

ROAD TECK

CIVIL ENGINEERING CONTRACTORS



STAB-TECK PLUS Chemical

Stabilized Roads

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STAB-TECK PLUS

Compaction aid and soil

Stabilization for low cost-roads

STAB-TECK PLUS is a viscous, complex organic liquid chemical that is designed for use as a compaction aid and soil stabilization agent. It is suitable for use with aggregates or natural soils containing clay minerals and/or high concentrations of iron oxides, calcium carbonates and other amorphous materials such as quartzite and gypcretes.

STAB-TECK PLUS has two primary uses. Firstly, as a compaction aid where mechanical compactive effort and water quantities are significantly reduced. Technically higher in-place densities values will be achieved than traditional methods.

Secondly, STAB-TECK PLUS is used as a soil stabilizing agent. The benefits of higher in-place densities values are maintained whilst achieving a stabilized surface which will show reduced dusting and rutting characteristics. This is achieved by making the soil hydrophobic. Mixing and absorbed water is released whilst re-absorption is prevented.

1.1 Typical Application:

STAB-TECK PLUS can be applied to all types of unsealed roads, embankments and parking areas as a wearing surface for desert, access, temporary, development and haul roads, car parks and parade grounds etc. maintenance is reduced and in the service performance of the road is enhanced.

STAB-TECK PLUS can be applied to poor quality backfill material thereby improving its performance under compaction. It is also possible to improve existing road materials, when they are lacking natural cohesive properties. STAB-TECK

PLUS will also increase the service life of paved roads where unsuitable or poor quality sub grade material is being used.

2.2 Advantages:

- Offers substantial saving in time, plant and water when compared to conventional compaction methods.
- Increase the in-place density of in-situ soils and also layer works during backfilling or road construction.
- Improves strength characteristics of compacted soils by improving workability and bearing capacity, (CBR).
- Enables less compactive effort at Optimum Moisture Content (OMC).
- Reduces the maintenance requirements for unsealed roads. Increases durability of soils by 'waterproofing' the same.
- Reduces the dust factor. Improves the riding quality of unsealed roads by reducing rutting and raveling.

3.3 Technical Properties:

Appearance	: pale pink liquid
Specific Gravity	: 1.01 at 25°C
pH	: 1.08
Viscosity	: 150 cPs @ 25°C
Anionic active matter	: 9.32 %
Flashpoint	: None

4.4 Estimating:

STAB-TECK PLUS is supplied in 210 liter drums. 1 drum will typically be sufficient to stabilize or compact 5,000-6,000 m².

5.5 Directions for use:

Design and application of STAB-TECK PLUS is always carried out under supervision of Teck Road. In all cases Quality Control & Stabilization Engineers will be present on site during stabilization works. STAB-TECK PLUS is either supplied with supervision or as part of a design and build package.

- Suitable soil samples are submitted to ROAD TECK for Geotechnical analysis followed by preliminary design. Testing is carried out during the design stage, in accordance with

our QA/QC procedures. On completion of the design the Method Statement is formulated and issued for construction.

- Common road construction plant is used for all applications. The approved material is imported, spread and pre shaped in accordance with the required lines, levels and layer thickness.
- The correct amount of STAB-TECK PLUS is then diluted and sprayed evenly onto the section through water tankers. The layer is mixed until homogenous, leveled and compacted at OMC.
- Thereafter, slushing may take place. The treated section is cured whilst closed to the traffic.
- Finally, the cured section is opened to the traffic.

Recommended Soil Specifications

Plasticity Index	: > 8%
Bar linear shrinkage	: > 4%
% passing 0.075 mm	: 15-55%
Min density mod. AASHTO	: 98%
Min in-situ CBR at OMC	: 35 for 50 vehicles per day

6.6 Packaging & Storage:

STAB-TECK PLUS is available in 100 liter and 210 liter drums. STAB-TECK PLUS should be stored in cool, shaded ware house. Shelf life will be 12 months.

7.7 Health and Safety:

STAB-TECK PLUS in its concentrated form (as delivered) is acidic and it is recommended that safety equipment is worn when handling (gloves, eye goggles and waterproof aprons).

Once the chemical has been added to the water tanker/s for application, it is diluted to a weak concentration and has no harmful effects. No special handling precautions required once diluted. Avoid contact with eyes and skin. Do not ingest. Wash splashes from skin immediately with soap and water. Should eye contamination occur, wash with copious amounts of clean water and seek medical advice. STAB-TECK PLUS is non-flammable but slightly corrosive when in prolonged contact with iron and steel.

