88CHEMCO

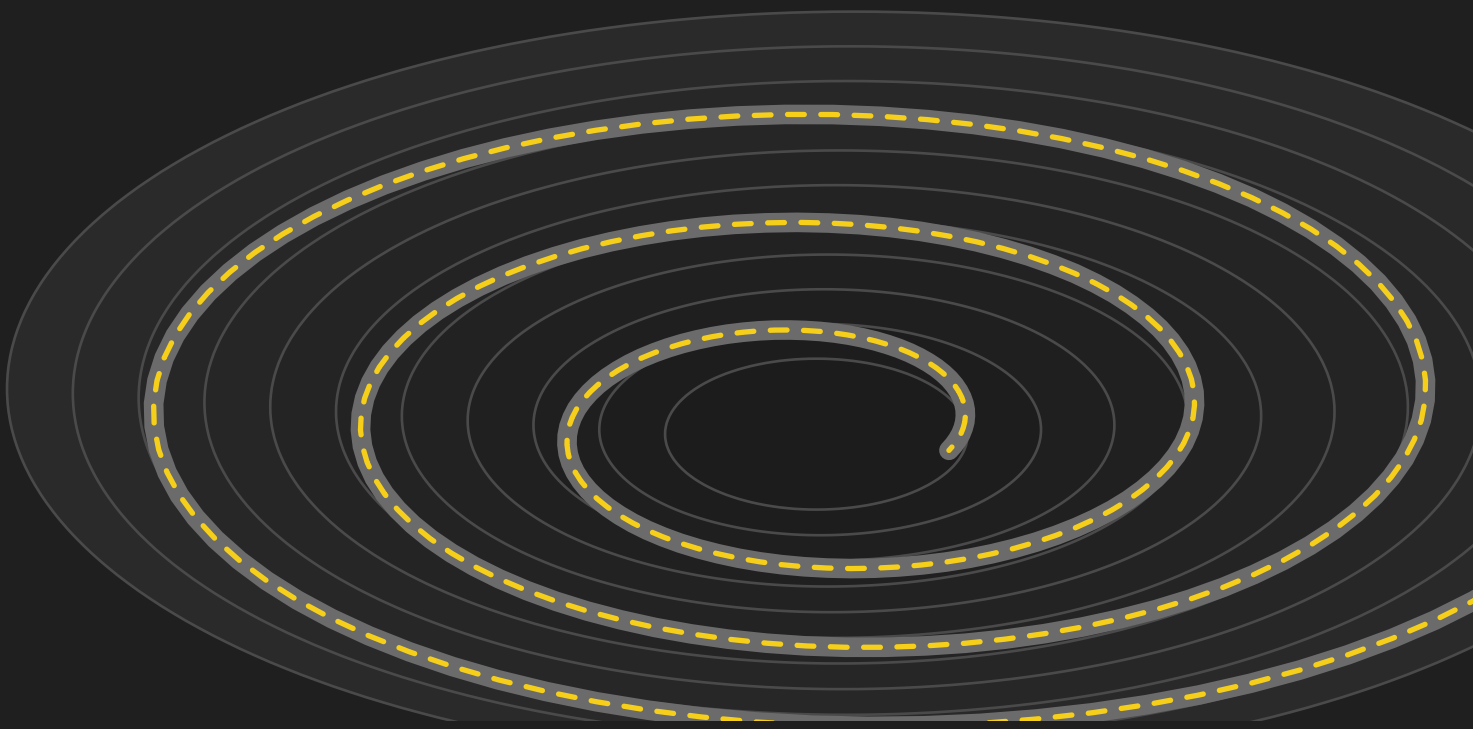
Made in **South Africa**

Mining solutions

Dust control for haul roads, stockpiles, tailings and ash dumps. Protection for tyres and rims. Soil and road stabilisation. For mines and the contractors who work on them.

