

ROAD REPAIR PATCHER

Better durability of repaired road surfaces.

The SR Road Patcher is available in two models designated the SR Road Patcher 800 and the SR Road Patcher 1501. The 800 model can be mounted on a two-axle truck. The 1501 model has a higher capacity and is suitable for trucks with at least three axles.

Six strong cases for the SR Road Patcher:

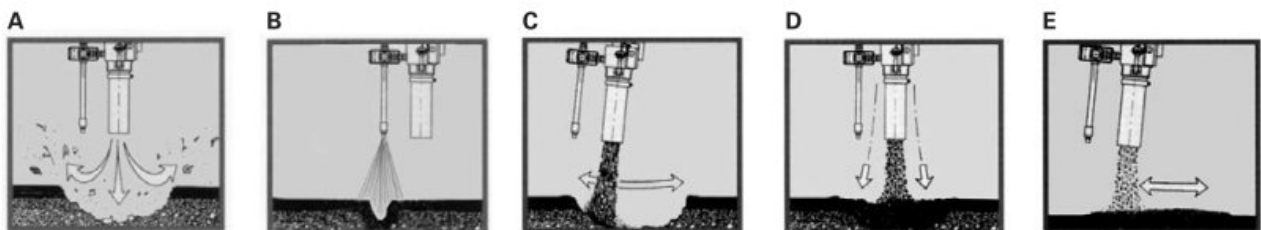
- 1. Superior to other repair methods**
Substantially higher efficiency than in traditional repair using hot or cold mixes. The aggregate and bitumen are mixed in hot condition in the machine and are sprayed forcefully into the pothole or crack.
- 2. Higher safety**
All repair operations are carried out by the driver from his seat in the carrier truck. No person is needed on the pavement.
- 3. Better working environment**
Exposure to bitumen fumes is extremely low, since the cab protects the driver at all times. The driver is not exposed to high temperatures either.
- 4. Good economy**
Superior capacity. Minimum material wastage. Operated by one person.
- 5. Quick and effective handling**
No waiting time or travelling time to and from the asphalt plant. The machine heats and mixes the repair material - the work can be started without waste of time.
- 6. Better flexibility**
High mobility. Road repair work can be done in any season of the year.

Convenient repair of potholes and cracks

- A.** The surface is blown clean of foreign objects, such as leaves and pieces of wood. A dirty and damaged pothole edge must be blown clean. Stones, gravel and minor amounts of water in the bottom of the pothole need not be removed.
- B.** Tack coating of the edges with bitumen emulsion. If the bottom of the hole consists of old surfacing, this is also tack-coated.
- C.** Mixing of bitumen and aggregate material is carried out in the machine. The mixture is then blown down into the hole at high velocity, which gives higher durability than any other method.
- D.** Tack coating/sealing with bitumen.
- E.** Covering with a thin layer of aggregate material prevents lifting of the repair material by the traffic.

Cleaning by compressed air is carried out if loose material has collected in the crack.

The main nozzle is kept close to the road surface for best possible effect. Bitumen is sprayed through the separate nozzle until the crack is full of bitumen. At the same time, aggregate material is sprayed through the main nozzle until the bitumen has been covered.



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Fast and accurate control

The SR Road Patcher is truck-mounted. The equipment is located on the truck platform or is mounted directly on the chassis. Two joysticks by the truck driver's seat enable all operations to be varied in the required sequence. Control response is quick and accurate due to the rigid boom and extension design, and the sensitive hydraulics.

The SR Road Patcher can be mounted on the vast majority of trucks, regardless of the make. It is up to you to specify whether the equipment is to be delivered with or without the vehicle. We will be pleased to submit a quotation in which the truck is also included. The technical data below relate to both the 800 and the 1501 models. If the data differ, those for the 800 model are given within brackets.

Performance

Material hopper	6 600 l (4 400 l)
Bitumen tank capacity	1 500 l (800 l)
Blower	3 000 l/min
Bitumen pump flow rate	60 l/min

Dimensions and weight (without chassis)

Length	7 000 mm (6 500 mm)
Width	2 350 mm
Height	2 800 mm (2 400 mm)
Weight	4 100 kg (2 900 kg)

Optional equipment

- Separate diesel engine power pack with hydraulic unit
- Equipment for repairs in the winter

Schmidt Compactor - for the efficient compaction of repaired spots Schmidt has developed the compactor specifically for the compaction of repaired spots.

Consisting of a stable framework featuring 5 hard-rubber rollers, the compactor is mounted on the rear of the carrier vehicle. In a final step, the carrier vehicle, along with the compactor, drives over the repaired spot and thus makes sure that the material is perfectly compacted over the entire working width. Driving back and forth, which is both dangerous and time-consuming, is no longer required at all. The compactor is powered by the vehicle hydraulics and can easily be operated out of the driver's cab.



Properties for best results:

- The aggregate hopper is intended for particle sizes of up to 12 mm, and is equipped with a vibrator that prevents the material from bridging.
- The cover prevents rainwater and snow from falling onto the material.
- The auger conveyor with continuously variable speed lifts the material to the mixing head. A powerful flow of air then moves the material to the mixing nozzle.
- Low energy consumption due to the well-insulated bitumen tank.
- The thermostatically controlled oil burner maintains the bitumen at the required temperature.
- A nozzle of special design mixes the bitumen emulsion and aggregate material in the end of the boom extension.
- Two exposed nozzles are used for repairing cracks, which allows for quick and accurate repair of both transverse and longitudinal cracks.

Optional, a winter kit consisting of:

- a heating coil in the bitumen pipes
- an oil burner in the aggregate hopper
- an oil burner in the emulsion tank
- a diesel ejector burner for heating potholes

Properties for a good environment and maximum safety:

- The level switch prevents overfilling by automatically stopping the pump when the tank is full. An automatic signal reminds the driver that the bitumen tank needs filling.
- Heating is also controlled by a level switch that prevents heating if there is insufficient bitumen in the tank.
- The air blower is equipped with two silencers. This ensures a low sound level, which makes the SR Road Patcher well suited for work in built-up areas.