

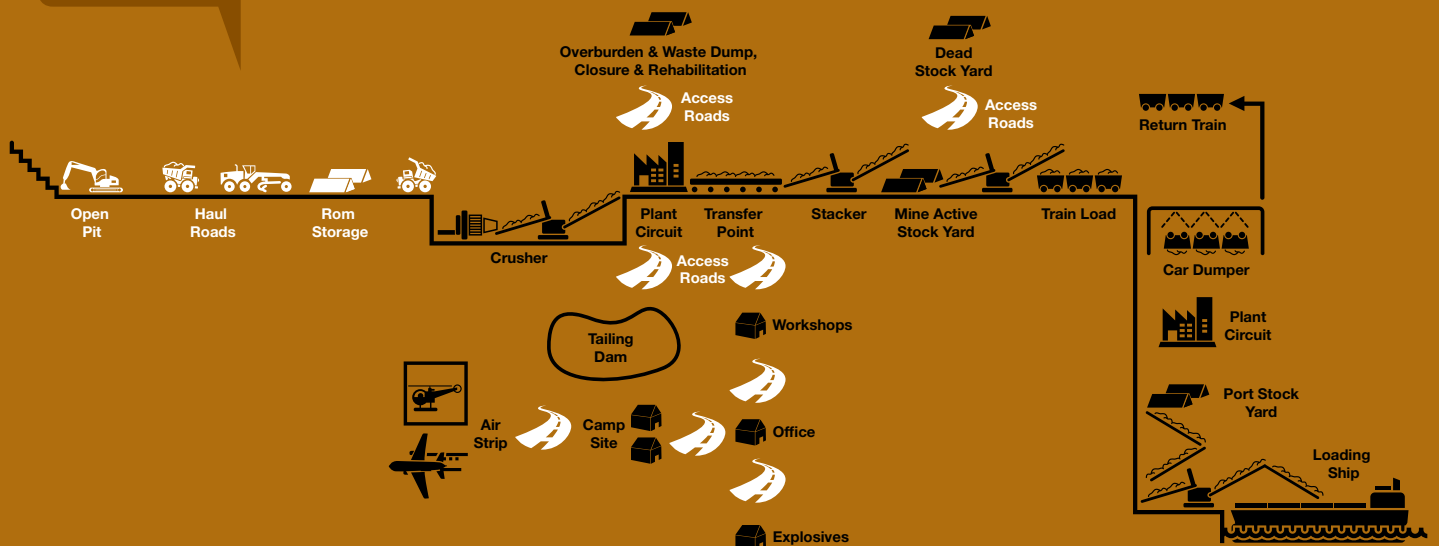


Mining Industry Solutions



Maintenance  
for DustMag®  
Treated Road

DustMag®



## Roads and Trafficable Areas

# Maintenance for DustMag® Treated Road

### Do Not Water

DustMag® works by drawing moisture from the air and does not require additional watering, except when there have been a number of consecutive days with humidity close to zero and temperatures in the high 30's or above.

A fogger spray, no less than 1.8 metres from the ground producing a fine mist during the day to artificially recreate the humidity.

### 'Shandy Mix' top up run

As the dust effects diminish after 10 to 14 weeks or on higher impact corners, or intersections, top up runs can be added to the surface following a water pre run. Use 50% DustMag® with 50% water to recharge the surface area under damage.

### Water Extenders

Such as Better Wett / Paczyme can be added to regular water cart runs during the later weeks to extend watering penetration while residue dustmag holds the moisture.

### Binders

Such as Gluon 500 can be added to the regular water cart runs, to aid particle

binding and interlock surface resulting in tight free rolling surface with water shedding benefits.

### Do Not Grade

Dust comes from the top so that's where we put the DustMag®. It sinks in to a depth of no more than 25 to 40 mm. If you grade this layer off you need to start reapplying the DustMag®. Under no circumstances should the untreated materials from the shoulders and windrows be graded onto the road.

In the event of excess spillage a light sweep with the grader is fine, keeping in mind the necessity to leave treated material in place. If it is necessary to grade the road to restore a driving surface, be sure to blade back the treated surface using water and then roll it out with truck traffic. A top-up application of 1.2 litres per m<sup>2</sup> is recommended on these areas.

### Do Not Tram Line

DustMag® performs at its optimum with wheel traffic, which improves compaction and CBR's (expand). The night and early morning moisture enables DustMag® to self-heal and minor rutting will improve under wheel traffic.

### Keep Trucks off Untreated Shoulders

driving on the extreme left hand side of the road sucks particles onto the road by the vehicular vacuum produced and this defeats the purpose of the treatment. Any product, including concrete or bitumen will be dusty if new dust is placed on top of the road.

Stabilization of the windrows will also achieve a drop in fugitive dust picked up by prevailing winds and haul trucks.

### Road Closures

In the event of a severe rain event it is common haul road "best practice" to let the road dry out before allowing traffic on it again. The time lost is minuscule compared to re-grading after chopping the road up in very wet conditions.

### Driving to Conditions

If roads on site have a high clay content they will already be slippery when wet. This, with the addition of saline bore water, exacerbates slippery conditions during and after a rain event. The roads may well be even more slippery with DustMag® applied or they may at least stay slippery longer due to DustMag®'s moisture holding properties but in time it will quickly become a smooth, hard surface.

It is imperative that all personnel are trained to understand this and therefore drive to conditions especially on sloped or hilly Haul roads.