THE RANGE

DustBinder Lignin · DustBinder Bitumen · Hydrogel · SuperWetter · DustSkin
TRP Tyre & Rim Protection · CRP88 · RoadBinder



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WHO WE ARE

Eight products for the roads, dumps and tyres of a mine

88Chemco supplies a mining range made in South Africa: dust control for haul roads, stockpiles, tailings and ash dumps; protection for mining tyres and rims; and road and soil stabilisation. We supply mines and industrial sites directly, and the haul road, dust control and civils contractors who work on them.

8
products for mines

3
pack sizes: drum, flowbin, tanker

Support
dosage and application advice

Made in
South Africa



It goes on with the equipment a mine already runs

Five of the eight products go on through the water cart, a water cannon or a sprayer: DustBinder Lignin, DustBinder Bitumen and Hydrogel into the water cart; SuperWetter into the water of cannons and spray systems; DustSkin by water cart or sprayer. CRP88 and RoadBinder go into the road layer itself. TRP goes inside the tyre.

Page 3 matches the job on your site to the product; each product then has a page of its own.

WHAT COMES WITH THE SUPPLY

Technical support

Product selection, dosage and application guidance for your site, with every supply.

Delivery

In drums, flowbins or bulk tanker. Delivery to your site or port is quoted with each order.

Documents

Data sheets and safety data sheets for every product, and vendor and compliance documents, on request.

Vendor forms

Send us your vendor or supplier registration form; we complete it.

CONTACT

Name	**88Chemco**	WhatsApp	**+27 84 556 8888**
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Products	**Made in South Africa**		

FIND YOUR JOB

Start from the job on your site

Find the job in the left-hand column. Each product page then answers the same questions, in the same order.

JOB · HOW IT GOES ON	PRODUCT · PAGE
Haul roads, ramps, access roads and in-pit roads From the water cart	**DustBinder Lignin** p. 4 Lignin-based binder, mixed in and sprayed on: primary and secondary haul roads, ramps, access and in-pit roads. **DustBinder Bitumen** p. 5 Bitumen-based binder, mixed in and sprayed on: primary haul roads and access roads; a dark, bound surface. **Hydrogel** p. 6 Water extender, dosed at the fill point: in-pit roads, ramps and secondary routes that change often.
Stockpiles, tailings, ash dumps and dams, exposed soil By water cart or sprayer	**DustSkin** p. 7 Polymer-based material binder: a crust over the loose surface, on slopes and flat tops, for ground that is not driven on.
Coal and other dense material heaps Through cannons and spray systems	**SuperWetter** p. 8 Polymer-based binding and wetting agent, sprayed onto the heap; used on coal heaps where spontaneous combustion is a concern.
Tyres and rims of haul trucks and heavy vehicles Dosed into each tyre	**TRP Tyre & Rim Protection** p. 9, infographic p. 10 A liquid that forms a protective layer over the inner liner, down to the rim; new fitments or tyres already in service.
Road layers: gravel roads, yards, platforms and base courses Into the material itself	**CRP88** p. 11 Polymer-based soil stabiliser and dust suppressant, sprayed and mixed in, then compacted: unbound gravel into a water-resistant layer. **RoadBinder** p. 12 Custom soil stabilisation system, by in-situ recycling or central plant mixing: marginal G9 to G5 soils into load-bearing layers.

FOUR PAIRS THAT LOOK ALIKE, TOLD APART

DustBinder Lignin or DustBinder Bitumen?

Same water cart, same dosage. Bitumen: primary haul roads and access roads; a dark, bound surface. Lignin: the wider set of roads, ramps and in-pit roads included.

Hydrogel or a DustBinder?

Hydrogel makes the water you already spray last longer, for roads that change often. A DustBinder binds the fines into a crust that builds with each application.

DustSkin or SuperWetter?

DustSkin forms a crust on a surface that stays put and is not driven on. SuperWetter goes into the water of a cannon or spray system and carries it into a dense heap.

