



RNGI



Cement bulk truck

ACV-17R1-06

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ACV-17R1-06 CEMENT BULK TRUCK



Figure 1 - ACV-17R1-06 Cement bulk truck.

ACV-17R1-06 Cement bulk truck

ACV-17R1-06 cement bulk truck is designed for transporting dry cement, cement-sand and similar bulk materials and feeding them into mixing units for preparing solutions for plugging (cementing) casing strings of oil, gas and other wells, as well as in construction.

Technical specifications

Parameter name	ACV- 17R1-06
Hopper volume, m ³	17
Transported materials weight, kg	16 000
Laden weight, kg	15 000
Gross weight permitted by design, kg	31 000
Height, mm	3 980
Width, mm	2 540
Length, mm	8 900
Chassis brand	SHACMAN X3000
Engine, model	WP12.430E50 (E-5)
Engine peak brake power, hp	430
Wheel arrangement	6x6
Chassis capacity, tonn	15
Fuel tank volume, l	600
Spare wheel	Behind the cabin
Tyre type	Double-pitched
Tires with all-terrain tread pattern	315/80 R22,5
Compressor	KM-7-2R1 (pendulum, oil-free)
Working pressure of the pneumatic product supply system, MPa (kg/cm ²), no more	0,2 (2,0)
Unloading performance, tpm (m ³ /min), no less	0,91 (7)
Methods for uploading materials:	vertically, through the top hatch via a loading line with third-party pneumatic transport through the loading line with a standard compressor (creating a vacuum in the hopper)

ACV-17R1-06 Cement bulk truck. Structure.

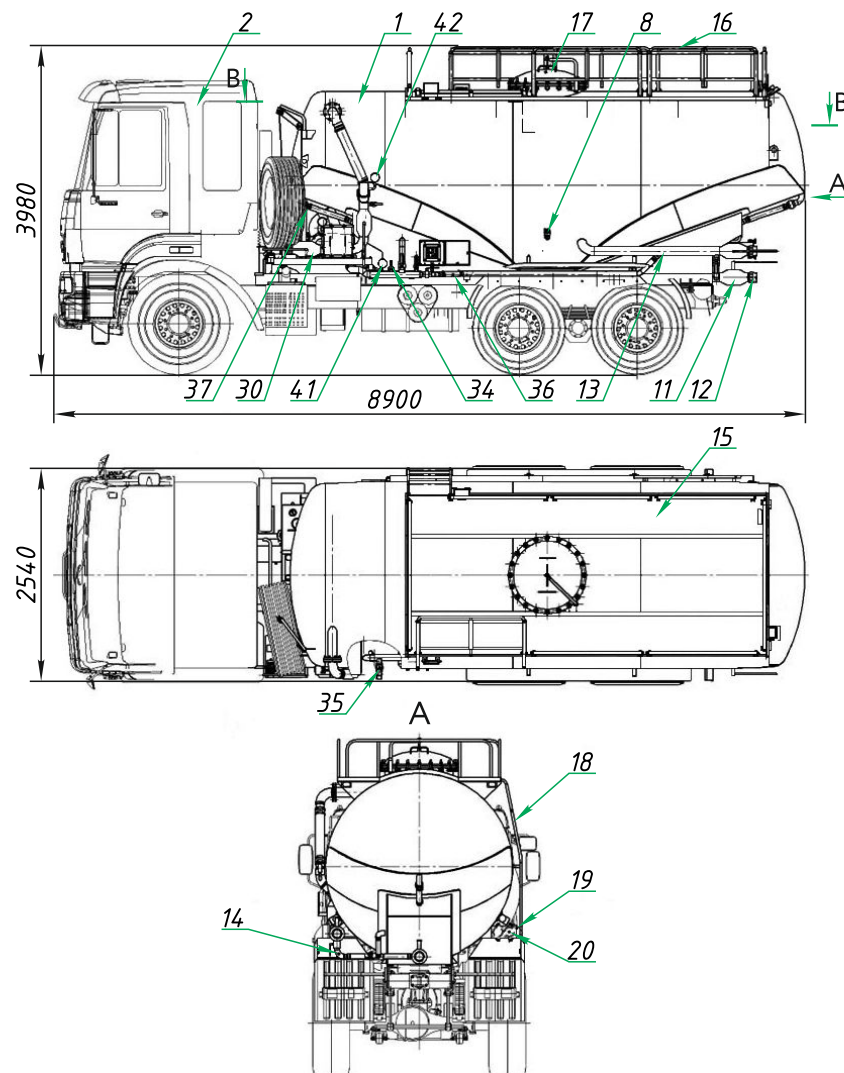


Figure 2 - ACV-17R1-06 Cement bulk truck. Structure and dimensions.

The cement truck consists of a hopper (pos. 1) mounted on the customer-supplied chassis of the SHACMAN X3000 vehicle (pos. 2).

The hopper (pos. 1) is designed for transporting and accumulating powder plugging materials and is a moisture-proof container with side and front walls at inclined angles with a bottom made in the form of two cylindrical segments located at an angle of 20°, in which vibrating belts (pos. 3) are installed, to which compressed air is supplied through pipes (pos. 4), the vibrating belts are secured to the pipes with clamps (pos. 5). The vibrating belts are secured to the hopper floor using studs (pos. 7) and air ducts (pos. 6), which pass inside the belts.

