

TECHNICAL INSPECTION FOR PATH OF ROLLING FROM COAL REMOVAL MACHINE

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ABSTRACT: This way of rolling is carried out on longitudinal ties of reinforced concrete and is formed from the superstructure fixed on the metal plate indirect attachment. Periodic and systematic cleaning of the longrins and rails at least once every 6 months in order to be visible any degradation and to reduce the stagnation of coal dust with sulfur content and which in combination with water leads to the presence of hydrogen sulfide which is highly corrosive.

Keywords: path, rolling, machine, coal

1. LEVEL DIFFERENCES BETWEEN THE TWO WIRES OF ROLLING PATH

The level differences between the two wires of the rolling path were measured

every 45 meters, placing the guard three times due to the length and existence between the rolling path of the conveyor and the two machines, the values obtained are presented in Table 1.

Table 1. The values of the level differences for the two wires of rolling path

| Measuring position [m] | The difference measured in height fungus rail [mm] | | |
|------------------------|--|---|-------------------------------------|
| Mas. I | 0 | 2 | |
| | 45 | 5 | |
| | 90 | - 3 | |
| | 135 | 7 | |
| | 180 | 6 | |
| | 225 | It could not be measured due to the presence of the MH on the rolling path | |
| | 270 | 3 | |
| Mas. II | 315 | It could not be measured due to the presence of the M5A on the rolling path | |
| | 360 | 7 | |
| | 405 | 6 | |
| | 450 | 2 | |
| | 495 | 1 | |
| | 540 | 4 | |
| | 582 | - 5 | |
| Mas. III | 630 | 4 | End area to the acting the conveyor |
| | 675 | 7 | |
| | 682 | 3 | |
| Dif. val. | 12 mm | | |

On the outer wire at section 18 there are 16 missing and deformed screws, all the fastening screws on the rail of the rail

(Fig. 1-10). On the rail with these shortcomings. The red paint was signed as can be seen in the photos.



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 7



Fig. 8



Fig. 9



Fig. 10

2. THE MOST IMPORTANT PROBLEMS

We believe that the most important issues are the following:

- ✓ the rails are fixed on metal plates type 49 on concrete beams;
- ✓ the inclination of the rails respects the inclination within the allowed limits;
- ✓ in the working area of the M5A machine, starting from the junction 2-3, the heads appeared at the upper part of the rail mushroom;
- ✓ on the side from the unloading footbridge on the longrina and in its vicinity coal dust deposits have accumulated and the rainwater drainage channel is clogged;
- ✓ on the concrete longrina it has a lot of coal dust and in it it has direct contact on 115-120 mm from 135 mm of the CF 49 high rail;

- ✓ Prefabricated concrete stretcher and placed on concrete screed B250 / B50 has no problems affecting the proper functioning and correct placement of the rail CF 49 on the plates with recessed levers every 500 mm. this with a few exceptions does not vibrate in direct hit attempts, with small exceptions being in joints;

- ✓ The "Stop" pads are not according to drawing "2A3-086519" pl 3 and assembly according to drawing "1-2110039", they give the stopping conditions to the running of the car and must not be modified;

- ✓ There are no earthing cables between the CF 49 rail coupons to ensure electricity leaks in case of accidental grounding of the car and the staff is present on the rail;



Fig. 11



Fig. 12

- polishing and restoring the deformations between the ends of the

- rails at the joints (see Fig. 13-14)



Fig. 13

- completion of all M 22 x 75 screws with "T" head in the dovetail, of elastic spring rings B 22 with nuts M22

- completion of all M 24 x 140 screws with "square" head, of spring



Fig. 14

- spring rings B 24 with nuts M 24 and replacement of those that no longer have spring spring rings (see Fig. 15-16)



Fig. 15

- Cleaning and verification during some technical inspections of all the



Fig. 17

Remedies with "ZERO" emergency degree: During the inspection of the running track of the M5A machine (conveyor T14 A), the M22 bolts, clamps and spring washers were fixed and mounted on the seat plates on the longrina at section 18 where 16 were missing. screws, which are shown in the following photos.

3. CONCLUSIONS

- Replacement of bolts from joints that are deformed, weakened, with missing washers and damaged by rust;
- Periodic and systematic cleaning of the longrins and rails (See fig. 11-12) at least once every 6 months in order to be visible possible degradations and to reduce the stagnation of coal dust with sulfur content and which in combination with water leads to the presence of hydrogen sulfide which is highly corrosive;

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Fig. 16

elements that support for translation running, see fig. 17-18.



Fig. 18

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