CRP88 or RoadBinder?

CRP88 binds existing gravel into a water-resistant layer and suppresses its dust. RoadBinder stabilises the layer itself: marginal G9 to G5 soils made load-bearing.

Not sure which? Send us the job, the material, the area and the date; we advise the product, the dosage and the application, and quote it delivered to the mine.

200 L drums

1 000 L flowbins

32 t bulk tanker

HAUL AND ACCESS ROADS · FROM THE WATER CART

DustBinder Lignin

Lignin-based road dust binder for haul roads, ramps, access roads and in-pit roads



DustBinder Lignin goes on from the water cart and leaves a brown, firm, compacted running surface.

SUPPLIED IN

- 200 L drums
- 1 000 L flowbins (IBC / tote)
- 32 t bulk tanker

DOCUMENTS

Data sheet and safety data sheet supplied on request.

DustBinder Lignin is a dark brown, lignin-based liquid. Mixed into the water cart and sprayed on the road, it penetrates the surface and binds the fine particles into a firm, flexible crust that holds the dust down. Once dry, the surface is stabilised; repeat applications build up the layer, and when the road needs work it can be re-wetted, maintained and regraded.

WHERE IT IS USED

- Primary and secondary haul roads
- Ramps, access roads and in-pit roads
- Permanent and temporary roads in mining, civil and construction work

HOW IT GOES ON

Mixed into the water cart and sprayed on the road with your normal watering equipment. Repeat the application to build the layer; once dry, re-wet the road to maintain and regrade it.

Dosage: see the data sheet dosage guide on page 5, which applies to both DustBinder products. We advise the dosage for your job.

TO QUOTE, SEND US

- The road length and width, or the area in m²
- The road type and its traffic: vehicles a day and the truck class
- Your water cart size and how many fills a day
- The season, and how long you need dust control
- The mine or site to deliver to, and the date you need it

CHOOSE THIS WHEN

You want a road that is watered far less often and can still be regraded: primary and secondary haul roads, ramps, access roads and in-pit roads.

HOW IT DIFFERS

DustBinder Bitumen (page 5) is the bitumen-based binder for primary haul roads and access roads: same water cart, same dosage. Tell us the road and its traffic, and we advise per road.

HAUL AND ACCESS ROADS · FROM THE WATER CART

DustBinder Bitumen

Bitumen-based road dust binder for primary mining haul roads and access roads



DustBinder Bitumen goes on from the water cart and leaves a dark, bound running surface.

SUPPLIED IN

- 200 L drums
- 1 000 L flowbins (IBC / tote)
- 32 t bulk tanker

DOCUMENTS

Data sheet and safety data sheet supplied on request.

DustBinder Bitumen is a bitumen-based road dust binder for the roads that carry a mine's main traffic. Same water cart and same dosage as DustBinder Lignin; it leaves a dark, bound running surface.

WHERE IT IS USED

- Primary mining haul roads
- Access roads

HOW IT GOES ON

Mixed into the water cart and sprayed on the road; the dosage depends on road and site conditions. Dosage: see the data sheet dosage guide below. We advise the dosage for your job.

TO QUOTE, SEND US

- The road length and width, or the area in m²
- The traffic: vehicles a day and the truck class
- The surface material, and how you water the road now
- The mine or site to deliver to, and the date you need it

DATA SHEET DOSAGE GUIDE · DUSTBINDER LIGNIN AND DUSTBINDER BITUMEN	
Maintenance sprays	0.5% to 10% DustBinder in water, typically, depending on how often it is applied (more frequent application means a weaker solution).
Establishment	1 to 3 L of DustBinder per m².
Rebuild or rehabilitation	1 to 2 L of DustBinder per m².
May be applied neat or diluted with water. We advise the dosage for each road.	

CHOOSE THIS WHEN

The road is a primary haul road or an access road, and you want a dark, bound running surface under the heaviest traffic on the mine.