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**GUIDELINES FOR THE STAB-TECK PLUS,
STAB-TECK SUPER PLUS AND CLASSIC
CONSUMER FOR THE CONSTRUCTION OF ROADS**

These are simplified guidelines for the application of STAB-TECK PLUS products for the construction of roads. They have been written for the consumer to serve as a guideline during construction and also to serve as an aid to prepare cost estimates. This guideline does not form part of any contract document and should not be interpreted as such.

*Note: STAB-TECK PLUS is not a cure all.
STAB-TECK PLUS is not a magic wand.*

When utilizing STAB-TECK PLUS, engineering design principles must be adhered to.

The main function of STAB-TECK PLUS is to upgrade materials by minimizing the effect of water on the clay fraction of the soil.

STAB-TECK PLUS allows the Engineer to utilize in-situ materials. Materials normally not suitable for road construction can now, (after treatment with STAB-TECK PLUS) be used for base and sub base in road foundations.

**1. STAB-TECK PLUS PRODUCTS COMPLY WITH THE FOLLOWING
PHYSICAL DESCRIPTION:**

- *STAB-TECK PLUS is a deep red translucent viscous liquid.*
- *STAB-TECK PLUS is a dark chocolate viscous liquid.*
- *STAB-TECK PLUS CLAASIC/CLASSIC is a burgundy red translucent watery liquid.*

For the purpose of this guidelines STAB-TECK PLUS will imply all the above mentioned products.

In general terms it can be said that STAB-TECK PLUS forms an extremely thin oily layer on the surface of soil particles and especially on clay particles. This facilitates the compaction of soil and allows water, which is normally chemically bound with the soil particles, to be driven out of the soil matrix. In the process the soil can be compacted to a higher density. Since STAB-TECK PLUS neutralizes the natural electrical charges that occur on the soil surfaces, the soil particles can be compacted to a much closer degree (especially by traffic forces). This results in increased internal friction between the soil particles, which in turn results in a higher bearing capacity for the soil.

2. PRECAUTION DURING HANDLING:

STAB-TECK PLUS is a non-hazardous, non-inflammable material and is innocuous when diluted. No special precaution during handling is required.

Concentrated STAB-TECK PLUS can cause skin irritation. Therefore, rinse areas that have been exposed to STAB-TECK PLUS during handling with clean water. If STAB-TECK PLUS comes into contact with the eyes or other sensitive parts of the body it must be washed off immediately with large amounts of clean water.

3. PREPARATORY WORK:

- *Preparation of the road area:*

Before applying STAB-TECK PLUS the road should be prepared according to the levels and grades specified in the design. If the road is not provided with kerbs and a piped storm water system, side drains it is advisable to construct the side drains at the same time as the rest of the road.

- *Information, construction equipment and materials:*

The following information, construction equipment and materials are required for the construction of STAB-TECK PLUS roads:

(a) Information:

To determine the amount of STAB-TECK PLUS to be used the following is required: The amount of STAB-TECK PLUS (in liter 0.020/in²) and the road surface area to be treated (in m²). The application rate will be provided by STAB-TECK PLUS. 200-gram sample of material (which is to be treated with STAB-TECK PLUS) passing the 0.425mm (40#) sieve must be sent to our head Office at the under mentioned address which will be followed to STAB-TECK PLUS Head Office, where chemists will determine the Reactivity of the soil with STAB-TECK PLUS. Ensure that the clay soil is fully broken down for sieving.

Postal address:

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(b) Desirable construction equipment

- A road grader equipped with a multiple tooth ripper. If a tractor and plough or a rotavator is not available the grader operator must be proficient with blade mixing.
- Water bowser:
Determine the volume of water bowser in the before commencing construction and ensure that the water bowser spreads the water evenly.
- Tractor and plough or rotavator:

Desirable but not absolutely essential if a road grader is available.

- Rollers:

Any type of roller can be used e.g. a vibratory, tamping grid or pneumatic roller.

LIST OF EQUIPMENTS REQUIRED FOR STAB-TECK PLUS

SL NO.	NAME OF EQUIPMENT	NUMBER
1	TIPPER - 18M3	3
2	GRADER - 14F	2
3	WATER TANKER - 5000 GALLON	2
4	DRUM ROLLER - 10 TONS	1
5	SHOVEL	1
6	P.T.R. ROLLER	1
7	GRID ROLLER	1

(c) Materials

- Potable water must be available (pH <8).
- Sufficient STAB-TECK PLUS is required as well as a convenient holder to transfer the STAB-TECK PLUS to the water bowser (a 5 liter plastic container is usually sufficient).

4. HOW TO APPLY STAB-TECK PLUS:

4.1 The application process:

The following procedure must be followed:

- (a) Rip the road's surface with the grader to a depth of about 150 mm and break up large clods of material. Remove all stones larger than 100 mm.

