

# **JETPATCHER**

Leaders In Spray Injection Road Repair



# ***THE COMPANY***

In 1987 the first Jetpatcher unit was built in New Zealand by Jim Turnbull – now over 30 years and 900+ units later Jetpatcher machinery is continuing to prove that it is ‘simply a better way’.

Initially formed in New Zealand in 1985, and with ongoing development since then, the company was purchased by the UK Distributor in 2016 and manufacture moved to their bespoke premises in England. Since that date machines have been supplied worldwide including the United Kingdom, South America, USA, Canada, Africa, Europe, Asia and Australia.

Steve Smith - Managing Director, Jetpatcher Corporation quotes ‘We pride ourselves on our open and honest, reliable and well-reputed company ethos and work with you during the ordering process to ensure the correct machine type and specifications are advised upon. We will keep you informed during the construction and delivery process and are always available for after-sales support and service if needed.’

We can offer you a superior road maintenance machine that is reliable, cost effective, well proven and produces high quality, long lasting repairs.



## ***PURCHASING PROCESS***

We have an experienced and knowledgeable sales & support team that will work to make your purchase as hassle free as possible.

- 1.** We will provide you with information about the various models so you can learn about Jetpatcher. This will include online webinars to explain the different machines and options available to the customer.
- 2.** Once you have gained further knowledge about the Jetpatcher product we will discuss and study your situation, and how you wish to use the Jetpatcher, to advise the right series and options in order to get the job done in the quickest, best and most economical way.
- 3.** Jetpatcher should be mounted on a truck or suitable trailer. In the case of a truck-mounted unit you can either send a truck chassis to the UK or we purchase one to your requirements and mount the system directly to it. However if you wish to purchase the chassis locally then one of

our trained technicians will travel to your destination and commission the unit. In the case of a trailer-mounted unit we will custom build a heavy duty trailer in our Rugby factory and mount the Jetpatcher onto it or design the system to mount to your specific trailer.

- 4.** After the quotation is reviewed and agreed upon an order will be placed for your machine and your product will be assembled and shipped to your location along with the spare parts and a commissioning engineer who will teach you how to use and maintain the Jetpatcher including suitability of materials etc.

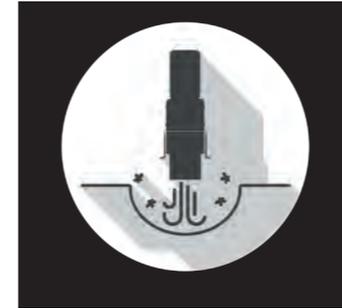
- 5.** We will stay by your side even after the purchase of a Jetpatcher in case you need any assistance, servicing or spare parts.



## 4 STEP PROCESS

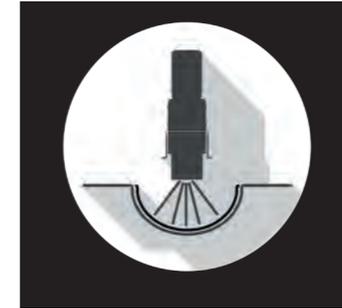
THE SIMPLE 4 STEP PROCESS OF REPAIRING A POTHOLE USING JETPATCHER

Step 1



Using the high volume blower, the Jetpacher easily blows all loose debris and even water from the pothole, cleaning it and preparing the hole for an effective patch.

Step 2



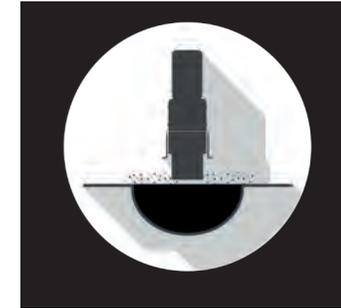
The Jetpacher now coats the pothole with an asphalt emulsion which seals the pothole and prevents further damage from occurring due to moisture.

Step 3



The remote control switch on the conveyor is now activated by the operator to put aggregate into the jet air stream. As the aggregate passes through the nozzle it is coated with fresh emulsion and is sprayed by the operator into the hole or broken road edge.

Step 4



The wet top of the repaired area can now be protected from traffic flow using either dry aggregate, sprayed from the Jetpacher, or for inner city work where loose chip is a potential hazard, sand from the optional sand hopper which can be built into the Jetpacher unit.

# WHY CHOOSE JETPATCHER?

Jetpatcher is the original patching machine, developed in 1987, and with over 900 units sold and operated in more than 40 countries around the world it is a proven system. Jetpatcher Corporation and their machinery are now established as the global market leader within the industry, with the most reliable machines and cost effective maintenance.

Due to the speed and versatility of the machinery the process has proved a cost effective solution in every environment, meaning local authorities and municipalities have increased the number of repairs they can carry out using limited budgets. It takes approximately 2 minutes to fix the average size pothole using Jetpatcher, traffic can drive over the repair straight away and the repair is guaranteed to last a minimum of 12 months.



In 2006 the British Standards Institute released BS-434-2:2006 Bitumen road emulsion stated; "Spray Injection Patching is a fast and economic alternative to conventional patching"



Jetpatching will:

1. Reduce labour costs
2. Reduce materials required by a minimum of 50%
3. Reduce time of repairs by 75%
4. Reduce traffic disruption
5. Reduce waste created by 90%

Typical applications for Jetpatcher are:

- Potholes
- Edge breaks
- Road depressions
- Wheel path rutting
- Crack sealing
- Digouts
- Scabbing

Jetpatcher can be used to apply the seal and aggregate during the final stages of constructing a new road.