HOW IT DIFFERS

DustBinder Lignin (page 4) suits the wider set of roads, ramps and in-pit roads included. Same water cart, same dosage; we advise per road.

HAUL AND ACCESS ROADS · FROM THE WATER CART

Hydrogel

Polymer-based water extender and dust suppressant, dosed into the water cart at the fill point



Hydrogel is dosed into the water cart at the fill point and goes on with your normal watering.

SUPPLIED IN

1 000 L flowbins (IBC / tote)

32 t bulk tanker

DOCUMENTS

Data sheet and safety data sheet supplied on request.

Hydrogel is a concentrated polymer additive for water carts. Dosed into the water-filled cart at the fill point, it mixes rapidly into a thicker solution that holds moisture on the road for longer, so each load of water goes further. It goes on with your standard watering practice and needs no new routine. It comes in two variants, Standard and Super concentrate.

WHERE IT IS USED

- In-pit haul roads
- Ramps and secondary routes
- Temporary roads and roads that change often
- Haul roads in mining, civil and construction work

HOW IT GOES ON

Three ways to add it: at the fill point by a pre-programmed dosing pump, straight from the flowbin or your storage tank into the water-filled cart; by a timer-controlled pump on the site's power; or by hand.

Tell us how your carts fill today and we advise the simplest way for your site. We advise the dosage for your job.

TO QUOTE, SEND US

- The haul road length and width
- Your water carts: their size, how many, and the fills a day
- How often you water the roads now
- Whether there is power at the fill point for a dosing pump
- One-off or ongoing supply, the mine or site, and the date you need it

CHOOSE THIS WHEN

The road is temporary or changes often: in-pit roads, ramps and secondary routes that you water every shift and would rather water less often.

HOW IT DIFFERS

A DustBinder (pages 4 and 5) binds the fines into a crust that builds with each application, for primary haul roads and access roads you want to water far less often. Hydrogel makes the water you already spray last longer.

STOCKPILES, TAILINGS AND ASH DUMPS · SURFACES NOT DRIVEN ON

DustSkin

Polymer-based material binder that forms a crust on stockpiles, tailings, ash dumps and exposed soil



DustSkin is sprayed on by water cart or sprayer and forms a crust on ground that is not driven on.

SUPPLIED IN

- 200 L drums
- 1 000 L flowbins (IBC / tote)
- 32 t bulk tanker

DOCUMENTS

Data sheet and safety data sheet supplied on request.

DustSkin is a polymer-based material binder for ground that is not driven on. Sprayed on, it moistens the loose surface, solidifies and binds the particles together into one mass: a crust over the material that holds the dust down and reduces erosion. It is used on coal, carbon-rich material, tailings, ash and soil, on slopes and on flat surfaces.

WHERE IT IS USED

- Coal stockpiles and other material heaps, on the slopes and on top
- Tailings storage facilities and dumps
- Ash dumps and ash dams
- Exposed soil

HOW IT GOES ON

By water cart or sprayer, or mixed with water on site, on slopes and flat surfaces.

The dosing is adjusted to the surface, the material and how long the crust must hold. We advise the dosage for your job.

TO QUOTE, SEND US

- The area in m² (a map outline helps)
- The material: coal, tailings, ash or soil
- The slope and the height
- Access for a water cart or a sprayer
- How long the crust must hold, and whether the area will be disturbed

CHOOSE THIS WHEN

The surface must stay put and nobody drives on it: a tailings storage facility, an ash dump or dam, a stockpile slope or top, or exposed ground.

HOW IT DIFFERS

DustSkin is for areas that are not driven on. For haul roads, ramps and access roads use DustBinder Lignin or DustBinder Bitumen (pages 4 and 5), or Hydrogel (page 6). For dense coal heaps watered by cannon, see SuperWetter (page 8).

