

# SURFACE TALK

SUMMER  
2018



03

INCREASE  
IN ROAD  
PROJECTS



08

A  
TIME TO  
RECONNECT



10

SPRAYPAVE  
UPS ITS  
GAME

IN THIS ISSUE IN THIS ISSUE



Much  
Asphalt

A business of

AECI  
Chemicals™

# NEW HORIZONS



**I**t has been a year since Much Asphalt became part of the AECI group. AECI provides products and services to the mining, water treatment, plant and animal health, food and beverage, infrastructure and general industrial sectors in Africa, Europe, South East Asia, North America and Australia.

We are very pleased to be associated with this diverse group and while there will be no significant changes to our operations in South Africa, there are some promising opportunities to partner on various projects.

The Much brand and strategy will remain as they are, as will our commitment to providing customers with the best quality products and service. Our values are well aligned with AECI's, so no step-change is necessary there either.

## SYNERGIES

The most noteworthy shift, and an exciting one for us, may be focused on markets outside South Africa's borders. This is one area we believe we can benefit from AECI's extensive footprint and experience on the continent.

Synergies with companies in the AECI group are also being explored. This could provide Much and our subsidiary,

SprayPave, with opportunities to develop new chemical products to diversify our offering and expand our client base. AECI has a strong balance sheet and can thus support future potential value-adding projects that generate mutual benefits.

Meanwhile conditions remain challenging in the construction sector, partly as a result of the hiatus in SANRAL work. This seems to be coming to an end now, which is very good news.

Our nationwide geographic footprint has made a real difference over this tough period, giving us broader scope and making us less dependent on seasonal influences. We have seen this in a slowdown in the traditionally busy Gauteng region, while the Western Cape and Eastern Cape are delivering better than usual opportunities.

## CUSTOMER FOCUS

We are also using the slower market conditions to upgrade and modernise our plants so that we can offer our clients larger quantities, take on more projects and produce more sophisticated and diverse products. A notable example is the current expansion of our Eerste River plant in the Western Cape in preparation for major projects in the pipeline.

We have revamped our Benoni and Eerste River quality control laboratories this year and added new state-of-the-art equipment in line with national and international developments and trends.

SprayPave's multistage bitumen converter has had a positive impact on our Western Cape operations, enabling us to convert locally available bitumen to asphalt grade bitumen. Bitumen produced using the converter in Cape Town is available to all asphalt manufacturers and we are looking at rolling out this technology to other parts of South Africa.

I would like to thank our clients for their continued valuable support in a difficult environment and the Much team for its efforts to ensure that every project gets the best quality products and professional service every time. As our slogan puts it, **Together We Can.**

**Bennie Greyling**  
Managing director

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# MUCH ASPHALT WELCOMES INCREASE IN ROAD PROJECTS



**M**uch Asphalt is seeing a slight upward trend in road infrastructure projects in the Cape region in 2018, resulting in improved orders received by its plants in Port Elizabeth, George, Eerste River and Contermanskloof.

*Paving of NCRT warm-mix asphalt on Clarence Drive between Gordon's Bay and Rooi-Els.*



*Paving of bitumen rubber asphalt base (28mm Colto BTB with AR-1) to fast and slow lanes of Durbanville Avenue.*

“Our workload has increased slightly overall compared to this time last year despite a reduction in road infrastructure projects as the construction sector battles the slow economy,” says regional manager Dave Bullock.

“The fact that we have two plants in greater Cape Town, Eerste River and Contermanskloof, gives our customers the reassurance of consistent supply.”

## BITUMEN

Much Asphalt is sourcing most of its 50/70 penetration grade bitumen from subsidiary SprayPave, which in 2016 acquired unique technology to provide Much and other asphalt producers with the bitumen quality required for the sustainable supply of high specification asphalt.

This capability is provided by a multistage bitumen converter from Technix Industries in New Zealand that changes conventionally available refinery penetration grade bitumen to grades that suit the asphalt specifications required by the road building sector.

The technology is particularly important in the Western Cape, which does not have any immediate access to the required bitumen grades. Now these grades can

be produced simply by inputting the 70/100 penetration bitumen supplied by Chevron and converting it to SABS approved 50/70 or whatever is required.