Figure No.1.1 LEVELLING ON THE ROAD

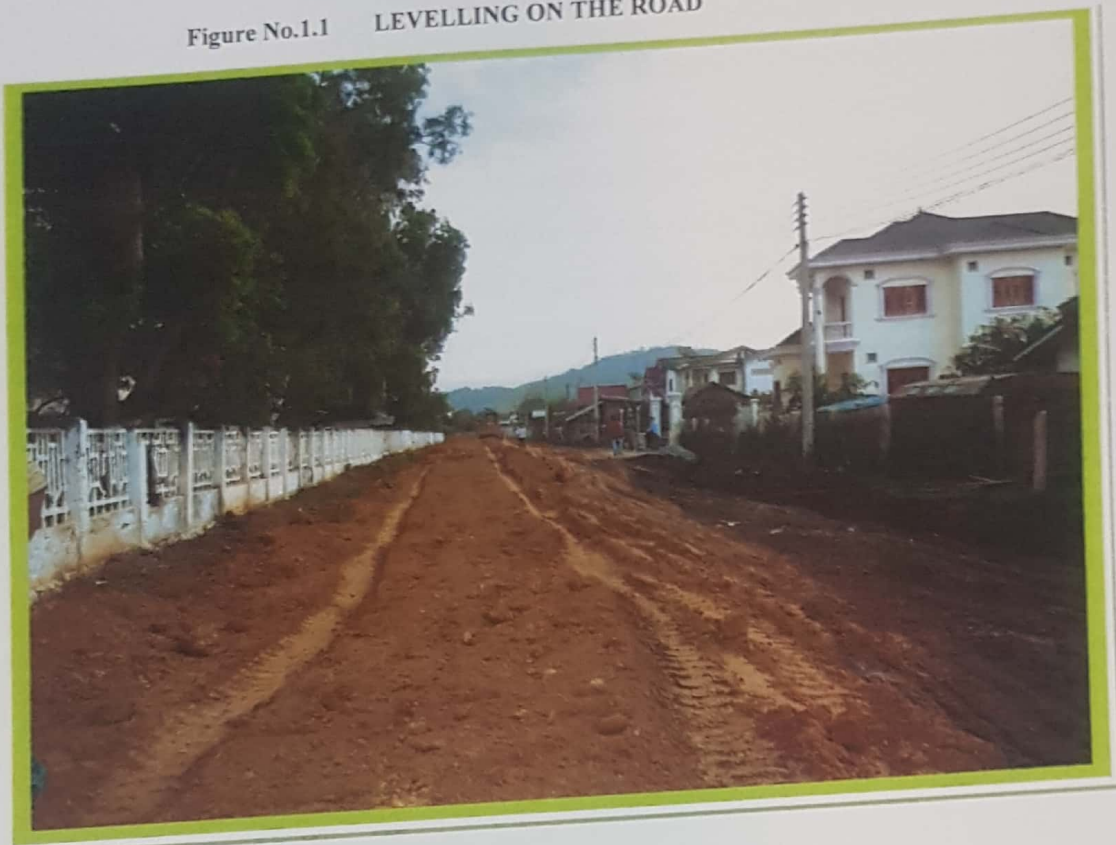
