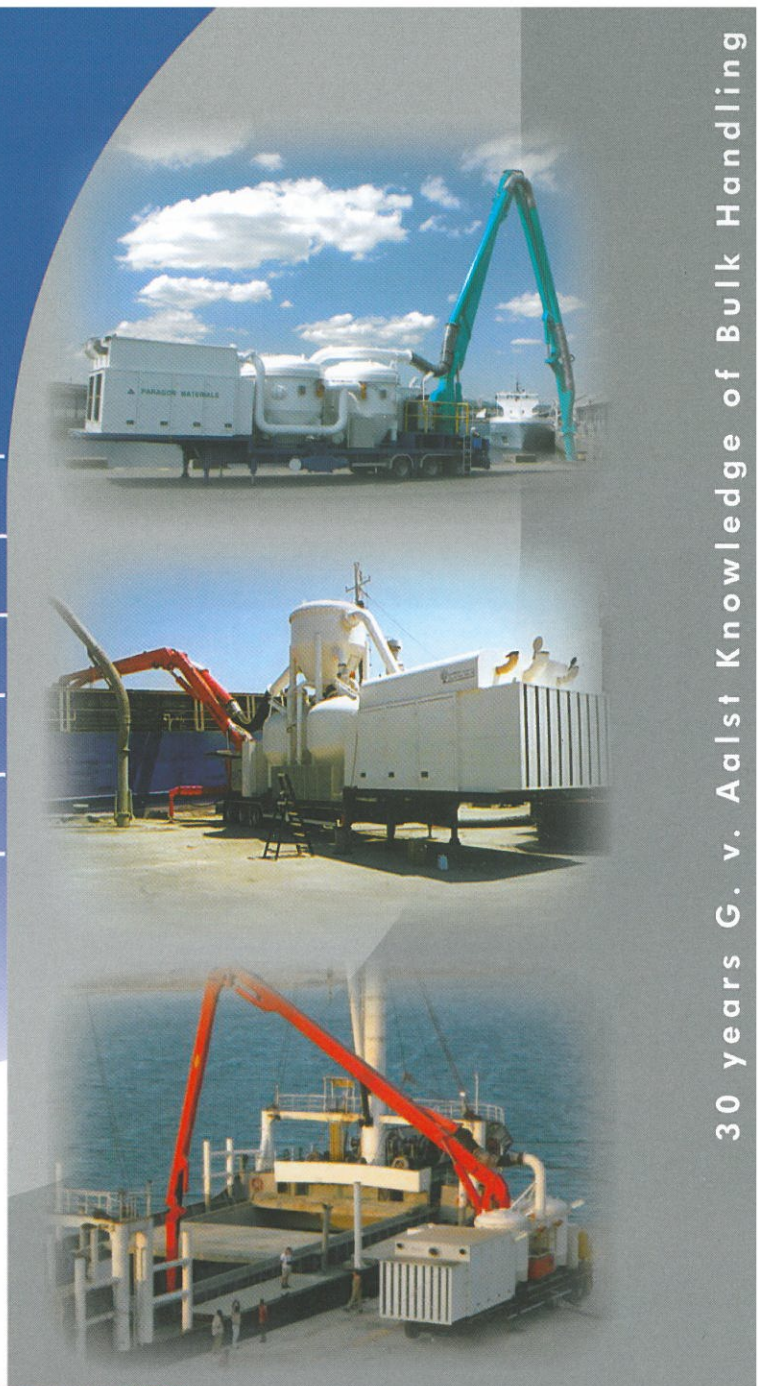


# Van Aalst Bulk Handling made to measure

Specialized in pneumatic bulk handling equipment for loading, unloading, conveying and storing of powders and dusty or abrasive materials such as:

- ▼ Cement
- ▼ Granulated slag
- ▼ Fly ash
- ▼ China clay
- ▼ Alumina



30 years G. v. Aalst Knowledge of Bulk Handling

## VAN AALST BULK HANDLING BV

(International Trade Centre) Engelandlaan 56  
2391 PN Hazerswoude-Dorp - The Netherlands

[www.vanaalstbulkhandling.com](http://www.vanaalstbulkhandling.com)

Head office:

tel: +31 172 213 341 fax: +31 172 232 804  
e-mail: [info@vanaalstbulkhandling.com](mailto:info@vanaalstbulkhandling.com)

USA, Van Aalst Bulk Handling Co:

tel: +1 402 362 615 3 fax: +1 402 362 715 3  
e-mail: [dgeorge@vanaalstbulkhandling.com](mailto:dgeorge@vanaalstbulkhandling.com)



# VAN AALST BULK HANDLING

made to measure

## Roadmobile and Semi Roadmobile Shipunloaders

Roadmobile shipunloaders for cement are in the market for more than 30 years. Still the improvements have not stopped yet, and product development continues. The focus on this type of shipunloaders is so high while they can serve various terminals. The bigger type shipunloaders can only be used in one harbour.

The road mobility is a big advantage but up till a few years ago the small size of ships which could be unloaded and the low, unloading capacity were a disadvantage. To increase the ship sizes which can be unloaded and to increase the unloading capacity several new features are developed:

**Semi roadmobile shipunloader.**

By installing a separate filter vessel above the transfer vessels, no filters are needed inside the transfer vessels anymore. This increases the unloading capacity of the unloader with 50% to 300 tons/hour.

Special suction arms are developed and installed in such way that ships up till 10.000 dwt can be unloaded by a semi roadmobile shipunloader.

The filter vessel and suction arm must be temporary dismantled and transported separately during the relocating from terminal A to terminal B, but the unloading capacity is 50% higher and ships which contain 100% more cement can be unloaded compared to the "standard" roadmobile shipunloaders.

Still the demand for shipunloaders which can travel over the roads and also have a higher unloading rate continues. The fact that heavy lift ships can not enter all harbours, and roadmobility is needed to enter the final location is asking for more creative solutions.

The size of the transfer kettles is the key to the capacity of the shipunloader. The bigger the kettles, the higher the tons per hour which can be unloaded. Road mobility however is restricted to a height of 4 meter.

Van Aalst Bulk Handling has made transfer vessels which are higher than 4 meter. A flange is placed at 4 meter height so during transport over the road the maximum height of 4 meter is not overturned.

The shipunloader on this brochure has traveled over the road from Port Sudan to Port Swakim over 60 km. The wheels on this unit are equipped with hydraulic drive motors which make the shipunloader self propelled - no pulling truck needed.

The shipunloader is further delivered with all the features which are standard to Van Aalst Bulk Handling shipunloaders:

- ▼ **Hurricane aeration system to reduce power consumption.**
- ▼ **Pinch valves to reduce maintenance cost.**
- ▼ **Rotating fluidising nozzle to reduce the forces in the suction arm.**
- ▼ **Radio remote control to allow the operator to find the best position to overview the unloading.**

All Van Aalst Bulk Handling shipunloaders are made to measure, all clients wishes can be incorporated in the shipunloaders.