## CURRENT PROJECTS

Much Asphalt is supplying several large road infrastructure projects across the region.

The Port Elizabeth plant was awarded the asphalt supply contract by Concor Infrastructure for the rehabilitation of the R75 between Port Elizabeth and Despatch for SANRAL.

The George branch has recently won a contract to supply asphalt requirements for all depots of the George Municipality over a three-year period. In February 2018 this plant also started producing asphalt for a Roadmac Surfacing project on the N2 between Mossel Bay and Groot Brak for SANRAL.

In Cape Town, Much Eerste River has started supply to Roadmac's SANRAL maintenance contract between the Baden Powell and Broadway Boulevard Interchanges on the N2 freeway. Eerste River is also supplying asphalt to the Haw & Inglis contract from Gordon's Bay turnover to Houwhoek.

In a project on Clarence Drive between Rooi-Els and Gordon's Bay for the Western Cape Government, Much supplied New Crumb Rubber Technology (NCRT) premix to Roadmac.

Further afield on the N2, asphalt is being hauled 180 km from Much Eerste River for a reseal project between Swellendam and Riviersonderend. Roadmac is the contractor.

The same branch has just successfully completed delivery to Martin and East for the Strandfontein (M23) project between Govan Mbeki and Spine roads over 24 months.

Contermanskloof is currently supplying three Haw & Inglis contracts on the West Coast N7 freeway for SANRAL. These include sections between Voortrekker Road and Hopefield, Leliefontein and Abbotsdale, and Atlantis South and Kalbaskraal.

The high profile N1 rehabilitation contract under way by Martin and East in Cape Town's northern suburbs is also being supplied by Much Asphalt from Contermanskloof. This four-year project requires product to be delivered to a very busy section of the N1.

# NEW GAUTENG LAB GIVES CLIENTS BETTER QUALITY DATA

**M**uch Asphalt's all new Gauteng Regional Laboratory is up and running. The larger facility has been built and refitted at our regional office at the Benoni plant over a two-year period to provide an improved testing and working environment and accommodate more advanced testing equipment suited to changing requirements and new developments.

"New equipment includes a multitude of devices for both bitumen and asphalt performance testing," says Joanne Muller, manager of the Gauteng Regional Lab.

"The upgrade enables our Gauteng laboratory to explore additional engineering and performance data to improve control over risks in asphalt design and production. It also means we can provide clients with better quality information to make informed decisions on mix type selection for more cost effective/longer lasting solutions."

The Gauteng lab has been operating for many years but, as Joanne explains, changes in specifications and more sophisticated testing procedures necessitated an expansion and overhaul. The new facility also reduces the need to outsource testing and designs required by new protocols.

The Gauteng lab serves the design and testing needs of Much Asphalt's inland branches, including Pomona, Polokwane,

Benoni, Eikenhof, Roodepoort and Witbank, as well as Mthatha and Bloemfontein further afield and mobiles in all inland regions of South Africa. The facility is also used by other Much plants as well as subsidiaries East Coast Asphalt and SprayPave from time to time to test or investigative product problems.

In addition to ensuring that quality products are delivered to clients, the lab team is continually evaluating alternative materials, modifiers and additives to use in improving our product performance.

"Following the acquisition of Much Asphalt by AECI, we are building a strong relationship with several AECI group companies to find alternate uses for their products, improve their additives to expand into our market, and explore waste stream use alternatives from both ends," Joanne explains.

The Gauteng lab has seven full time employees and places strong focus on training of interns. "We currently have five interns in a 'round robin' training



*Lab technician Bonginkosi Xaba uses a Dynamic Shear Rheometer (DSR) to test the rheology of bituminous binders over the in-situ working temperature on the road.*

programme shared with the Benoni plant."

New equipment acquired for the Gauteng Regional Laboratory includes:

- An asphalt performance material tester (AMPT) for flow number and dynamic modulus testing;
- Universal testing system (UTS) for dynamic creep testing as well as flexural stiffness;
- A double wheel tracking tester for permanent deformation and moisture sensitivity testing;
- An automatic maximum density device;
- Sample preparation equipment;
- Ageing ovens for long- and short-term binder performance and testing;
- A flash point testing device for safety evaluation;
- Low and high temperature binder rheology testing devices.

