Westech Flow Control Body®

FOR OFF-HIGHWAY DUMP TRUCKS

- Improved truck stability and safety
- Improved dust control
- Increased body life
- Reduced maintenance

WESTECH
FLOW CONTROL BODY®

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(Above right) The Westech Flow Control Combo Body's® unique floor design consists of a 3 angle curve.

Westech Flow Control Body®

THE WESTECH FLOW CONTROL BODY® (PATENT PENDING) HAS A REVOLUTIONARY FLOOR DESIGN THAT CONTROLS THE FLOW OF MATERIAL OUT OF THE BODY DURING DUMPING, ENSURING THAT THE CENTRE OF GRAVITY OF THE LOAD REMAINS FORWARD OF THE REAR AXLE FOR LONGER DURING THE DUMPING CYCLE.

This unique design increases the stability of the truck, eliminating lift of the front axles resulting in overall safer operation. The controlled flow of material also results in improved dust control and improved body life.

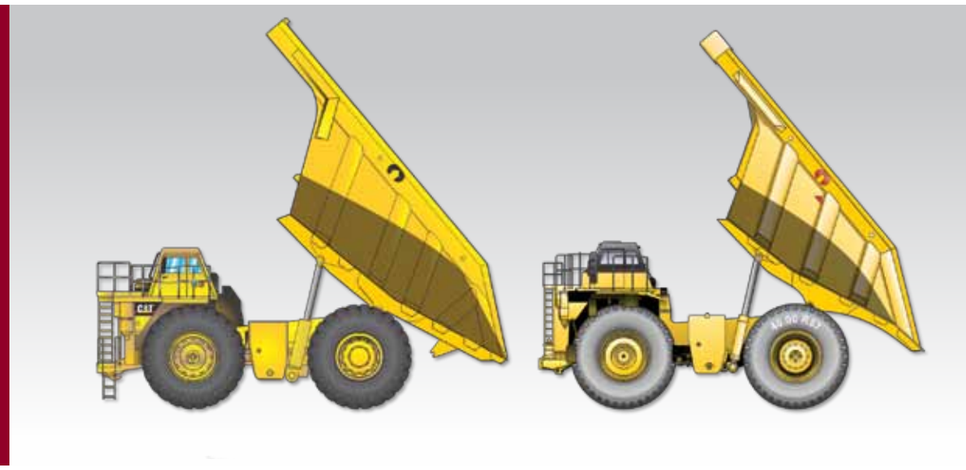
The Flow Control Body® is available for all truck brands and models in combo (coal and overburden), coal or overburden designs.

As designers and manufacturers of the Westech range of dump truck bodies globally, Austin Engineering has a proven history of the Flow Control Body® successfully operating on sites in the USA.

(Above left) Traditional OEM Body's dust generated when dumping. (Above right) Westech Flow Control Body's® improved dust suppression.

Improved dust control

The controlled flow of material out of the Westech Flow Control Body® during dumping greatly reduces dust generated by the dumping process. The Flow Control Body's® dust suppression properties are particularly relevant as there is an ever increasing focus on dust control on mine sites from government and community organisations Australia wide.



(Above left) OEM Body - Payload centre of gravity behind rear axle. (Above right) Westech Flow Control Body® – Payload centre of gravity in front of rear axle.

Improved operator safety

The Westech Flow Control's Body's® floor design keeps the center of gravity of the load forward of the rear axle longer while in the dump cycle, reducing material surge as the load leaves the truck body. The flow of material is controlled, eliminating lift at the front of the truck, making the truck much safer with increased stability.

Improved body life

In a traditional dump truck body, the material being dumped exits the body by the material surging down the floor as the body rotates. The Westech Flow Control Body's® controlled dumping means that for the majority of the dumping process the material shears in layers rather than in a solid mass of material surging out of the body, resulting in less friction on the steel floor of the body. This innovative dumping process causes less wear to bodies, reducing the need for liner kits and extending body life.

