

## UK-30 MineTruck

UK-30 MineTruck is specially designed wheel type underground transporting equipment. It works with underground wheel loader or mucking loader to transport mine rocks and other materials, it highly improves the transporting efficiency.

UK-30 MineTruck use diesel engine power, hydraulic-mechanic power transfer, 4 wheel drive, front-view seated, rear dump wagon box, central articulation, two cylinder support steering system; it is suitable for medium size tunnelling.

- Powertrain adopts VOLVO PENTA or CUMMINS water-cooled diesel engine.
- The driveline adopts DANA transmission and converter, Kessler SAHR brakes with limit spin, and cut resistance mine tires.
- Trammig brake adopts multi-discs spring-pressed brake, hydraulic release system; with MICO charging and braking valve;
- Parking brake adopts the spring brakes integrated on the Kessler drive axles;
- Chassis: central articulated frame, with front axle oscillating to improve the adhesiveness of the truck to the ground;
- Steering system: Dual hydraulic circuit, dual cylinder supported hydraulic power steering system;
- Wagon box: rear dumping wagon box;
- Cab: sealed cab with heater and cooling air-conditioner.
- Travel aid: 360° travel aid system;
- Fire suppression system: German Batec fire suppression system for engine compartment.

| Main Technical parameter  |                        |
|---------------------------|------------------------|
| Payload                   | 30 metric ton          |
| Complete weight           | 65 metric ton          |
| Wagon box volume          | 12~16.8 m <sup>3</sup> |
| Size                      |                        |
| Length in transport       | 10980 mm               |
| Width without tail board  | 2660 mm                |
| Width with tail board     | 2890 mm                |
| Height (wagon box)        | 2450~2850 mm           |
| Height (wagon box unload) | 5300 mm                |
| Maximum unload angle      | 65°                    |
| Height (cabin)            | 2650 mm                |
| Turning radius            |                        |
| External                  | 8975 mm                |
| Inner                     | 5135 mm                |
| Steering angle            | ±40°                   |
| Ground clearance          | 394 mm                 |
| Grade ability (full load) | 25%                    |
| Action time               |                        |
| Wagon box lifting         | 14 sec                 |
| Wagon box descent         | 12 sec                 |
| Maximum traction force    | 350 kN                 |

| Tramming speed |           |
|----------------|-----------|
| 1st Gear       | 6.3 km/h  |
| 2nd Gear       | 11.3 km/h |
| 3rd Gear       | 19.8 km/h |
| 4th Gear       | 34.8 km/h |

| PowerTrain          |  |
|---------------------|--|
| Engine              | VOLVO PENTA                              |
| Model               | TAD1352/3VE (tire 3), TAD1342VE (tire 2) |
| Engine power        | 315/345kW@1900rpm, 310kW/2100rpm         |
| Starting method     | Electric starter                         |
| Exhaust Purifier    | Catalytic purifier+Silencer              |
| Throttle controller | Williams                                 |

Options: Cummins| Scania engine

| Driveline        |                                 |
|------------------|---------------------------------|
| Transmission     | DANA 6000 Series                |
| Torque converter | CL8000 series                   |
| Drive axles      | Kessler+CO D106 with limit spin |
| Ratio            | 30.2                            |
| Tires            | 26.5-25 inflation tires         |

| Braking hydraulic system        |   |
|---------------------------------|---|
| Braking pump                    | P2075/2025                              |
| Displacement                    | 75/33ml/r                               |
| Peak braking hydraulic pressure | 20 MPa                                  |
| Traveling brake                 | Wet multi-discs spring-pressured brakes |
| Brake valve                     | MICO GL820-161-138(ZL)                  |
| Working pressure                | 138 bar                                 |
| Parking valve                   | RA3/3/2/G-3                             |