"We have had to adopt new methodologies for each new piece of equipment and the upgrade is a big learning process for us all," says Joanne. "Our mission is to be an effective support function for the branches we serve and the company as a whole. We endeavour to reduce risk as far as we can and to facilitate development as far as possible.

"We believe we've taken a significant step forward with this upgrade and look forward to sharing the improvements with our clients."



*The Much Asphalt Gauteng Regional Laboratory team (back from left): Joanne Muller, William Langridge, David Mogale and Velapi Thubane; (front from left): Bonginkosi Xaba, Lindokuhle Dlamini, Kgomotso Malefane, Mmoick Matsie and Cynthia Ramokonayane.*

# THE LIGHTS HAVE SWITCHED ON

**M**uch Asphalt has improved from a Level 7 B-BBEE contributor to Level 3 in little more than a year. This is great progress, but the company has its sights set on a higher level of compliance according to transformation manager Ayesha Isaacs.

This improvement in the DTI's Codes of Good Practice has taken place over 15 months. When Ayesha joined the company as its first dedicated transformation champion on 15 June 2017, Much Asphalt was a B-BBEE Level 7 contributor. Within less than a year we managed to achieve a B-BBEE Level 4.

Following the acquisition of Much by AECI in early 2018, we moved up to a B-BBEE Level 3 in line with AECI's empowerment credentials.

"We aim to remain at a high level of compliance without making token investments in transformation," says Ayesha. "It would be foolish for me to share our timeline at this point, suffice to say our B-BBEE programme is a very big part of our planning for the future. Much has taken the approach that without transformation we will not thrive and so we are continuously pushing for improvements," she says.

"For me our most important achievement as a company has been understanding that the market wants to do business with BEE compliant companies. The lights have switched on and everyone in the company knows the importance of this."

Ayesha points out that the ever-changing legislative requirements, particularly in the construction sector, are onerous and make compliance difficult. "The construction industry is going through a very challenging period. With a number of companies being liquidated or placed under business rescue, transformation isn't at the top of their priority list. Companies are just trying to survive, never mind thrive."

Despite the changing landscape, Ayesha has streamlined processes, implemented new ones, engaged with industry and addressed key challenges with perseverance and determination, backed by a very supportive HR director and a Much leadership team that advocates the need for change.

"We aren't hitting all our targets 100%, but we are making a concerted effort to achieve a higher level of compliance in the near future and this can be seen in our improvements within preferential procurement and employment equity in particular."

## CENTRAL LAB AHEAD OF THE CURVE

Colin Brooks, Western Cape regional technical manager, reports that the Much Asphalt Central Laboratory in Eerste River has been overhauled and upgraded to cater for all the new specifications and design methods that are in the pipeline at national level.

"We have extended the laboratory building by 50 m<sup>2</sup> to accommodate new equipment and Cenlab is now one of a handful of labs that can perform all the performance related tests that will be required in the near future," says Colin. "We are also equipped to do the full PG grading tests as per the new bitumen specifications."

Much Asphalt's Central Laboratory has been accredited by SANAS since 2006.



AST for fatigue testing (left) and AMPT for stiffness testing.



Lab mixer.



From left: Hamburg Wheel Tracker for rutting testing, coring machine and saw for preparation of samples.

224 HARRISMITH  
Murray St  
Wegpark

*Resurfacing of a section of the N5 in Harrismith with Ultra-Thin Porous Surfacing mix produced by Much Asphalt using New Crumb Rubber Technology.*

# ULTRA-THIN POROUS SURFACING WITH NEW CRUMB RUBBER TECHNOLOGY

**Much Asphalt Bloemfontein recently completed supply of Ultra-Thin Porous Surfacing (UTPS) mix produced using the New Crumb Rubber Technology (NCRT) to Actophambili for a resurfacing project on the N5 in Harrismith.**

“The UTPS functional layer was recommended by Much Asphalt as an alternative to milling and replacing a recently completed AE2 Medium surface,” says Alex Weideman, Much Asphalt regional technical manager – Inland. “Sections of the AE2 surface had been rejected on rideability on the approval of the client, SANRAL.”