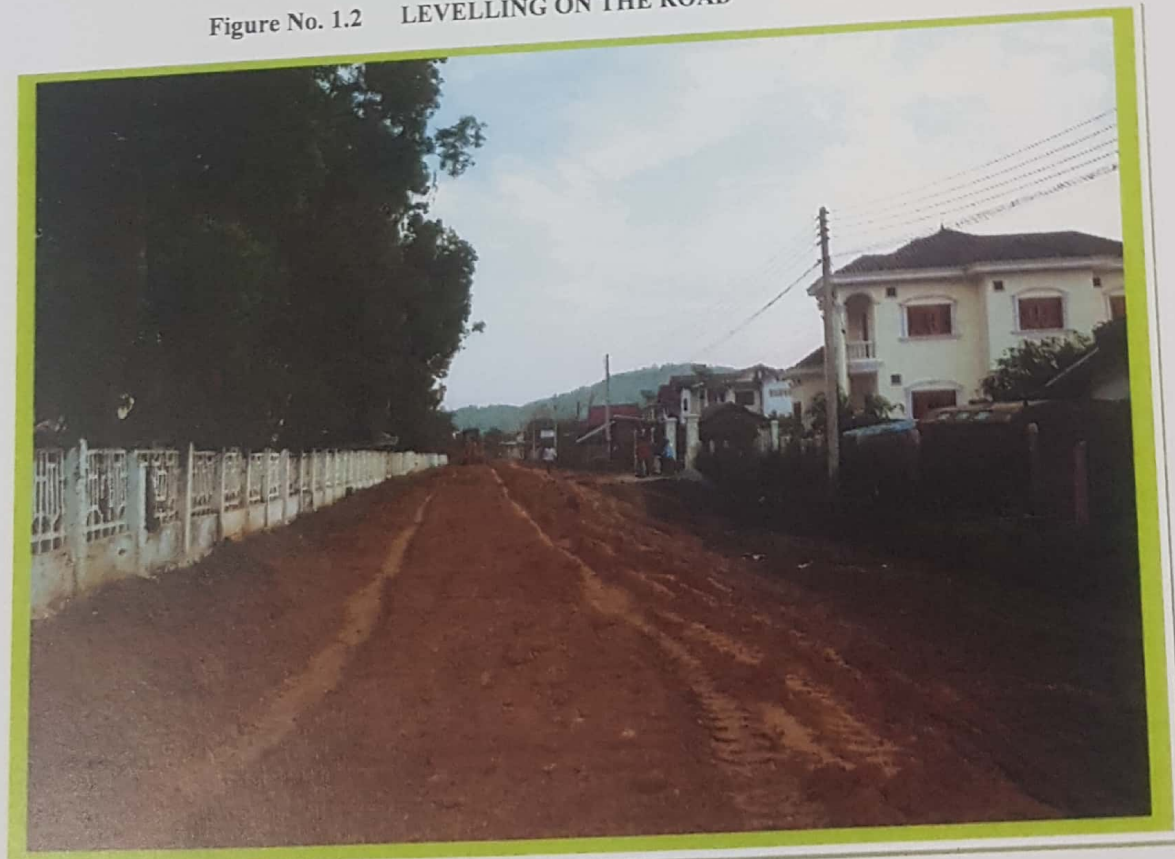
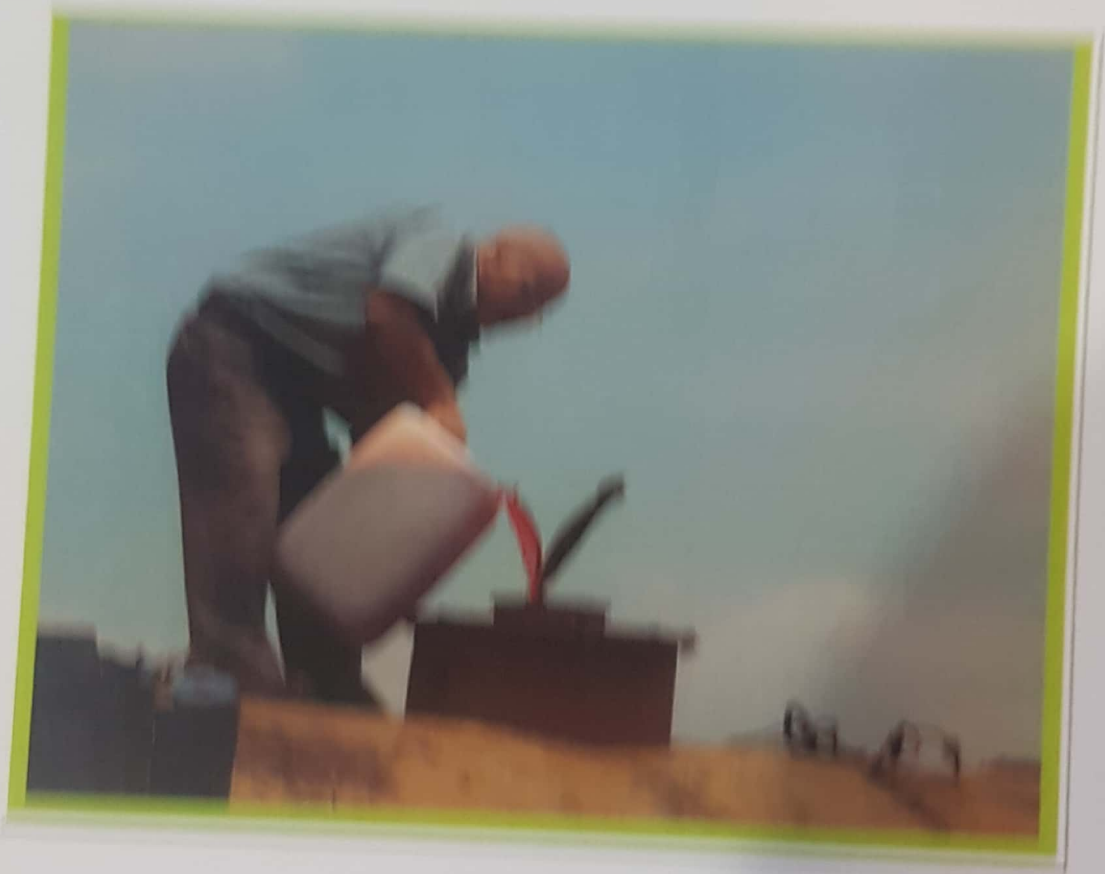


