

Duratrax News

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Photo: SDB fitted on Haulmax 3900D running at Ekati Diamond Mine, Canada

Suspended Dump Body (SDB) Haulmax on Ice

This is one of the first photographs taken of the Duratrax SDB fitted on Haulmax off-highway rigid dump trucks, currently operating in the oldest surface diamond mine in Canada.

Originally developed by BHP Billiton, Ekati is now owned and operated by Dominion Diamond Corporation and is located in the Northwest Territories, about 200 kms inside the Arctic Circle. Ekati Diamond Mine is already the host to 4 Haulmax trucks model 3900D designed with Duratrax technology to overcome Carryback and specially engineered to resist extreme climatic conditions which reach temperatures down to -60°C in winter.

The pictured Duratrax was transported on the Ice Road from Yellowknife at the end of last year, and became part of Ekati's fleet of 31 Duratrax-equipped SDBs Caterpillar haul trucks. This Haulmax 3900D dump body and 3 similar units have proved several benefits to the operation such as preventing the

load from freezing in the dump body during long-distance hauls to the processing plant which are longer than 35 km one way.



Photo: Haulmax rigid dump truck 3900D

Based on the success to-date at Ekati, an additional two Haulmax trucks with Duratrax bodies have recently been ordered from Duratrax Australia; these will be delivered in November 2013 and will be in Yellowknife for transport on the 2014 Ice Road project by Nuna Logistics.



Highlight: 830E Stealth Fleet launch at Moolarben Coal Mine in NSW

With the recognition of Moolarben Coal Mine, Duratray Suspended Dump Bodies (SDB) delivered outstanding results during onsite trials undertaken to examine the benefits of using SDB technology as a solution to environmental noise reduction.

As part of the legislation of the Government of New South Wales in relation to the Protection of Environment Operations Act 1997 (PoEO Act), Moolarben established a Noise Management Plan in which the mine must be subject to calibration and monitoring of environmental noise levels. The plan includes cumulative and traffic noise impacts associated with Open Cut mining operations.

In order to comply with the Noise impact assessment criteria included in the plan, Moolarben contacted Duratray to perform a comparison of noise output between the loadings of a standard steel dump tray with a Duratray Suspended Dump Body, fitted on trucks model Komatsu 830E-1AC.

Extensive trials commenced in mid-2012 at Moolarben Coal Mine located near Mudgee, in central west New South Wales, and incorporated the partnership of Komatsu Australia and Duratray International. The initiative by Moolarben Coal management was to use existing SDB technology in an innovative new way, especially to reduce first-pass loading noise generated by the first bucketful of rock being dumped into the truck tray.

"The trial has delivered outstanding results in noise reduction with an improvement of up to 8 decibels"

As a consequence, on 17th May 2013 Moolarben Coal hosted an event onsite to launch the results of these trials, which included the presentation of the new "stealth fleet" of Komatsu 830E haul trucks fitted with custom-designed Suspended Dump Bodies;

Moolarben Coal mine hence became then the first coal mine site in Australia to use the SDBs to keep noise levels down.

Some extracts from the final report handed out by Moolarben to all guests, stated that the trial has delivered outstanding results in noise reduction with an improvement of up to 8 decibels.

The renowned SDB system designed for Moolarben Coal with specific body requirements reduces loading noise while still maintaining haul truck efficiency.

It is reported also, that not only the Noise Reduction benefit had been proven but also the Payload capabilities, where the SDB was demonstrated to carry 20 to 27 metric tonnes per load cycle more than the mine was producing before. In addition, the SDBs reduced impact to the operator when loading, as well as reducing spillage from the dump bodies during the transport cycle.

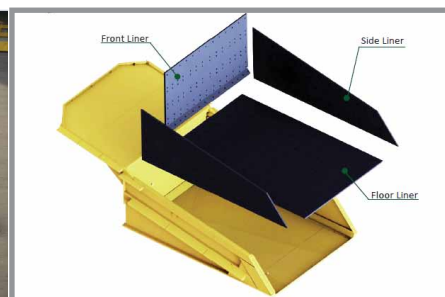
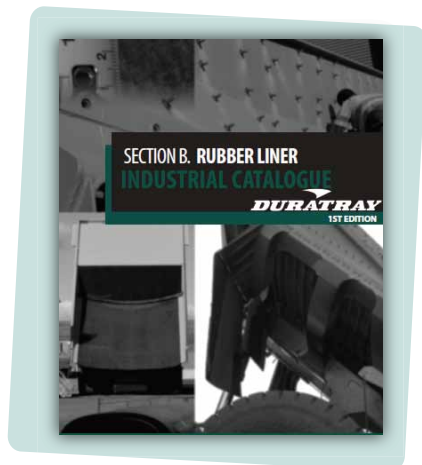
Due to its flexible one-piece rubber floor liner supported by elastomeric ropes that are connected to the dump body steel frame, the design of these materials dampens the noise when rock is dropped into the tray. Engineered to absorb loading impacts and vibration, its shock absorbing properties dissipate energy preventing shock or vibrations being transferred to the truck operator.

The first Duratray SDB of the new fleet was commissioned on 20th May and up to date the full fleet of four SDB-equipped Komatsu 830E trucks has been running satisfactorily.

Subsequently in July 2013 Moolarben Coal mine placed orders for an additional two units of 830E Duratrays.

To receive a copy of the full report submitted by Moolarben Coal Mine contact our representatives through e-mail steve.hall@duratray.com.

Introducing Duratray Rubber Liners (DRL)



In this edition we introduce Duratray Rubber Liners (DRL).

Duratray Rubber Liners are a cost effective solution designed to extend the life of steel dump bodies. They can also be used in dump buckets, surge bins and transfer points along the material handling process.

The heavy duty compound used in the production of the DRLs, exhibits excellent elastic and dampening performance. This provides rubber components with the ability to absorb and dissipate energy from loading impact, without permanently deforming the original shape of the liner.

Our DRL range is manufactured in a full range of customised sizes and models to fit conventional truck bodies – for both on-highway and off-highway models.



All Duratray Rubber Liners are reinforced with woven polyamide, offering abrasion resistance capabilities in addition to a wear life between 15,000 to 50,000 hours depending on application, abrasion, impact, and size distribution of the rock.

To find out more request a copy of the DRL catalog through info@duratray.com ➔



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