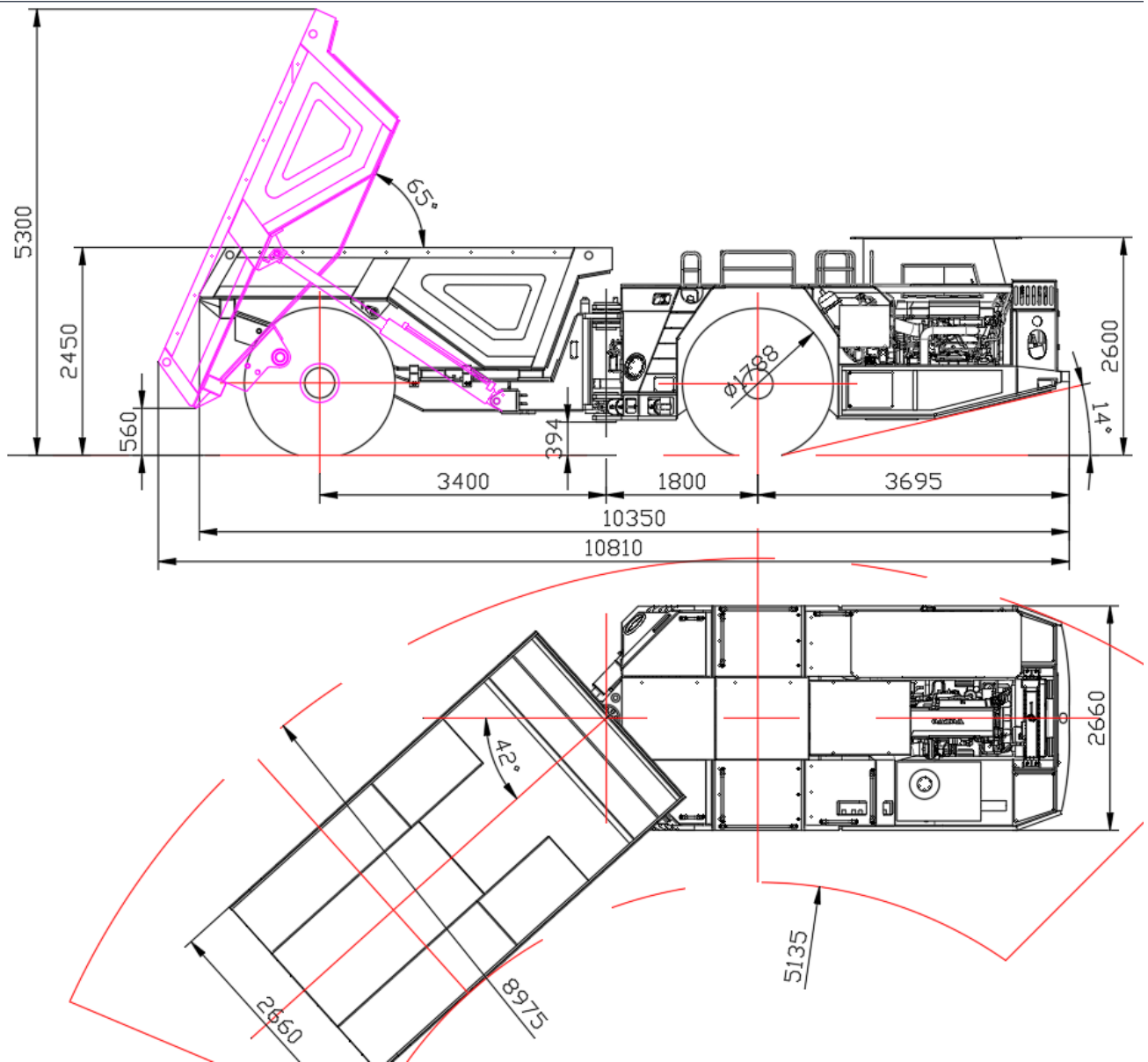
| Steering Hydraulic system     |  |
|-------------------------------|--|
| Type                          | Central articulation, all hydraulic steering |
| Steering pump                 | P2075/2025                                   |
| Displacement                  | 75 ml/r                                      |
| Steering system peak pressure | 22 MPa                                       |
| Steering device               | BZZ-1000                                     |
| Steering cylinder×2           | φ150/φ90 mm                                  |