Vibrators (pos. 8) are located on the side walls of the hopper. In the deepest part of the hopper there is a receiving chamber (pos. 9), passing into the discharge pipeline (pos. 10), ending with a ball valve (pos. 11) and a plug-in part of the camlock (pos. 12). Parallel to the discharge pipeline, a loading pipeline runs along the left side of the cement truck, also ending with a ball valve and a plug-in part of the camlock. Both pipelines are connected by a bypass pipeline (pos. 14) to a ball valve.

ACV-17R1-06 Cement bulk truck. Structure.

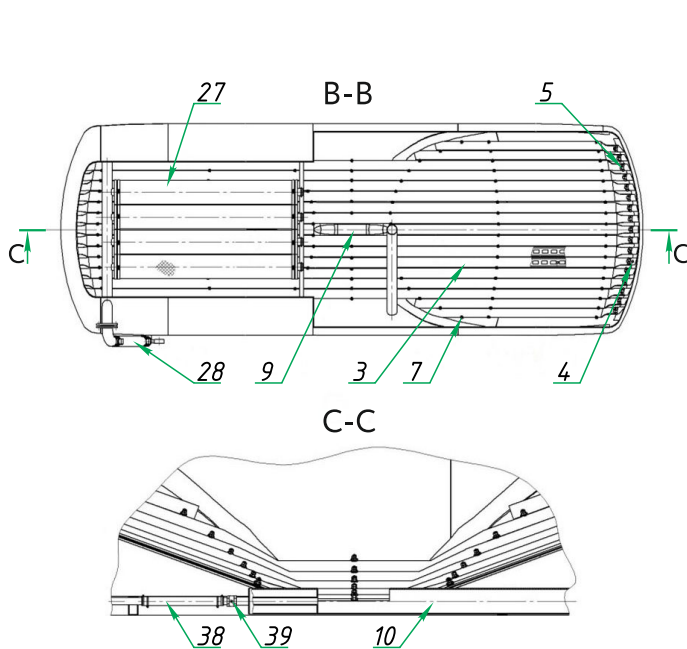


Figure 3 - Vibration system

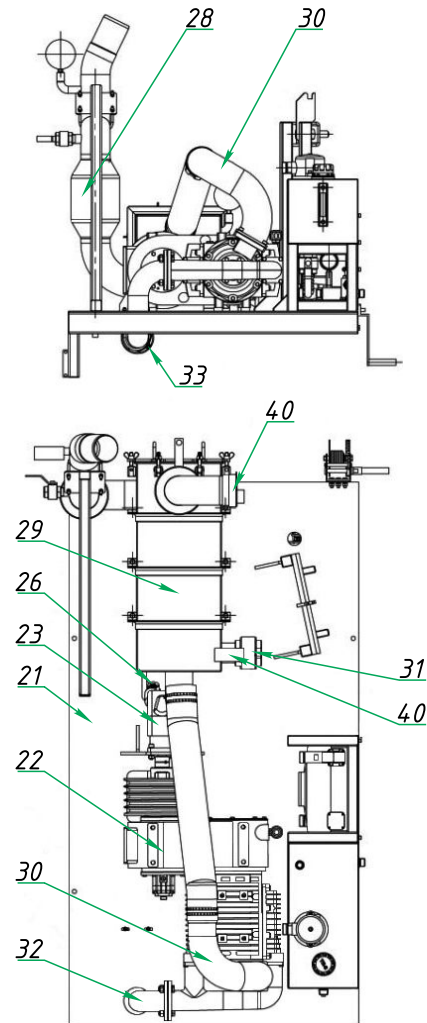


Figure 4 - Compressor unit

The service platform (pos. 15) with fencing elements (pos. 16) and a hatch (pos. 17) are located above the hopper. On the starboard side of the cement truck there is a ladder (pos. 18) and a tube (pos. 19) with two sleeves (pos. 20), ending on both sides with the receiving part of the camlock.

Between the chassis cab and the hopper (Fig. 4) is a platform (pos. 21) with a compressor (pos. 22) mounted on it, driven by a hydraulic motor (pos. 23). Oil is supplied to the hydraulic motor from the hydro station (pos. 26). The hydraulic pump is mounted on the chassis power take-off (PTO) QH 50 G25903*. A spare tire holder is also located on the platform; it is lifted using a cable hoist with a manual winch.

The compressor intake pipe communicates with the hopper through bag filters (pos. 27), a suction line (pos. 28), and a cassette filter (pos. 29). The intake line (pos. 30) also communicates with the compressor through a cassette filter. The cassette filter has a check valve (pos. 31) that prevents excess pressure from building up in the filter.

The compressor discharge pipe communicates with the hopper through a common discharge manifold (pos. 32), a check valve (pos. 33), a safety valve (pos. 34), right and left vibrating belt pipelines (pos. 36) with a check valve (pos. 37), a blow-out pipeline (pos. 38) with a check valve (pos. 39). The outlet pipeline (pos. 35) is connected to the common discharge pipeline and has a ball valve and a camlock insert.



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