



# Cleveland Cascades Limited

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## Case Study

### Odebrecht commissions Cleveland Cascades Shiploader in Peru

|                    |                |                         |                                  |
|--------------------|----------------|-------------------------|----------------------------------|
| <b>Customer</b>    | Odebrecht      | <b>Location</b>         | Callao, Peru                     |
| <b>Date</b>        | May 2014       | <b>Material handled</b> | Lead, Copper & Zinc Concentrates |
| <b>Application</b> | Ship loader    | <b>Loading rate</b>     | 2,500 tonnes per hour            |
| <b>Chute Type</b>  | CCL FFT Series | <b>Chute Length</b>     | 15.4 metres                      |

**ODEBRECHT**

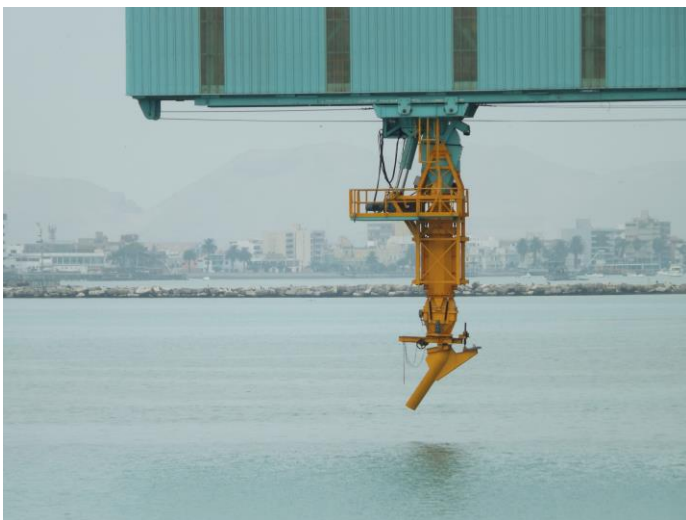
South American company **Odebrecht** has recently assigned **Cleveland Cascades Limited** to commission the new Free Fall Telescopic Loading Chute for Muelle Minerales in the Callao region of Peru.

The system has been designed to load Lead, Copper and Zinc Concentrates into vessels at rates of up to 2,500 tonnes per hour, and utilises an actuating and rotating trimming spout at the outlet in order to load into hard-to-reach areas of the vessel. The chute is also housed in a support frame in order to allow up to 30° inclination vertically from either side.

Established in 2004, and with over 600 systems already in operation throughout the world, **Cleveland Cascades Limited** is at the forefront of the bulk loading industry.

The company's expert teams in design, manufacture, assembly and commissioning are constantly striving for innovative solutions in bulk handling and loading of problematic materials.

For further details on our innovative bulk material loading solutions please contact us by email, fax or telephone using the contact details shown above.



*The FFT Loading Chute is used to load Lead, Copper and Zinc Concentrates, and is capable of loading at rates of up to 2,500 tonnes per hour.*



*The chute is equipped with an actuating and rotating trimming spout that distributes the product into hard-to-reach areas of the ships. This maximises the available loading space as well as minimising loading times.*