COAL AND MATERIAL HEAPS · THROUGH WATER CANNONS AND SPRAY SYSTEMS

SuperWetter

Polymer-based binding and wetting agent for the water of cannons and spray systems



SuperWetter is added to the water of a cannon or spray system and sprayed onto the heap.

SUPPLIED IN

- 200 L drums
- 1 000 L flowbins (IBC / tote)
- 32 t bulk tanker

DOCUMENTS

Data sheet and safety data sheet supplied on request.

SuperWetter is a polymer-based additive for the water you already spray on coal and material heaps. Added to the water of a water cannon or a spray system, it helps the water penetrate deep into a dense heap, reaching the surface and the sub-surface, binds the surface particles so that less dust lifts off, and holds the moisture in. It is used on coal heaps where spontaneous combustion is a concern.

WHERE IT IS USED

- Coal heaps and coal stockpiles
- Other dense material heaps
- Water cannons on water carts
- Spray systems

HOW IT GOES ON

Added to the water reservoir of the water cannon on a water cart, or dosed into the water of a spray system, and sprayed directly onto the heap for full coverage.

Use the dosing equipment you have; tell us what it is. We advise the dosage for your job.

TO QUOTE, SEND US

- The heap or stockpile size, and the material
- Water cannons or a spray system, and the water you use a day
- Any dosing equipment you already have
- The mine or site to deliver to, and the date you need it

CHOOSE THIS WHEN

The heap is dense coal or material that you water by cannon or spray system, and it needs wetting below the surface as well as on it.

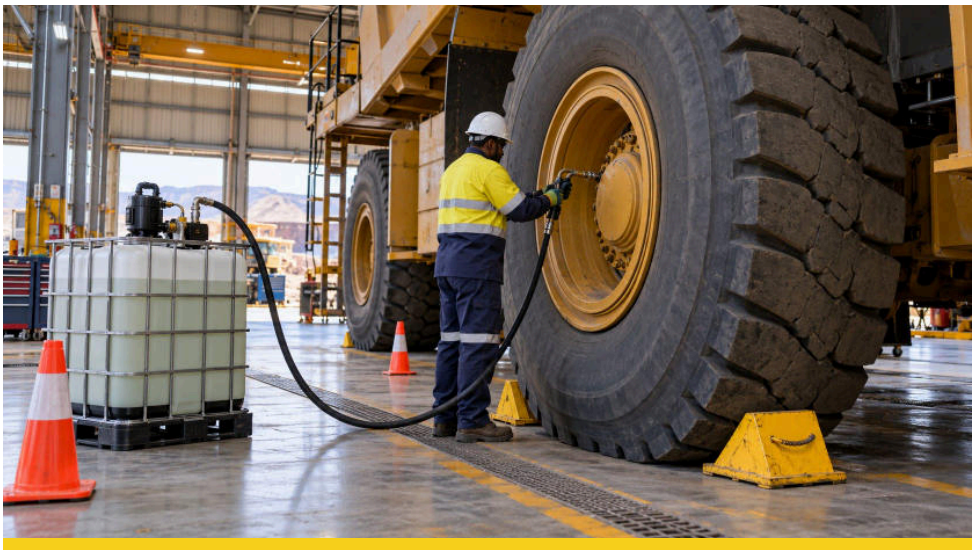
HOW IT DIFFERS

DustSkin (page 7) forms a crust on a surface that stays put. SuperWetter goes into the heap with the water. For a stockpile that is both dense and undisturbed, tell us the material and how you water it, and we advise.

TYRES AND RIMS · INSIDE THE TYRE

TRP Tyre & Rim Protection

A liquid dosed into mining and heavy-vehicle tyres to protect the inner liner and the rim from the inside



TRP is dosed into the tyre and forms a protective layer over the inner liner, down to the rim.

SUPPLIED IN

- 200 L drums
- 1 000 L flowbins (IBC / tote)
- 32 t bulk tanker

DOCUMENTS

Data sheet and safety data sheet supplied on request.