NCRT, a warm-mix alternative to conventional bitumen rubber, was the binder of choice due to numerous advantages:

- Production and handling temperatures are relatively low (170°C at pumpable viscosity compared to conventional bitumen rubber at 200°C).
- Reduced blending and production temperatures reduce oxidative ageing of NCRT binder and hence enhance durability of mixes. A Cantabro Abrasion Test performed on this mix showed 3% mass loss. After induced moisture damage, only 11.5% mass loss was shown compared to the spec which allows for up to 20% mass loss.
- NCRT blends do not continuously digest as the handling temperatures are low. Blends have longer shelf lives and are therefore more forgiving in cases of inclement weather and breakdowns.
- Due to long shelf life, the binder supplier can blend the NCRT at its premises and send to remote sites. This eliminates blending unit establishment costs, which is particularly attractive for small orders.

- Reduced handling temperatures save on the energy demand for mixing.
- High viscosity of NCRT allows long distance haulage with minimal binder drain down, even for porous mixes, which makes it a better solution than other modified binders with fibre for long haulage at elevated temperatures.

The 4 900 tons of UTPS were supplied to site over an average haul distance of 330 km. Due to the long haul, production commenced at 4 am each day. The mix was dispatched at 160°C and arrived on site at just over 140°C five hours later, thanks to the use of thermal blankets.

With the cold winter ambient air of 5°C and temperature loss during tipping and transfer, the mix could still be compacted at 115°C without any cold clumps forming. The mix was laid using a material transfer vehicle, super-paver (applying 0.6-0.7l/m<sup>2</sup> of COLTACK L) and static rollers.

“On completion, all sections were approved and some sections even qualified for rideability bonuses,” says Alex. “Actophambili, SANRAL and Much Asphalt are delighted with the outcome. Well done to all parties involved in the successful completion of the project!”

# CONSISTENT QUALITY IS HALLMARK OF R75 PROJECT

The team at Much Port Elizabeth has successfully completed one of its biggest contracts yet with the asphalt supply for the rehabilitation of 13 km of the dual carriageway R75 route between Port Elizabeth and Despatch in the Nelson Mandela Bay municipality.

SANRAL awarded the construction contract to Concor and Much supplied almost 100 000 tons of asphalt. According to PE branch manager Nathan Jacobs, the mixes included 41 700 t of A-E2 BTB and 57 000 t of A-E2 Semi-Gap with 1 300 t of pre-coated chips. Much delivered the last asphalt to site in September 2018 following a year-long supply contract.

Concor will complete the project by May 2019. Site agent Eugene Krotz explains that the asphalt has been milled out and replaced over the whole northbound section of road, with road patching of areas on the southbound lane. Intersections have also been improved with additional turning lanes, slip lanes or acceleration lanes. "The asphalt supply was consistent in meeting the quality and quantity requested."

He adds that an extremely challenging aspect of the project is the large number of Target Enterprises involved. "SMMEs had to be awarded 30% of the contract value, meaning we will contract about 75 SMMEs throughout the duration of the contract."

## SUCCESSFUL TRANSITION TO ISO 9001:2015

**M**uch Asphalt was successful in achieving the new ISO 9001:2015 certification in July 2018. Team work and commitment ensured a smooth transition from the previous ISO 9001:2008 quality management standard.

QA manager Melissa-Ann Jew says compliance to this ISO standard is essential as it is based on continuous delivery of a high quality product and service, strong leadership involvement, customer focus and good management of risks and opportunities.

"Quality has always been one of Much Asphalt's core values and a quality product is what sets us apart from our competitors," says Melissa. "Through the ISO 9001:2015 quality

management system, customer satisfaction is closely monitored and customer complaints are addressed urgently and effectively."

The transition from ISO 9001:2008 to the new updated ISO 9001:2015 standard entailed some changes. "To achieve this in a relatively short time took passion, hard work and some extra hours from the team, together with excellent support from our leadership," she adds.



At the presentation of the ISO 9001:2015 certificate to Much Asphalt (from left): Francois van der Spuy (branch manager, Eerste River); Johnny Beukes (laboratory supervisor, Contermanskloof); Melissa-Ann Jew (QA and environmental manager); Nico Koen of certification body BSI; Tanya Mannel (laboratory supervisor, Eerste River); and Bennie Greyling (managing director).



Compacting of the ULM layer on the N2.