Figure No. 1.2 LEVELLING ON THE ROAD



The dry bulk of the 40-40-40 to 40-40 in the water bucket in a ratio of 1 liter of 40-40-40 to 40-40 in 100 liter of water. The remaining 10% of the 40-40-40 to 40-40 will only be applied during the watering process. Fill the water bucket with water and add the 40-40-40 to 40-40 (do not add water to the 40-40-40 to 40-40 since a large amount of foam will result). Wait at least five minutes before commencing with the application of the 40-40-40 to 40-40 in order to provide sufficient time for mixing. Mixing will be further encouraged if the water bucket is on the move.

FIGURE 3. WATER-TREATMENT WITH WATER



(c) Apply the diluted STAB-TECK PLUS evenly to the road surface.

Take care:

- Not to spray outside the limits of the road's since the prescribed minimum amount of STAB-TECK PLUS would not be applied to the road.
- That the applications do not overlap one another. This will result in irregular application of STAB-TECK PLUS to the road surface and it will also result in over-wetted muddy areas in the road. The STAB-TECK PLUS must be mixed thoroughly into the soil with a rotavator, plough or with a grader.

Figure No. 3 STAB-TECK MIX ON THE ROAD



FIGURE NO. 4 STAB-TECK IN THE TREATMENT AREA



- (d) Ordinary water (without STAB-TECK PLUS) must now be applied and mixed into the road until the mixture is homogenous and the moisture content of the soil is about 2% above Optimum Modified (AASHTO) Moisture Content (OMC).

Figure No. 5 ORDINARY WATER MIX IN THE ROAD AFTER THE STAB-TECK APPLICATION



- (e) The road can be compacted as soon as it has dried to OMC; however, it is preferable to seal the surface of the road by rolling lightly and to compact the following day.

Figure No. 6 ROAD COMPACTION



- (f) The road must be compacted at OMC or slightly above. Water must be added from time to time to supplement any losses due to evaporation. Every water application should be worked into the mix to avoid a concentration of water close to the surface and to prevent water from running off the surface of the road. With the STAB-TECK PLUS it is better to compact a road on the wet side of OMC than on the dry side.
- (g) After compaction the road should preferably be opened to traffic.

Figure No. 7 ROAD IS OPEN TO TRAFFIC



- (h) During the following week the road should be cured with daily application of water in which the remaining 10% of STAB-TECK PLUS has been diluted. (Proposed dilution 1: 1000 STAB-TECK PLUS : water).

4.2 Remarks:

- (a) There is no maximum time limit between the application of the STAB-TECK PLUS and the compaction of the road. This means that no damage will result to the road if a few days elapse between application and compaction. The active agent in STAB-TECK PLUS will not evaporate or wash out. It is, however, important to keep the road moist during this period. It has been found that such a “*digestion*” period provides quicker results after compaction.
- (b) If rain falls on the road immediately after compaction it will be extremely slippery and a muddy crust will form on the surface. This crust must not be

bladed off the road and the road must not be ripped and rebuilt. Allow the road to dry and the traffic to smooth out the road's surface.

- (c) Rain will not do any damage during the application process. If it starts raining the blade of the grader must be dragged in reverse across the road's surface in order to seal the road and to allow the rainwater to drain off the surface.
- (d) If the road becomes exceptionally muddy during the application process (i.e. if the moisture content rises 2% above OMC) the application process should be curtailed while the mixing process continues, or the road should be given sufficient time to dry out. The application process can proceed once more as soon as the road has dried out sufficiently. (There is no time limit).
- (e) Areas that cannot be reached by the water bowser can be sprayed by hand sprayer with diluted STAB-TECK PLUS. STAB-TECK PLUS should be diluted in the same ratio as that in the water bowser (1 liter of STAB-TECK PLUS to 250 liter of water).
- (f) When STAB-TECK PLUS is applied to very clayey materials the mixing process will usually be simplified if the STAB-TECK PLUS is only sprayed onto the scarified road and mixed in two to three days later.

NOTE:

The action of STAB-TECK PLUS is two-fold:

I. COMPACTION AID:

This is self-explanatory.

II. WATER REPELLENT ION EXCHANGE:

The ion exchange process only occurs after compaction. During this process considerable amounts of water have to be driven out (drying) i.e. compaction – as well as adsorbed water. Only after this drying process the road sets. This drying out process is dependent on the type

of material and weather conditions. The period varies between five to forty days.

In case of rain before setting, the road may become extremely slippery or even form mud, worse than in natural situations. It is therefore recommended that if it rains during the setting period, the road be closed to traffic.