TRP is a liquid treatment that goes inside the tyre. Dosed into each tyre according to its size, it forms a protective layer over the inner liner, down to the rim: a defence from the inside against the corrosion and heat that shorten the life of tyres and rims. It protects the liner, protects the rim against corrosion and helps maintain the seal between tyre and rim. Rust on a rim also slows the mounting and removal of tyres; a protected rim does not.

WHERE IT IS USED

- Haul truck tyres
- Tyres and rims of other mining and heavy vehicles
- New fitments and tyres already in service

HOW IT GOES ON

Dosed into each tyre according to its size, on new fitments or on tyres already in service.

Send us your fleet's tyre sizes and how many of each, and we advise the dosage per tyre and the quantity you need.

Page 10 shows what TRP is, what it does and how it is added.

TO QUOTE, SEND US

- Your tyre sizes, and how many of each for every machine type
- The size of the fleet
- New fitments, tyres already in service, or both
- The mine or site to deliver to, and the date you need it

CHOOSE THIS WHEN

Your rims corrode, your tyres run hot, and tyre changes on rusted rims are taking too long.

HOW IT DIFFERS

TRP works inside the tyre. On the road surface, a DustBinder (pages 4 and 5) or Hydrogel (page 6) deals with the loose material that damages tyres from the outside.

TRP

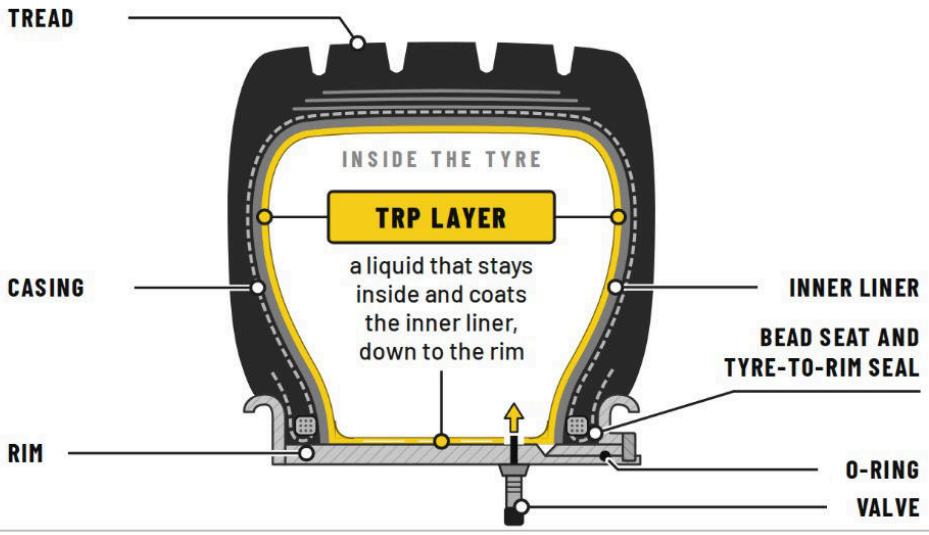
TYRE & RIM PROTECTION

What it is, what it does, how to add it

88CHEMCO
MINING SOLUTIONS

WHAT IT IS

TRP is a liquid that stays inside the tyre. One dose by tyre size lasts the tyre's life, keeping a protective layer over the inner liner, down to the rim.



WHAT IT DOES

RIM PROTECTION
Protects the rim against corrosion, from the inside.
Rust on a rim slows tyre changes.

TYRE-TO-RIM SEAL
Helps keep the seal between tyre and rim.
A weak seal raises the risk of air leaks.

LINER PROTECTION
Protects the liner against corrosion, from the inside.
Rust can degrade a tyre from inside.

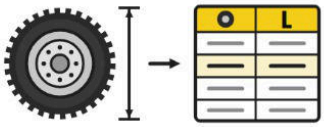
COOLER RUNNING
Helps the tyre run cooler and helps prevent heat separations.
Heat shortens tyre life.

