



UKA-30

Low Profile Mining Truck

UKA-30 is an articulated underground mining truck with 30 tons capacity. It has innovative features that can easily cope with harsh conditions and provide great power, strength and reliability to help you maximize your productivity.

Designed to withstand harsh underground environments, the heavy-duty front and rear frames provide superior quality, reliability and durability to meet user requirements, making transportation simpler and more efficient.

The central articulated swing reduces the large center of gravity offset of the vehicle and ensures that the front and rear frames can swing freely, ensuring that the tires form good contact with the ground under severe conditions. The fully sealed slewing bearing unit can effectively cope with the harsh working environment, prolong the service life and reduce operating costs.



MAIN SPECIFICATIONS

Dimensions(mm)	10093×3500×2000
Rated capacity	30000 kg
Maximum traction force	325kN
Standard bucket	15.0m ³

SPEEDS FORWARD & REVERSE WITH BENZ OM460LA)

1st gear	5.3km/h
2nd gear	9.4km/h
3rd gear	16.6km/h
4th gear	26.3km/h

BUCKET UNLOADING ANGLE & APPROACHING ANGLE

Bucket unloading angle	60°
Approaching angle	15°

EMPTY LOAD*

Total operation weight	30440 kg
Front axle	20270 kg
Rear axle	10170 kg

LOADED WEIGHTS*

Total loaded weight	60440 kg
Front axle	28540 kg
Rear axle	31900kg

* Equipment weight is dependent on the selected options

OPERATIONAL CONDITIONS AND LIMITS

Environmental temperature	-15°C~+45°C
Standard operating altitude	With engine BENZ OM460LA No power loss below 4000 meters above sea level

REQUIREMENTS AND COMPLIANCE

JB/T8436 Underground mining truck with tire
JB/T5501 Underground loader testing method
GB21500 Safety requirements for railless tire-type underground mining trucks
XY12.1-2011 Underground mining truck

POWER TRAIN

ENGINE

Diesel engine	Mercedes Benz OM460LA
Output	315 kW @ 1800rpm
Max torque	2000Nm @ 1300rpm
Number of cylinders	In-line 6
Displacement	12.8 L
Cooling system	Liquid cooled Silicone clutch fan
Combustion system	Integrated hand pump, fuel filter
Intake system	Turbocharger pre-filtration +Two stage filtration, dry type
Control System	Fuel electronically controlled injection system
Starting system	24V starting motor
Emissions	EuroIII
Exhaust system	DOC+POC+Silencer
Average fuel consumption at 50% load	30.0 L/h
Fuel tank capacity	430 L

CONVERTER

Dana CL8000 series	With lock-up
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TRANSMISSION

Dana 6000 series	Electronically controlled shift Forward 4 gears & reverse 4 gears
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AXLE

Front axle SAHR Fixed axle	KESSLER D91 Standard differential
Rear axle SAHR Fixed axle	KESSLER D91 Lengthened and enhanced Standard differential

TIRE

Model	26.5R25 ETNT
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HYDRAULICS

The equipment will brake and cannot move when the cabin door is not locked	Standard
Hydraulic oil radiator Transmission oil radiator	Capability up to 45°C ambienttemperature
Fittings	JIC
Hoses	GB3683
Hydraulic oil tank capacity	306L

STEERING HYDRAULICS

Full hydraulic, centre-pointarticulation, power steering with two double acting cylinders.	Steering wheel operation
Steering main valve	Open circuit type
Steering hydraulic cylinders	2 pcs
Steering pump	Gear pump

BUCKET HYDRAULICS

The oil flow from Steering hydraulic pump is directed to Bucket hydraulics when steering is not used.	Joystick controlled
Lifting cylinder	2 pcs
Main valve	Open circuit type
Working pump	Gear pump

Brake system

Service brakes are SAHR multidisc wet brakes on all wheels. Integrate service brake, park brake and emergency brake in a whole system.

Brake system performance complies with requirements of GB/T33921 和 JB/T13003.

Automatic brake activation system, ABA	Standard
Manual emergency brake release pump	Standard

OPERATOR'S COMPARTMENT

The UKA-30 cab provides a spacious and ergonomic operating space, equipped with temperature control and ventilation systems, a spacious front windshield and large rear-view mirrors with all-round visibility, and an ergonomic operator station layout to improve Comfort and productivity.