| Service hydraulic system  |              |
|---------------------------|--------------|
| Service directional valve | M200LS       |
| Lifting cylinder×2        | φ180/φ125 mm |
| Peak pressure             | 22 MPa       |

| Electric system       |           |
|-----------------------|-----------|
| System voltage        | 24V DC    |
| Engine starter motor  | 24VDC/6KW |
| Lighting              |           |
| Head light×2          | 65W@24VDC |
| Tail light×2          | 65W@24VDC |
| Mining signal light×1 | 24VDC     |
| Ceiling light×1       | 24VDC     |

| Liquid fill-in                  |           |
|---------------------------------|-----------|
| Hydraulic oil tank              | 380 Liter |
| Diesel tank                     | 380 Liter |
| Transmission                    | 72 Liter  |
| Drive axle main differential ×2 | 32 Liter  |
| Wheel hub reducer ×4            | 6.5 Liter |
| Engine lub. oil                 | 40 Liter  |

## ✓ Dimensions



## ✓ Photo Gallery

Cabin with ECU/VCU control system, air-conditioner;













✓ Commissioning



✓ **Maintenance intervals for 2000 hours**

| MATERIALS/INTERVAL (hours)         | 50 | 100 | 250 | 500 | 750 | 1000 | 1250 | 1500 | 1750 | 2000 | QTY |
|------------------------------------|----|-----|-----|-----|-----|------|------|------|------|------|-----|
| OIL FILTER                         | ✓  |     | ✓   | ✓   | ✓   | ✓    | ✓    | ✓    | ✓    | ✓    | 9   |
| FUEL FILTER                        | ✓  |     | ✓   | ✓   | ✓   | ✓    | ✓    | ✓    | ✓    | ✓    | 9   |
| WATER-OIL SEPARATOR FILTER ELEMENT | ✓  |     | ✓   | ✓   | ✓   | ✓    | ✓    | ✓    | ✓    | ✓    | 9   |
| HIGH PRESSURE FILTER ELEMENT       |    |     | ✓   | ✓   | ✓   | ✓    | ✓    | ✓    | ✓    | ✓    | 8   |
| ENGINE AIR FILTER ELEMENT          | ✓  |     | ✓   | ✓   | ✓   | ✓    | ✓    | ✓    | ✓    | ✓    | 8   |
| TRANSMISSION FILTER                | ✓  |     |     | ✓   |     | ✓    |      | ✓    |      | ✓    | 5   |
| RETURN FILTER ELEMENT              |    |     | ✓   | ✓   | ✓   | ✓    | ✓    | ✓    | ✓    | ✓    | 8   |
| SUCTION FILTER FOR WORK SYSTEM     |    |     |     |     |     | ✓    |      | ✓    |      | ✓    | 3   |
| SUCTION FILTER FOR BRAKE SYSTEM    |    |     |     |     |     | ✓    |      | ✓    |      | ✓    | 3   |
| FUEL SUCTION FILTER                |    |     |     |     |     | ✓    |      | ✓    |      | ✓    | 3   |
| ENGINE OIL                         | ✓  |     | ✓   | ✓   | ✓   | ✓    | ✓    | ✓    | ✓    | ✓    |     |
| TRANSMISSION OIL                   |    |     |     |     |     | ✓    |      |      |      | ✓    |     |
| HYDRAULIC OIL                      |    |     |     |     |     | ✓    |      |      |      | ✓    |     |
| COOLANT                            |    |     |     |     |     |      |      |      |      |      |     |
| DIFF OIL                           |    | ✓   |     |     |     | ✓    |      |      |      | ✓    |     |

✓ **Warranty Policy**

- 1 Year or 2000 engine hours after commissioning
- 2000 hours consumable spare parts sent with delivery to the site.