WORK SAFE

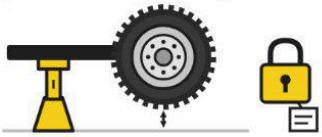
- A trained tyre fitter, to the mine's own tyre procedure.
- Check the tyre and rim first: if damaged or run low, stop.
- Keep out of the trajectory zone while deflating or inflating.
- Handle TRP as its safety data sheet says (SDS on request).

HOW TO ADD IT tyres already in service

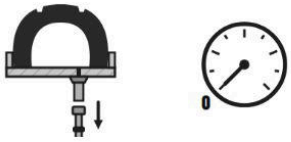
1 Dose by tyre size
Before you start, look up the dose we advise for each tyre size.



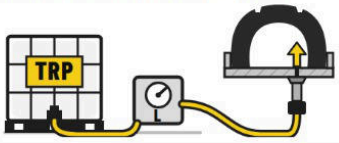
2 Make it safe
Level ground, body down, isolated and chocked. Wheel jacked onto stands. Tyres cool.



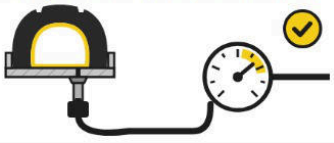
3 Deflate, core out
Deflate to zero as the tyre procedure requires, then remove the valve core.



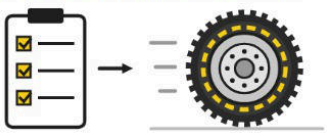
4 Pump in the dose
Pump the dose from the drum or flowbin, through the meter, into the valve stem.



5 Core in, inflate, check
Refit the core. Inflate by clip-on chuck and long hose to the cold pressure. Check for leaks.



6 Record, then drive
Record the tyre, date and dose. Drive, then re-check the pressure after the first shift.



AT FITMENT new tyres



1. With the tyre on the rim base, lying flat, pour in the dose (a bucket will do).
2. Fit the bead seat band, O-ring and lock ring. Inflate in a safety cage or by remote inflation.
3. Record the tyre, date and dose.

Dose by tyre size, as we advise. Application guidance for your site comes with the supply.

HOW MUCH

20–100 L

typically, per tyre, by tyre size

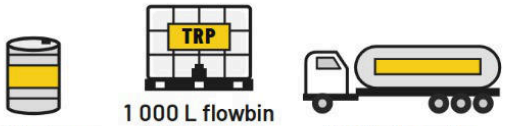
One dose for the life of the tyre.

FOR



- New fitments and tyres already in service
- Haul trucks and other mining and heavy vehicles

SUPPLIED IN



200 L drum | 1 000 L flowbin (IBC / tote) | 32 t bulk tanker

TO QUOTE, SEND US

We advise the dose per tyre and the quantity you need.

1. Your tyre sizes, and how many of each for every machine type.
2. The size of the fleet.
3. New fitments, tyres already in service, or both.
4. The mine or site to deliver to, and the date you need it.

SUPPLIED BY
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ROAD LAYERS · INTO THE MATERIAL

CRP88

Polymer-based soil stabiliser and dust suppressant for unbound gravel



CRP88 is sprayed and mixed into unbound gravel, then compacted into a water-resistant layer.

SUPPLIED IN

- 200 L drums
- 1 000 L flowbins (IBC / tote)
- 32 t bulk tanker

DOCUMENTS

Data sheet and safety data sheet supplied on request.

CRP88 is a polymer-based soil stabiliser and dust suppressant. Sprayed and mixed into unbound gravel, then compacted, it binds the fine and coarse particles together into one bound mass: a water-resistant stabilised layer made from the gravel already on site, with its dust suppressed. It can be used for stabilisation, for dust suppression or for both, and it can be coloured with pigments or dyes.

WHERE IT IS USED

- Unbound gravel roads
- Haul roads
- Yards and platforms

HOW IT GOES ON

Sprayed and mixed into the material, then compacted.