UKA-30 cab has passed ROPS/FOPS certification to protect operator safety. The side of the cab near the engine is pasted with thermal insulation cotton, which can effectively heat insulation and reduce noise. Laminated glass windows are installed with four-port sealing strips, and the glass can be disassembled inside and outside for emergency escape in case of danger.

CABIN

ROPS certification according to ISO 3471

FOPS certification according to ISO 3449

Enclosed Cabin with Air Conditioner

Insulation cotton

Laminated glass windows

Air conditioning is installed inside the cab

Emergency escape exit

Washable cab floor to reduce dust

Three-point access to the cab

DASHBOARD AND DISPLAYS

Equipped with an IFM 7-inch color display that displays all required informational alerts on one large display, giving the operator more time to keep his eyes on the road. To reduce eye strain, new dark background graphics with clear symbols have been designed

Standard Intelligent Control System

warnings and alarms	Displayed with sound and light
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dashboard	IFM 7" Color display Full-featured rocker switch control
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OPERATOR'S SEAT

UKA-30 driver seat with adjustable mechanical suspension seat, equipped with three-point seat belt. The seat is adjustable up and down, forward and backward.

Mechanical suspension

Height adjustment

Adjustment according to the operator's weight

Adjustable arm rest

Adjustable back support

Three-point seat belt

FRAME

REAR AND FRONT FRAME

The rear frame adds a heavy-duty design that better stabilizes the equipment when transporting and loading ore. The heavy-duty front frame and cab minimize the damage to the impact and collision to the roadway wall

High-strength alloy steel plate(Q460C) is used to optimize material thickness, reduce self-weight, and improve overall transportation capacity, high structural reliability and long service life.

Box structure enhances the overall strength of the vehicle and it is optimized to reduce damage and collisions from the impact of the roadway walls.

Central hinge	Rotary connection
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Tanks	Welded to the frame
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Automatic centralized lubrication system	Standard
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ELECTRICAL SYSTEM

MAIN COMPONENTS

Alternator	28 V, 80A
Batteries	2×12 V, 165Ah
Starter	24V/ 7 kW
Driving and working lights	2 pcs on the front frame 2 pcs on the rear frame
Sensor	Diesel, hydraulic oil level sensor; working, steering, braking system pressure sensor
Alarm	Low oil level alarm / oil pressure alarm Rotating warning light
Control system	Controller Built-in diagnostic and alarm system
Dual horn	Standard
Buzzer	Standard
Reverse camera system	Standard
Right front view camera system	Standard
Right rear view camera system	Standard

SAFETY FEATURES INCLUDED

FIRE PREVENTION

Portable fire extinguisher	8kg 1pc
Fire protection heat source isolation cover	Standard
Exhaust pipe insulation cotton protection	Standard
Turbocharger Cover	Standard
Automatic fire extinguishing system	Standard

ENERGY ISOLATION

Main power switch can be locked	Standard
Emergency brake button	1 pc on front frame/ 1 pc in cabin
Engine water tank manual pressure release box cover	Standard
Accumulator manual pressure relief device	Standard
Front and rear frame locking device	Standard
Carriage maintenance support device	Standard

DOCUMENTATION

STANDARD MANUALS

Operator's Manual	English
Maintenance Manual	English
Parts Manual	English
Service and Repair Manual	English
Decals	English

PERFORMANCE

Mercedes Benz OM460LA, Euro III engine (3 % rolling resistance)

With converter lock-up

OPERATING SPEED AT NO LOAD AND FULL LOAD

NO LOAD

Grade (%)	0	5	10	15	20
1st gear (km/h)	5.3	5.3	5.2	5.2	5.1
2nd gear (km/h)	9.5	9.4	9.2	9.0	8.8
3th gear (km/h)	16.7	16.2	15.0	11.9	
4th gear (km/h)	27.5	25.0			

FULL LOAD

Grade (%)	0	5	10	15	20
1st gear (km/h)	5.3	5.2	5.1	5.1	5.0
2nd gear (km/h)	9.4	9.3	9.0	7.4	5.7
3th gear (km/h)	16.6	15.9			
4th gear (km/h)	26.3				



