-safety certification, autonomous mileage, intervention frequency, mixed-fleet capability, commissioning speed and long-term field support.

Report Scope

This report is a detailed and comprehensive analysis for global Autonomous Underground Trackless Rubber-Tyred Vehicle market. Both quantitative and qualitative analyses are presented by manufacturers, by region & country, by Automation Level and by Application. As the market is constantly changing, this report explores the competition, supply and demand trends, as well as key factors that contribute to its changing demands across many markets. Company profiles and product examples of selected competitors, along with market share estimates of some of the selected leaders for the year 2025, are provided.

Key Features:

Global Autonomous Underground Trackless Rubber-Tyred Vehicle market size and forecasts, in consumption value (\$ Million), sales quantity (Units), and average selling prices (US\$/Unit), 2021-2032

Global Autonomous Underground Trackless Rubber-Tyred Vehicle market size and forecasts by region and country, in consumption value (\$ Million), sales quantity (Units), and average selling prices (US\$/Unit), 2021-2032

Global Autonomous Underground Trackless Rubber-Tyred Vehicle market size and forecasts, by Automation Level and by Application, in consumption value (\$ Million),

sales quantity (Units), and average selling prices (US\$/Unit), 2021-2032

Global Autonomous Underground Trackless Rubber-Tyred Vehicle market shares of main players, shipments in revenue (\$ Million), sales quantity (Units), and ASP (US\$/Unit), 2021-2026

The Primary Objectives in This Report Are:

- To determine the size of the total market opportunity of global and key countries
- To assess the growth potential for Autonomous Underground Trackless Rubber-Tyred Vehicle
- To forecast future growth in each product and end-use market
- To assess competitive factors affecting the marketplace

This report profiles key players in the global Autonomous Underground Trackless Rubber-Tyred Vehicle market based on the following parameters - company overview, sales quantity, revenue, price, gross margin, product portfolio, geographical presence, and key developments. Key companies covered as a part of this study include Sandvik AB (SE), Epiroc AB (SE), Caterpillar Inc. (US), China Coal Technology & Engineering Group Corp. (CN), Nanjing Bestway Intelligent Control Technology Co., Ltd. (CN), Qingdao Huituo Intelligent Machine Co., Ltd. (CN), DeepBlue Artificial Intelligence Technology (Shanghai) Co., Ltd. (CN), Zelos (Suzhou) Intelligent Technology Co., Ltd. (CN), etc.

This report also provides key insights about market drivers, restraints, opportunities, new product launches or approvals.

Autonomous Underground Trackless Rubber-Tyred Vehicle market is split by Automation Level and by Application. For the period 2021-2032, the growth among segments provides accurate calculations and forecasts for consumption value by Automation Level, and by Application in terms of volume and value. This analysis can help you expand your business by targeting qualified niche markets.

Market Segmentation

Market segment by Automation Level

Remote-Controlled and Assisted Driving

Conditionally Autonomous

Other

Market segment by Powertrain

Explosion-Proof Diesel

Battery Electric

Hybrid and Other Powertrains

Market segment by Rated Load Capacity

<5 t

5-10 t

>10 t

Market segment by Application

Mining

Engineering and Construction

Electric Power

Geological Exploration and Scientific Research

Others

Major players covered

Sandvik AB (SE)

Epiroc AB (SE)

Caterpillar Inc. (US)

China Coal Technology & Engineering Group Corp. (CN)

Nanjing Bestway Intelligent Control Technology Co., Ltd. (CN)

Qingdao Huituo Intelligent Machine Co., Ltd. (CN)

DeepBlue Artificial Intelligence Technology (Shanghai) Co., Ltd. (CN)

Zelos (Suzhou) Intelligent Technology Co., Ltd. (CN)

Market segment by region, regional analysis covers

North America (United States, Canada, and Mexico)

Europe (Germany, France, United Kingdom, Russia, Italy, and Rest of Europe)

Asia-Pacific (China, Japan, Korea, India, Southeast Asia, and Australia)

South America (Brazil, Argentina, Colombia, and Rest of South America)

Middle East & Africa (Saudi Arabia, UAE, Egypt, South Africa, and Rest of Middle East & Africa)

Chapter Outline

Chapter 1, to describe Autonomous Underground Trackless Rubber-Tyred Vehicle product scope, market overview, market estimation caveats and base year.

Chapter 2, to profile the top manufacturers of Autonomous Underground Trackless Rubber-Tyred Vehicle, with price, sales quantity, revenue, and global market share of Autonomous Underground Trackless Rubber-Tyred Vehicle from 2021 to 2026.

Chapter 3, the Autonomous Underground Trackless Rubber-Tyred Vehicle competitive situation, sales quantity, revenue, and global market share of top manufacturers are analyzed emphatically by landscape contrast.

Chapter 4, the Autonomous Underground Trackless Rubber-Tyred Vehicle breakdown data are shown at the regional level, to show the sales quantity, consumption value, and growth by regions, from 2021 to 2032.

Chapter 5 and 6, to segment the sales by Automation Level and by Application, with sales market share and growth rate by Automation Level, by Application, from 2021 to 2032.

Chapter 7, 8, 9, 10 and 11, to break the sales data at the country level, with sales quantity, consumption value, and market share for key countries in the world, from 2021 to 2026. and Autonomous Underground Trackless Rubber-Tyred Vehicle market forecast, by regions, by Automation Level, and by Application, with sales and revenue, from 2027 to 2032.

Chapter 12, market dynamics, drivers, restraints, trends, and Porters Five Forces analysis.

Chapter 13, the key raw materials and key suppliers, and industry chain of Autonomous Underground Trackless Rubber-Tyred Vehicle.

Chapter 14 and 15, to describe Autonomous Underground Trackless Rubber-Tyred Vehicle sales channel, distributors, customers, research findings and conclusion.

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