## N2 MOSSEL BAY TO GROOTBRAK FREEWAY REHABILITATION

The supply of asphalt mix from the George plant to Roadmac Surfacing commenced in February 2018 and has entailed 4 500 tons of BTB, 5 100 tons of AE1 Colto Medium and 29 500 tons of ULM, reports branch manager Peter Greyling.

"The quality and placement of the BTB base layer are critical to ensure the stability of the mixes that follow, particularly the final layer of ULM which was designed and produced with emphasis on rideability, reduced road noise and water dispersion capabilities," says Peter.

The AE1 Colto Medium was used mainly at the on- and off-ramps.

# A TIME TO RECONNECT

**E**ast Coast Asphalt's annual customer function at the East London plant on 7 June 2018 was once again well attended by all industry stakeholders.

"While we have built a good base of new customers over the years, a significant portion of our business is generated from return business with longstanding customers," says ECA managing director Brian Mchunu. "This was our time to show how much we appreciate these business relationships and to catch up and network with old industry friends."

ECA's employees were also present to get to know their customers and enjoy a well-earned afternoon away from work.



*ECA team members (from left): Esther Nomachule (office cleaner); Lungani Kwetha (loader operator); Wongamele Mqolora (loader operator); Bulelani Mbali (plant operator); Siyabonga Zilindlovu (plant assistant); Dudley Brown (trainee fitter); Monwabisi Mbalana (stockpile checker); Bennie Greyling (managing director, Much Asphalt); Michael Langley (plant fitter); Xola Mbekeni (lab technician); and Thandokuhle Tyulu (lab assistant).*



*Some of the ladies at ECA (from left): Monique Coetzee (admin assistant); Linda Mcgregor (branch administrator); Angel Nomatiti (trainee manager); Tenielle Bosch (receptionist); Vuyo Masoka (weighbridge clerk); and Ziyanda Nontenja (lab technician).*



*Clients at the function included (from left): Sam Hobson (Norland Construction); Peter Hager (ex Lafarge); and Selwyn Lustgarten (SL Contractors); Francois Meyerhoff (branch manager, ECA); and Arthur Pagewood (Mamlambo Construction).*

## NEW BRAND IDENTITY

The event provided a good opportunity to unveil ECA's new brand identity. After 10 years, the old logo (left) was looking tired and it was time for refreshment. "The new logo communicates our strong presence as a quality asphalt manufacturer, inspires confidence and blends with the identity of our major shareholder, Much Asphalt," says ECA managing director Brian Mchunu.





*AE2 modified binder wearing course supplied by ECA on the Toleni to Ibika Special Maintenance Project.*

## EAST COAST ASPHALT SUPPLIES N2 TOLENI TO IBIKA PROJECT

**ECA is supplying various hot mix asphalt products for the 28.5 km SANRAL Special Maintenance Project now under way on the N2 between Toleni and Ibika.**

East Coast Asphalt is working with main contractor Raubex KwaZulu-Natal and consulting engineers Bosch Projects.

“We are excited about our participation in this project, which is mainly a seal contract involving an estimated 10 700 tons consisting of bitumen treated base (BTB) and AE2 modified binder wearing course,” explains ECA managing director Brian Mchunu.

“All the asphalt mixes will be produced at our East London based 150 ton per hour drum mix plant. This state-of-the-art plant includes a 360 t hot storage capacity that enables efficient supply of high spec product to various contracts within tight dispatching intervals.”

Due to high traffic volumes in Butterworth during the day, construction through town will take place through the night – between 7 pm and 6 am – and Brian says ECA is more than ready to accommodate the night shift.

The project is scheduled for completion in March 2019.

# SPRAYPAVE UPS ITS GAME FOR THE LONG TERM

**S**prayPave has taken advantage of the sluggish construction industry to make improvements across its technology, expertise, customer service and marketing.

“We have increased our product offerings and solutions, expanded into new markets, improved our plants and placed renewed focus on R&D, quality and safety,” says general manager Eddie Jansen van Vuuren.

SprayPave has overhauled its website ([www.spraypave.co.za](http://www.spraypave.co.za)) and has a new slogan – ***Binder solutions through ‘shear’ passion.*** “This focuses on all the important elements of our business – products, customer service, technology (as in high ‘shear’ mills), and our people who provide the solutions,” says Eddie.

