

**Industry:**

Quarrying & Mineral  
Processing

**Plant:**

Granite

**Lining System:**

K-ALOX/K-BAS

## K-ALOX & K-BAS Lined Hoppers & Transfer Chutes

### Key Benefits

- Improved wear resistance
- Maintain blending capacity
- Prevention of material build-up
- Cheaper than replacing
- Internal liner can be repaired in position
- Out performs traditional liners by a factor of 6 to 8 times



**Problem:** The granite handled at Mountsorrel is among the hardest known. Unfortunately, this fact was being brought home by the excessive levels of wear that were being experienced in the storage hoppers and conveyor transfer points at the railhead. The existing steel and rubber liners used within the system were not lasting six-months, due to the high levels of impact and sliding induced abrasion from handling the granite. This was resulting in high maintenance and repair costs, as infrastructure needed replacing frequently.

**Solution:** The top section of the sloping walls of the storage hoppers were subject to sliding abrasion, but the bottom sloping walls and discharge sections suffer from both sliding and impact induced abrasion. The combination that we chose had proven itself over long periods in very demanding applications. It comprised of our 40mm thick K-BAS, cast basalt lining, for the top sloping section of the hopper sides, and our 50mm thick 92P K-ALOX ceramic liners on the high wear areas in the bottom sloping and discharge chute sections. The K-BAS fused basalt lining is designed for conveying and storage systems that require high resistance to friction induced abrasion. The material has an extremely hard and smooth surface, which offers the added advantage of improving material flow. The 92P K-ALOX liner used in the discharge section is in the form of high alumina ceramic tiles. These are easy to shape and fit, and have a smooth low-friction surface that progressively polishes during use, preventing material build-up and improving material flow.

**Benefit:** Upon speaking to the an engineer from Mountsorrel, he said, “We were repairing the old lining system within the original hoppers all the time and also having to patch the structure itself, however, since Kingfisher installed their ceramic system inside the new storage hoppers we have had no problems at all since day 1 of operation.”

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