

Electric truck for Swedish mine



The ABB Kiruna Electric 50t mine truck now available in a 35t version.

THE first order for the 35t payload electric truck, Kiruna Electric K635E, has been placed on ABB Industrial Systems of Sweden by Union Miniere Sweden AB.

The truck is based on the Kiruna Electric ramp haulage system for underground mines, successfully introduced in Canada, Sweden and Australia.

The 35t truck is scheduled for delivery in Zinkgruvan, Sweden,

in November 1994.

Following field and mine acceptance tests in the existing trolley line, the new unit will be used to haul ore from a newly developed lower level via a 12% ramp (max incline 15%) up to the same ore pass system being used by the 50t truck and utilising the existing trolley line.

Production requirements in the Zinkgruvan mine dictated the choice of a 35t truck rather

than a 50t unit.

Because the truck is only three metres wide, Zinkgruvan was able to reduce the drift area and consequently the excavation costs.

The 35t truck incorporates many of the proven subassemblies of the 50t unit and operates on the same design of trolley line.

Both have electric motors directly coupled to the axles (two motors, one for each axle).

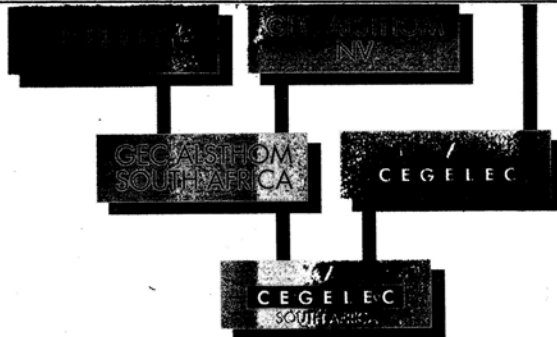
The main difference is that the 35t unit uses ac motors with variable speed control.

The truck haulage system is also energy-efficient and environmentally friendly.

ABB's interests in the mine truck sector throughout sub-Saharan Africa are looked after by a specialist department based at the Alrode factory of ABB Industry.

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Air trap device

AN air trap has been launched to supplement the range of Maxiflo steam traps.

Many mines use compressed air as a source of energy. The high pressures inside the compressed air pipes causes moisture to condense inside them, making energy transfer less efficient.

To overcome this problem, mines use "air traps" which trap compressed air inside the system, but force the condensate out.

The Maxiflo air trap is different from other devices because it has no moving parts but simply allows condensate to escape continuously through a minute tunnel orifice.

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