5. SURFACE TREATMENTS:

- **General:**

STAB-TECK PLUS hardens the road and improves bearing capacity. Initial results will be the reduction of dust and a more improved riding quality. If the treated gravel road can be watered regularly the treated layer will last much longer than a normal layer. Gravel loss will also be reduced by frequent watering. STAB-TECK PLUS cannot however, prevent the abrasive action of vehicle tires from eroding the road surface over time and a layer of dust will form as a result of this normal wear. Therefore, it is essential to maintain the surface by periodically spraying water.

To protect the investment in a STAB-TECK PLUS road it is recommended that a surface treatment be applied. A sand, single-double-or cape seal or an asphalt surface treatment has often been applied to STAB-TECK PLUS roads with great success. Such roads provide excellent service at very low cost.

- **Surface treatment – precautions:**

After compaction of a STAB-TECK PLUS road a honey comb-cracking pattern will appear on the road's surface (as soon as the road has the opportunity to dry out). The road should be sealed when the road's in-situ moisture content has stabilized at between 50-60% of OMC. No exceptional precautions are required for the surfacing of a STAB-TECK PLUS road other than those mentioned above.

6. MAINTENANCE:

7. SUMMARY:

Maintain the following basic rules for success:

- (a) Follow normal road building practice and make sure that the road surface is properly drained.
- (b) Mix thoroughly and compact at optimum or slightly above optimum moisture content.
- (c) To obtain the best value for money the road should be surfaced.

The processing and compaction of the STAB-TECK PLUS layer is basically identical to the processing of an in-situ selected sub grade or sub base for a conventional road.

The only differences are:

- STAB-TECK PLUS is added to the processing (compaction) water.
- In order to apply the STAB-TECK PLUS a minimum amount of water is normally required on the area to be treated (approximately 7.5 liter per m²).
- It is preferable to cure the road as described in paragraph 4.1 (h).
- Normal construction and compaction procedures must be followed.

8. INFORMATION FOR TENDER AND ESTIMATE PURPOSES:

- (a) STAB-TECK PLUS is supplied in ~ 100 and 210 liter drums.
- (b) The cost of the processing of the material with STAB-TECK PLUS is basically the same as the preparation of in-situ selected layer or sub base.

It is recommended that allowance should be made in estimates for:

- Scarifying the material to a depth of 150 mm.

- The breaking down of large clods and the removal of stones larger than two thirds (100 mm) of the layer thickness.
- The addition of water (or in this case add STAB-TECK PLUS water mixture to raise the moisture content of the material to 2% above OMC).
- Mixing of the material to spread the STAB-TECK PLUS solution homogenously throughout the layer.
- Shaping of the surface.
- Compaction.
- Curing.

9. MEASUREMENTS AND PAYMENTS IN TENDER DOCUMENTS:

When STAB-TECK PLUS is specified the following measurement and payment items are normally recommended.

(a) Processing of the material Unit: m² per 150 mm layer
(The rate does not include the cost of the m² but curing is included).

(b) Stabilizing agent STAB-TECK PLUS Unit: liter
(The unit of measurement only provides for the specified amount of STAB-TECK PLUS that has been applied in the works and tenders must remember to allow for losses as a result of water etc. in their rates).

10. ALTERNATIVE METHOD OF CONSTRUCTION:

Where construction machines are a problem, the following method of construction can be adopted:

- *Shape the road to lines and levels required;*
- *Application:*

FIRST DAY:

Spray –apply STAB-TECK PLUS with water in the ratio of 1 : 500

FOLLOWING SUCCESSIVE DAYS:

Spray –apply STAB-TECK PLUS with water in the ratio of 1 : 1 000 until the total amount of STAB-TECK PLUS have been applied.

This process of spray applying is normally done over a period of 14 days. Net water can also be sprayed between applications for proper penetration of STAB-TECK PLUS.

- ***Compaction:***

Compaction is done by local traffic.

11. DUST CONTROL:

Spray-apply STAB-TECK PLUS water directly onto the surface.

FIRST APPLICATION:

Spray-apply STAB-TECK PLUS with water in the ratio of 1 : 500.

SECOND AND FOLLOWING APPLICATIONS:

Spray-apply STAB-TECK PLUS with water in the ratio of 1 : 1 000 required.

NOTE:

- Avoid saturation on the surface. Only spray while the material absorbs the STAB-TECK PLUS water or neat water.

- Best time to spray is early in the morning and late afternoon when evaporation is at its lowest.