Improved lift cylinder life

A standard dump truck body will release the majority of material during the last part of the dumping process whereas the Westech Flow Control Body® more evenly distributes the release of the payload.

Eliminating the material surge that is common in traditional bodies ensures that the lift cylinders remain in compression, improving cylinder life and reducing maintenance costs.

The (above) illustration compares the berm clearance between a typical OEM body (shadow) and the Westech Flow Control Body.® (yellow body).

Increased berm clearance

The Westech Flow Control's® design results in less berm drag due to higher clearance over the berm.

Improved crusher efficiency

The Westech Flow Control Body's® more even flow when dumping feeds material more gradually to the crusher, increasing crusher life and efficiency.

The Flow Control Body® has a higher front axle load throughout the dumping process. This increased stability makes the truck safer.

As the body rotates during the dumping process, the Flow Control Body® evenly releases the load at a more controlled rate than standard bodies, reducing surge.

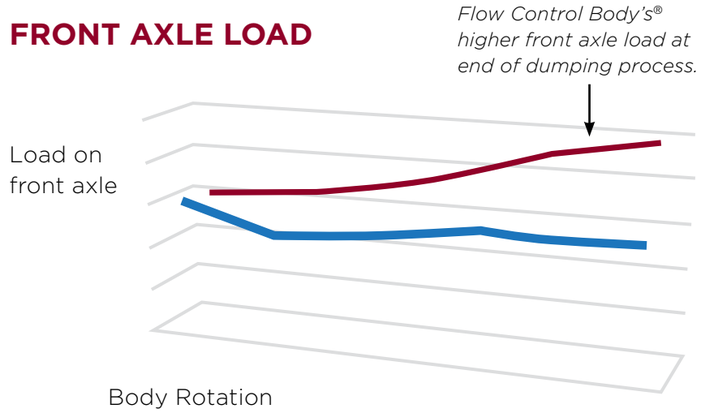
The load lift on the cylinders on a Flow Control Body® remain in compression, improving cylinder life.

Traditional

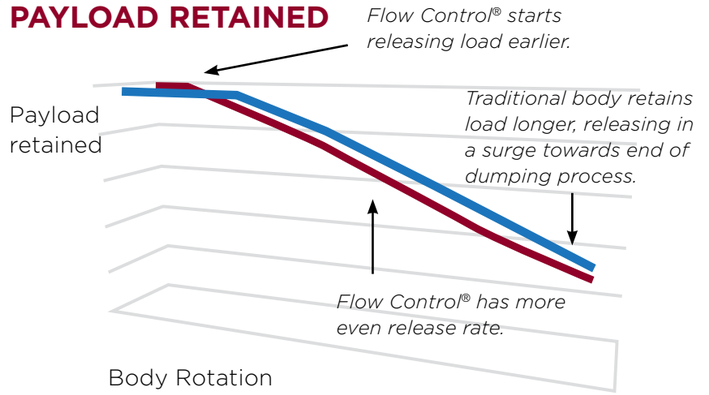
Flow Control

Traditional vs Westech Flow Control Body® comparison

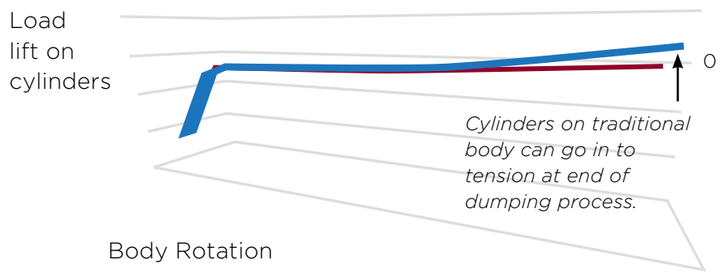
FRONT AXLE LOAD



PAYLOAD RETAINED



TOTAL LOAD LIFT ON CYLINDER



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