Send the length, width and depth of the layer and a description of the material, with any laboratory results you have, and we advise the dosage and the quantity for your job.

TO QUOTE, SEND US

- Length × width × depth of the layer (m^3)
- The material, and any laboratory results you have for it
- Stabilisation, dust suppression, or both
- A colour, if you want one
- The mine or site to deliver to, and the date you need it

CHOOSE THIS WHEN

A road, yard or platform needs a water-resistant bound surface made from the gravel it already has, rather than a dust treatment alone.

HOW IT DIFFERS

RoadBinder (page 12) stabilises the layer itself, turning marginal G9 to G5 soils into load-bearing pavement layers. CRP88 binds gravel into a water-resistant layer and suppresses its dust. Tell us the material, the traffic and the job, and we advise which to use.

ROAD LAYERS · INTO THE MATERIAL

RoadBinder

Soil stabilisation system, designed for each project, for marginal G9 to G5 soils



RoadBinder goes in by in-situ recycling or central plant mixing; the layer is then surfaced.

SUPPLIED IN

- 200 L drums
- 1 000 L flowbins (IBC / tote)
- 32 t bulk tanker

DOCUMENTS

Data sheet and safety data sheet supplied on request.

RoadBinder is a soil stabilisation system designed for each project to turn local and marginal soils into load-bearing pavement layers: G9 to G5 material that would otherwise be unsuitable because of a low classification, moisture sensitivity or poor load-bearing capacity. A project builds with the soil it already has instead of importing material. The stabilised layer is then surfaced with gravel, slurry, chip seal or asphalt.

WHERE IT IS USED

- Mining haul roads and industrial platforms
- Rural road upgrades, from gravel to sealed
- Access roads for renewable-energy sites
- Runways, taxiways and aprons
- Base courses for highways and heavy-duty pavements
- Dust suppression and erosion control

HOW IT GOES ON

By in-situ recycling or central plant mixing, then surfaced.

Laboratory results for UCS, ITS and CBR, from testing under wet-condition protocols, are supplied on request with the data sheet. Send the material class, any laboratory results, the planned surfacing and the traffic, and we advise on RoadBinder for the layer. We advise the dosage for your job.

TO QUOTE, SEND US

- Length × width × depth of the layer (m^3)
- The material class (G9 to G5) and any laboratory results you have
- In-situ recycling or central plant mixing
- The planned surfacing
- The traffic, including haul trucks

CHOOSE THIS WHEN

The layer itself must carry the load and the material to hand is marginal: a haul road, a platform or a base course to be built from local soil.

HOW IT DIFFERS

CRP88 (page 11) binds existing gravel into a water-resistant surface and suppresses its dust. RoadBinder is the pavement-layer stabiliser. Tell us the material, the traffic and the job, and we advise which to use.

HOW WE SUPPLY

Three packagings, delivered to the mine

Every product comes in these three packagings, except Hydrogel: flowbins and bulk tankers only. Keep it in the original container or approved storage.



200 L drum



1 000 L flowbin

also called IBC or tote



32 t bulk tanker

Delivery

To your mine, plant, site or port. The quote confirms the delivery point and date.

Technical support

Product selection, dosage and application guidance for your site comes with the supply.

Data sheets

The data sheet and safety data sheet for every product, on request and with your quote.

Vendor documents

Vendor details and compliance documents on request, or send us your mine's vendor form.

TO QUOTE, SEND US

1

The job and the material: road, heap, layer or fleet

2

The size: the area or layer depth, or tyre sizes and how many

3

The product, if you have chosen one; or ask us to advise

4

The delivery site and the date you need it

5

Your RFQ, tender or BOQ, sent whole, with its specification

How we reply. We advise the product, the dosage and the application, then quote it delivered to the site, with the data sheets for each product. An RFQ, tender or BOQ sent whole is quoted line by line.

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