

FACULTY OF ENGINEERING.

DEPARTMENT OF WATER RESOURCES AND MINING ENGINEERING.

**DESIGN AND FABRICATION OF THE MOTORISED MINE CAR SYSTEM FOR
MATERIAL HANDLING**

KIRIGWAJJO HAMIS

SEKWEYAMA ISAAC SAMSON

BU/UG/2017/32

BU/UG/2017/86

kirigwajjohamis@gmail.com

isaacsamson299@gmail.com

Tel: 0753932373/0781605608

Tel: 0775400748/0704347991

SUPERVISORS: Mr. NASASIRA BAKAMA MICHAEL

Mr. SOLOMON AZARIUS LUBAALE

*A final year project proposal submitted in partial fulfillment of the requirement for the award
of a Bachelor of Science in Mining Engineering*

July, 2021.

ABSTRACT

A motorized mine car system is too essential for the transportation of equipment, personnel, mined ore and thus for the productivity of the mine.

It consists of various components in which there are ropes, bucket, electric motor, tyres, pulleys among others. The safety and reliability of the mine car system depends on its design, therefore proper and accurate design of it, is essential. In this research, the design of the components making up the mine car system was done through literature survey, invention as well as innovation. Different types and configurations of mine car systems were considered and compared regarding their suitability to small scale mines and adjusted where necessary. This research aims at providing a solution for underground mines (adits or horizontal tunnels) material handling replacing the ill-designed, unsafe as well as low productivity equipment used such as wheelbarrows. A cost effective mine car system is a great call for small scale miners who cannot afford to import a proper mine car system.

DECLARATION

I **KIRIGWAJJO HAMIS** declare to the best of my knowledge that the work presented in this proposal report is my own and has never been presented to any University or higher institute of learning for any academic award.

Signature.....

Date.....

I **SEKWEYAMA ISAAC SAMSON** declare to the best of my knowledge that the work presented in this proposal report is my own and has never been presented to any University or higher institute of learning for any academic award.

Signature.....

Date.....

APPROVAL

This proposal report has been submitted to the Department of Water Resources and Mining Engineering for examination with approval from the following supervisors:

Mr. NASASIRA BAKAMA MICHAEL

Signature.....

Date.....

Mr. SOLOMON AZARIUS LUBAALE

Signature.....

Date.....

DEDICATION

We dedicate this report to our beloved parents in appreciation for their unconditional love and care, supporting us since childhood, and for the spirit of hard work, courage and determination they taught us, made us able through the Lord to fight to become complete mining engineers.

We also dedicate it to our beloved friends Namaganda, Kabonge, Moses, Njoka, Ibra among others for the motivation and courage they have always given us to focus on education.

ACKNOWLEDGEMENT

We give great thanks to the almighty God who has given us the strength, courage, protection and good health during our studies and also to enable us to come up with this idea as well as the write up.

Appreciation goes to all our dear supervisors; Mr. Nasasira Bakama Michael, Mr. Solomon Azarius Lubaale for their selfless guidance, knowledge and encouragement given to us throughout the writing of this report as well as the Mining department and Busitema University lecturers.

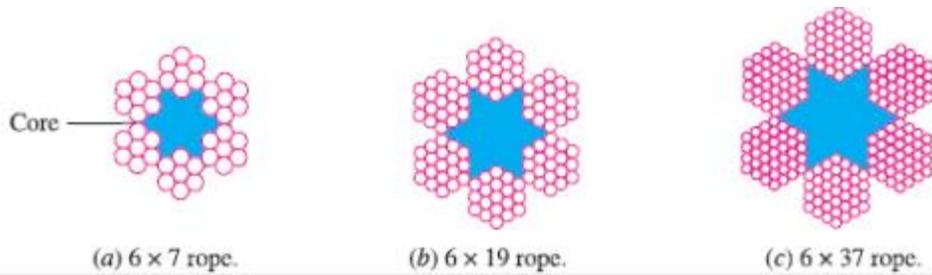
Finally, we thank all our friends and fellow Mining Engineers for all the support and advice they have given me during my proposal report writing.

May the Almighty God reward you abundantly.

Table of contents

Contents

ABSTRACT.....	ii
DECLARATION	iii
APPROVAL	iv
DEDICATION	v
ACKNOWLEDGEMENT	vi
CHAPTER ONE: BACKGROUND.....	1
Problem statement.	2
Objectives.....	3
Main objective	3
Specific objectives	3
Justification	3
Scope and limitation	4
Conceptual scope.....	4
Geographical scope	4
Time scope	4
LITERATURE REVIEW	5
Introduction.....	5
Key terminologies.....	5
Underground mining:	5
Underground mine transportation.....	7
UNDERGROUND MINE TRANSPORTATION SYSTEMS(AN OVERVIEW)	8
B. Rope drive (chosen):	16
Wire Ropes.....	17
When a large amount of power is to be transmitted over long distances from one pulley to another (i.e. when the pulleys are up to 150 meters apart) then wire ropes are used. The wire ropes are widely used in elevators, mine hoists, cranes, conveyors, hauling devices and suspension bridges. The wire ropes run on grooved pulleys but they rest on the bottom of the grooves and are not wedged between the sides of the grooves. The wire ropes are made from cold drawn wires in order to have increase in strength and durability. It may be noted that the strength of the wire rope increases as its size decreases. The various materials used for wire ropes in order of increasing strength are wrought iron, cast steel, extra strong cast steel, plough steel and alloy steel. For certain purposes, the wire ropes may also be made of copper, bronze, aluminum alloys and stainless steels.	17



