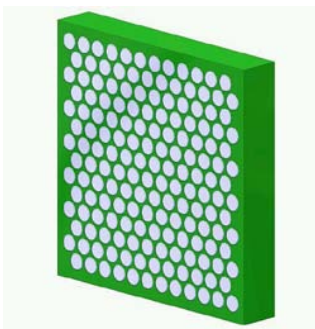


## CASE STUDY: K-Redi-Liner®

Kinder Australia product:	<b>K-Redi-Liner® Polyurethane &amp; K-Redi-Liner® Ceramic</b>
Product category:	Flow & Anti Wear
Location:	Rail Terminal, St Peters Sydney
Conveyed material:	Basalt rock, 30mm – 20mm crushed and screened
Existing wear liner installed:	Abrasion Resistant Steel Plate
Rate:	700 tonnes per hour, 7 metre drop
Installation date:	Early 2012. Still in operation.

### Previous problem:



Above: Front and back 3D model of a K-Redi-Liner® Ceramic lining panel.

Our customer operates four quarries and two rail terminals that supply the Sydney and broader market with quarry products (aggregates and sand). Rail transport is considered a more sustainable method of transport due to its ability to carry larger loads in a single trip; loads are transported quicker; fuel costs are lower, and overall fossil fuel emissions are lower.

The rail terminal at St Peters transports the aggregates and sand into eastern Sydney from the quarry at Dunmore on the South Coast.

The main problem our customer had at St Peters is the necessity to keep noise levels down. It's essentially an urban area, being only 7km from Sydney's CBD. So they wanted to find a different type of chute liner to replace their existing steel liner, one that absorbed the noise, and at the same time weighed lighter and would last longer.



St Peters rail terminal, in Sydney's urban south east.



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## CASE STUDY: K-Redi-Liner®

### Resolution:

Follow-up feedback from our customer tells us that they are extremely satisfied with the performance of both of the K-Redi-Liners®. Since fitting them not only has the noise levels reduced dramatically, which was their primary need at St Peters, but the installation of the panels was very easy. From a maintenance perspective, getting access to confined areas has very specific challenges, let alone the complication of a heavy steel liner.

But with the panel lining system of the K-Redi-Liners®, they didn't have that problem at St Peters and our customer had the flexibility to install them in a configuration that specifically matched their needs.

The wear on the K-Redi-Liners® has been highly satisfactory and there is very little wear on the panels.



K-Redi-Liner® Polyurethane  
in place at bottom  
of the chute of St Peters  
rail terminal



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