A new SMS update service that keeps customers informed on the progress of

their orders is just one way in which the new slogan is being put into action and there is more to follow.

## QUALITY

Danashia Padayachee, technical manager, adds that SprayPave continues to adhere to all the relevant quality systems as the company expands its footprint and customer base as part of the Much Asphalt group.

“SprayPave received ISO 9001 quality certification in 2014 against the 2008 Quality Standard,” Danashia explains. “In May 2018 the standard was transitioned to the 2015 mark and we have been successfully certified by NQA.

“We also have the SABS product mark on our emulsions, cutback bitumen and bitumen produced in our multistage bitumen convertor.” The convertor, acquired in 2017, has gained strong acceptance in the South African roads industry as a unique and effective technology for changing and enhancing the penetration grades of bitumen.

## HIGH SHEAR MILLS

In another technology upgrade over the past year, SprayPave is now the proud owner of two high shear mills to produce high quality polymer modified bitumen (PMB) at its branches in Alrode (Alberton) and Durban.

PMB is a specially designed bitumen grade with added polymer that improves strength, cohesiveness and fatigue resistance to withstand heavy duty traffic and extreme weather.



The SprayPave management team (back from left): Eddie Jansen van Vuuren (general manager); Leslie Webb (branch manager: Cape Town); Jonathan Bell (technical manager: Convertor); Farhad Subjoo (branch manager: Johannesburg); Stoffel Coetzee (technical specialist); Anton van Rooyen (logistics manager); and Willem Greeff (financial manager); (front, from left): Edwin Perumal (estimator); Danashia Padayachee (technical manager); Caroline Marais (technical manager); Yolandi van Wyk (HR administrator); and Noloyiso Mafenuka (sales and marketing co-ordinator).



SprayPave provides technical training on bituminous products to B-BBEE companies.

## BITUMEN DECANTING UNIT

Caroline Marais, technical manager at Alberton, reports that environmental and safety hazards are also being addressed through SprayPave's investment in a decanting unit to minimise waste by recycling bitumen and bitumen-based products.

The unit decants base bitumen from drums at the Alrode plant. Hardened bitumen is safely removed from the drum using a heating system in an enclosed container, from where it is pumped to a storage tank.

Decanted products are tested for quality and reused where possible. The unit incorporates a drum crusher, significantly improving storage capacity.

## EMULSION PLANT

SprayPave's offerings include delivery, supply, storage and application of products and a recent upgrade of its emulsion plant means that emulsions can now be supplied to remote locations and cross-border.

## BITUMEN DISTRIBUTION FLEET

Anton van Rooyen joined SprayPave as logistics manager in July 2018 and was impressed by the appearance of the bitumen distribution (BD) fleet and the professionalism of the operators. "I've also noticed a lot of positive feedback on spray project successes this year," he says.

SprayPave's BD fleet consists of 11 tankers equipped with the Etnyre spraying system, which can spray anything from emulsions and cutback to penetration grade and homogenous modified bitumen. A fleet of four 29-ton capacity bitumen haulers moves products internally and externally. Preventative maintenance minimises the risk of breakdowns to ensure on-time delivery.

"Our BDs are in sound mechanical condition and the spraying systems are well maintained," adds Leslie Webb, Cape Town branch manager. "Each BD undergoes regular 'bucket testing' of the transverse distribution of the product to be sprayed. Our BD crews take pride in the appearance of their trucks and the fitness of the spraying system."

Jobs have been successfully completed in recent months for Asla Construction in Lamberts Bay, WTW in Uniondale, Valoworx in Wakkerstroom, and Actophambili Roads in Vaalwater.



*SprayPave bitumen distribution tankers at work in Vaalwater (above) and Uniondale (right).*



*29-ton capacity bitumen haulers.*

# SPRAYPAVE UPS ITS GAME

(continued)



*The modified plant incorporating a high shear mill to produce PMB in Alrode.*



*We sell our products in bulk or drummed to meet client needs. A new 200 litre branded drum has now been launched alongside our 25 litre drummed SS60.*



*On 15 June 2018 SprayPave sponsored a hole at the Leads to Business golf day at Rand Park Golf Course.*



*The new decanting unit for recycling and waste reduction.*