	17
Advantages of Wire Ropes	17
The wire ropes have the following advantages as compared to fiber ropes.....	17
i) Offer silent operation,.....	17
ii) Withstand shock loads.....	17
iii) More reliable and do not fail suddenly.....	17
iv) More durable	17
v) Efficiency is high.....	17
Advantages Of Rope Drive:	17
Disadvantages of Rope Drive:.....	18
C. Chain drive:	18
<i>Advantages of Chain drive;</i>	19
Disadvantages Of Chain Drive:	19
Advantages	20
Disadvantages.....	20
Shaft Material.....	22
• The material used for the shaft should have the following properties.....	22
1) It should have high strength.....	22
2) It should have good machinability.....	22
3) It should have good heat treatment properties.....	22
4) It should have high wear resistant properties.....	22
5) It should have sufficient hardness.....	22
6) It should be corrosion resistant in marine or corrosive environments.....	22
7) It should have high modulus of elasticity.....	22
• The material commonly used for shaft is mild steel. The carbon steel is also used where strength, wear resistance and facility of heat treatment is needed	22
KEYS	23

Couplings	23
Coupling is a device used to connect two shafts together at their ends for the purpose of transmitting power.....	23
Uses of coupling	23
• To provide connection of shafts of units made separately.....	23
• To allow misalignment of the shafts or to introduce mechanical flexibility.	23
• To reduce the transmission of shock loads.....	23
• To introduce protection against overloads.....	23
• To alter the vibration characteristics.....	23
OTHER TYPES OF COUPLING INCLUDE	24
Safety Devices	25
CHAPTER THREE: METHODOLOGY.....	26
INTRODUCTION.....	26
Literature review	26
Specific objective one: To design and fabricate the components of the mine cart system	26
Conveyance.....	26
D.....	Error! Bookmark not defined.
etermination of power requirement of machine.....	27
The shafts.....	29
Rope Design (Rope Selection)	30
Specific objective two: Fabrication of the parts of the machine	31
Material selection.....	31
Fabrication of the components of the mine car system.....	32
Assembly of the parts.....	32
Specific objective three: Testing for the performance and efficiency of the system	33
CHAPTER FOUR: RESULTS AND DISCUSSION	35
Conveyance.....	35
The capacity of the conveyance= $p28 * 10 * 16$	35
$244028 * 10 * 16 = 0.545\text{tons}$	35
The dimensions of the conveyance was determined from equation 2.....	35
ROPE DESIGN	36
From table 4 according to the hauling application of the rope a 6*7 rope is needed.	37

From table 10 , the factor of safety for haulage ropes is 6 and since design load is calculated by taking a factor of safety 2 to 2.5 times the factor of safety given as per the table.	37
Therefore, the factor of safety is $6*2=12$	37
And the design load for the wire rope is: $12*5846.8 = 70161.6N$	37
Therefore, the diameter of the rope is 10.8mm	37
The shafts	37
$W_{out}=500$	44
$W_{in} = 546$	44
Total initial investment	44
Comparison between a wheel barrow and a motorized mine car system.	45
Period(years)	46
Narrative	46
Cash flows (Shs.)	46
Discounting factor	46
PV(Shs.)	46
0	46
Initial Investment	46
2,092,000	46
1	46
-2,092,000	46
1-6	46
Annual Revenue	46
10,080,000	46
3.6722	46
37,015,776	46
1-6	46
Costs (annual)	46
5,020,800	46
3.6722	46
-18,437,381.8	46
6	46
Salvage	46

836,800	46
0.5645	46
472,373.6	46
NPV	46
16,958,767.24.....	46
Since the NPV is positive, the project is viable.....	46
Cost benefit analysis	46
CHAPTER FIVE: CONCLUSION CHALLENGES AND RECOMMENDATIONS	47
CONCLUSION	47
RECOMMENDATIONS	47
REFERENCES	48

Table 1Material selection criteria	
Table 2operation and tools to be used.....	
Table 3workplan	Error! B
Table 4proposed bugdet.....	Error! B
Table 5CONCEPTUAL DIAGRAM.....	Error! B
Figure 1 worn out parts of the wheelbarrow	Error! B
Figure 2haulage with the wheel barrow	Error! B
Figure 3entrance into the adit	Error! B