SCOPE OF WORK:

STAB-TECK Application:

- To cut and fill the existing road to a proper smooth gradient and camber
- Then to scarify the existing surface to a depth of "150 mm" and stabilize the fill material with recommended method of **STAB-TECK PLUS**

RECOMMENDED SOIL SPECIFICATION:

PLASTICITY INDEX	:	> 8%
BARLINEAR SHRINKAGE	:	> 4%
% PASSING 0.075 MM	:	15-55%
MIN DENSITY MOD AASHTO	:	98%
MIN IN-SITU CRB at OMC	:	5 for 100 vehicles per day

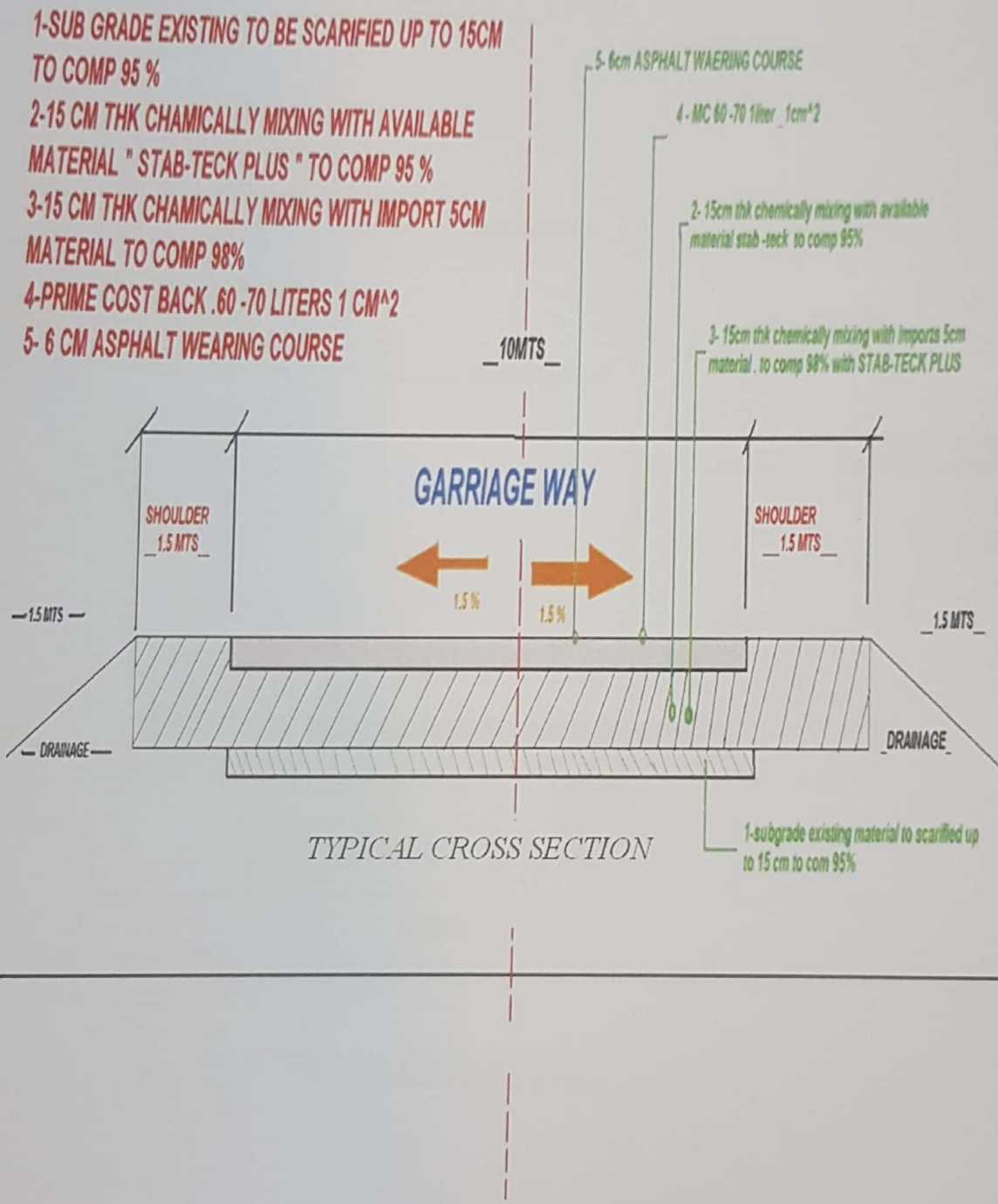
SAND SEAL TREATMENT

Over the finished road surface apply the **MC-70C PRIMING coat** "bitumen", when the applied surface is dried, we apply **MC3000** at a temperature of 1300 c.

Immediately after the spray spread, crushed, aggregate, (6, 5 mm- 9mm size with specially approved means of laying machine. (Chips spreader) then gently roll other road surface with drum rollers.