# 1000 SERIES

JETPATCHER ROAD REPAIR MACHINES COME IN A RANGE OF SIZES FROM 2-5 CUBIC METRES



The 1000 series was designed to have fewer moving parts and be lighter than the original series. It is the newest model of patching machines, is the simplest to use and has very low maintenance costs without the loss or performance. It can be mounted on a trailer or a truck chassis depending on the size of the hopper.

SPECIFICATION	1000 SERIES - UNIT SIZE AGGREGATE HOPPER CAPACITY			
	2.5m <sup>3</sup>	3m <sup>3</sup>	4m <sup>3</sup>	5m <sup>3</sup>
Emulsion tank (min)	750L	850L	1000L	1500L
Unit only (excluding truck cab-chassis) when empty (weights approx)	2.5 tonnes	2.6 tonnes	2.7 tonnes	3.1 tonnes
Unit only (excluding truck cab-chassis) when loaded (weights approx)	6.5 tonnes	7.5 tonnes	9 tonnes	11.2 tonnes
Clear across full width behind cab to mid rear axle (min): (EA)	3100mm to 3400mm	3300mm to 3600mm	3700mm to 4100mm	3800mm to 4500mm
Chassis width	700mm	700mm	750mm	790mm
Total gross vehicle mass (approx), this depends on truck cab/chassis tare weight	9500kgs	11000kgs	14000kgs	16300kgs

*NB: Recommended truck specifications may be subject to change - please discuss recommended dimensions with Jetpatcher prior to purchasing a truck.*

# 2500 SERIES

JETPATCHER ROAD REPAIR MACHINES COME IN A RANGE OF SIZES FROM 3-8 CUBIC METRES



The 2500 series is designed to be mounted on a truck and ranges between 3-8 cubic metres capacity. The 2500 series also has the extra option of a spreader box which is a full width spray bar that sprays emulsion up to 2400mm wide followed by a layer of aggregate.



SPECIFICATION	2500 SERIES - UNIT SIZE AGGREGATE HOPPER CAPACITY					
	3m <sup>3</sup>	4m <sup>3</sup>	5m <sup>3</sup>	6m <sup>3</sup>	7m <sup>3</sup>	8m <sup>3</sup>
Emulsion tank (min)	850L	1000L	1500L	1900L	2000L	2000L
Unit only (excluding truck cab-chassis) when empty (weights approx)	3.1 tonnes	3.2 tonnes	3.4 tonnes	3.5 tonnes	3.6 tonnes	3.7 tonnes
Unit only (excluding truck cab-chassis) when loaded (weights approx)	7.9 tonnes	10 tonnes	11.7 tonnes	13.9 tonnes	16 tonnes	18 tonnes
Clear across full width behind cab to mid rear axle (min): (EA)	3400mm	4000mm	4100mm	4100mm	4100mm	4200mm
Chassis width	700mm	750mm	800mm	800mm	800mm	800mm
Total gross vehicle mass (approx), this depends on truck cab/chassis tare weight	12000kgs	15000kgs	16500kgs	22000kgs (tandem rear axle)	24000kgs (tandem rear axle)	26000kgs (tandem rear axle)*
Estimated rear axle loading (approx)	7000kgs	8900kgs	10500kgs	1500kgs	16500kgs	18000kgs

In most countries there are limitations which apply to maximum axle loads that trucks can carry. It is also possible that with 4 & 5 m<sup>3</sup> units dual rear axles will be required.  
\* may also require a tandem front axle depending on local regulations.

# ***ADVANTAGES OF JETPATCHING***

- Better looking repairs than traditional methods.
- The fast repair system employed by Jetpatcher means that staff are less exposed to hazardous traffic flows and safety is enhanced for operators and the public.
- At the end of a shift any leftover materials in the Jetpatcher can be stored and re-used for other projects.
- Jetpatcher is simple to operate and has a very low maintenance cost compared to other road repair machinery and competing patching machines.
- The material used to repair damaged roads in the Jetpatcher are environmentally friendly and available in every market.
- It only requires a crew of two, a driver and operator.
- Minimal preparation to start up for day's operation. No heating is required.
- A completely self sufficient unit combining the resources of a truck, liquid emulsion tanker, tar sprayer, roller and compactor.
- Longer lasting repairs than those achieved using traditional methods because Jetpatcher material is always fresh and sets immediately.
- Repairs get much better void penetration and a higher density and compaction than rolled asphalt because the Jetpatcher compacts from the bottom up to the surface.
- Because of the jet air-propelled tack coating penetration, and the liquid nature of the Jetpatcher materials, a much better bond is achieved with the existing road surface.

**“TO DATE, THIS MACHINE HAS QUADRUPLED THE AMOUNT OF POTHOLE REPAIRS CARRIED OUT BY A THREE-PERSON TEAM. APPROXIMATELY 1,500 POTHOLES HAVE ALREADY BEEN REPAIRED EFFECTIVELY USING THIS METHOD.”**

**Cllr Alan Quinn, Bury Council**

## Contact us

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The logo for Jetpatcher Corporation, featuring the word "JETPATCHER" in a bold, italicized, sans-serif font. The letter "J" is stylized with three horizontal lines extending to the left. The text is black and set against a bright yellow rectangular background.

**JETPATCHER**