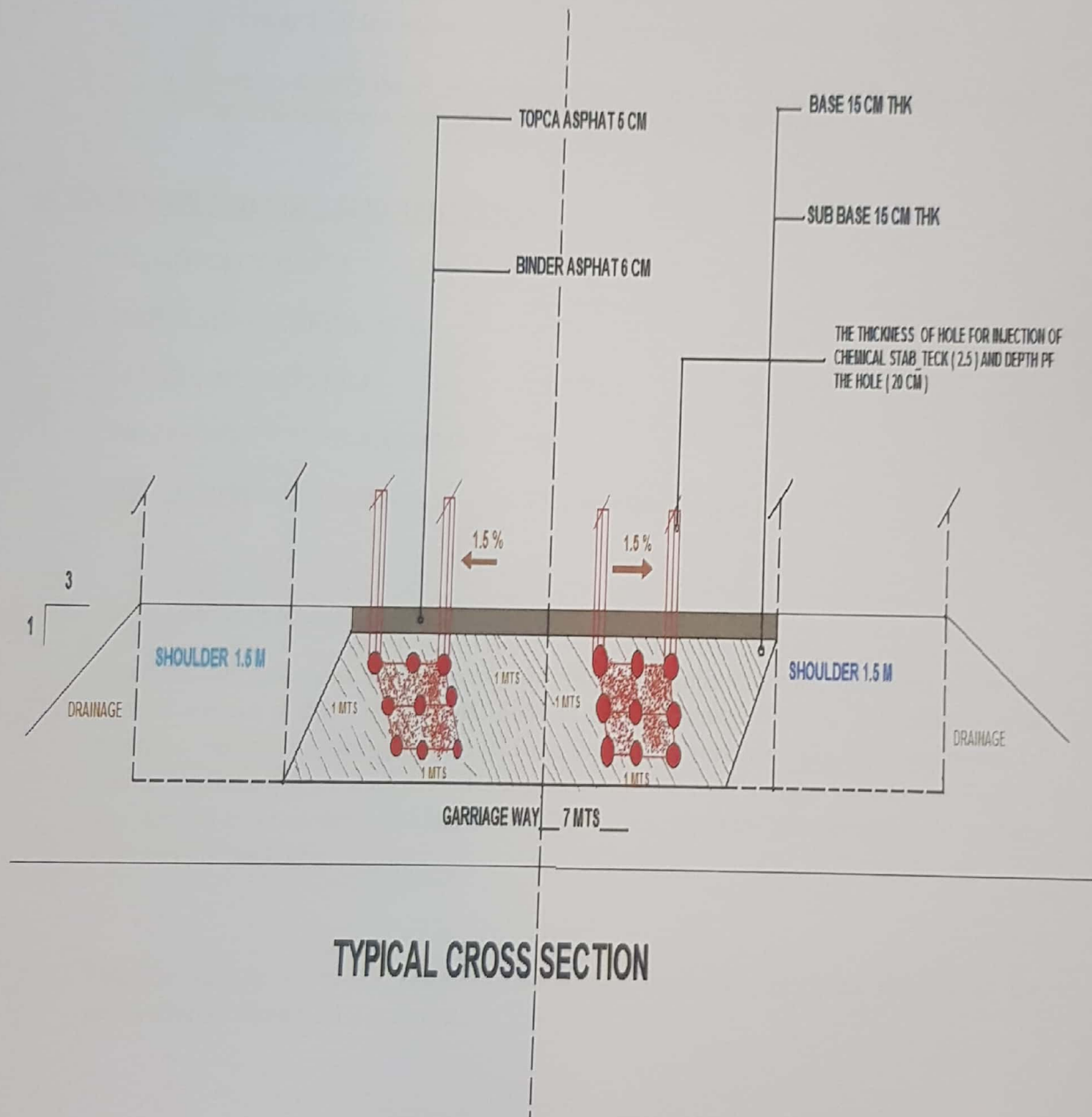
Sketch Number 1:

NEW DESIGN WITH STAB-TECK PLUS



Sketch Number 2:

TYPICAL CROSS SECTION OF REHABILITATION WITH STAB-TECK PLUS



SAND SEAL TREATMENT WITH STAB-TECK PLUS

SCOPE OF WORK

Following specialized techniques:

1. STAB-TECK APPLICATION

- To cut and fill the existing road to a proper smooth *gradient and camber*
- Then to scarify the existing surface to a depth of "150 mm" and stabilize the fill material with recommended method of **STAB-TECK PLUS**,

RECOMMENDED SOIL SPECIFICATION:

PLASTICITY INDEX	: > 8%
BARLINEAR SHRINKAGE	: > 4%
% PASSING 0,075 MM	: 15-55%
MIN DENSITY MOD AASHTO	: 98%
MIN IN-SITU CRB at OMC	: 5 for 100 vehicles per day

2. SAND SEAL TREATMENT

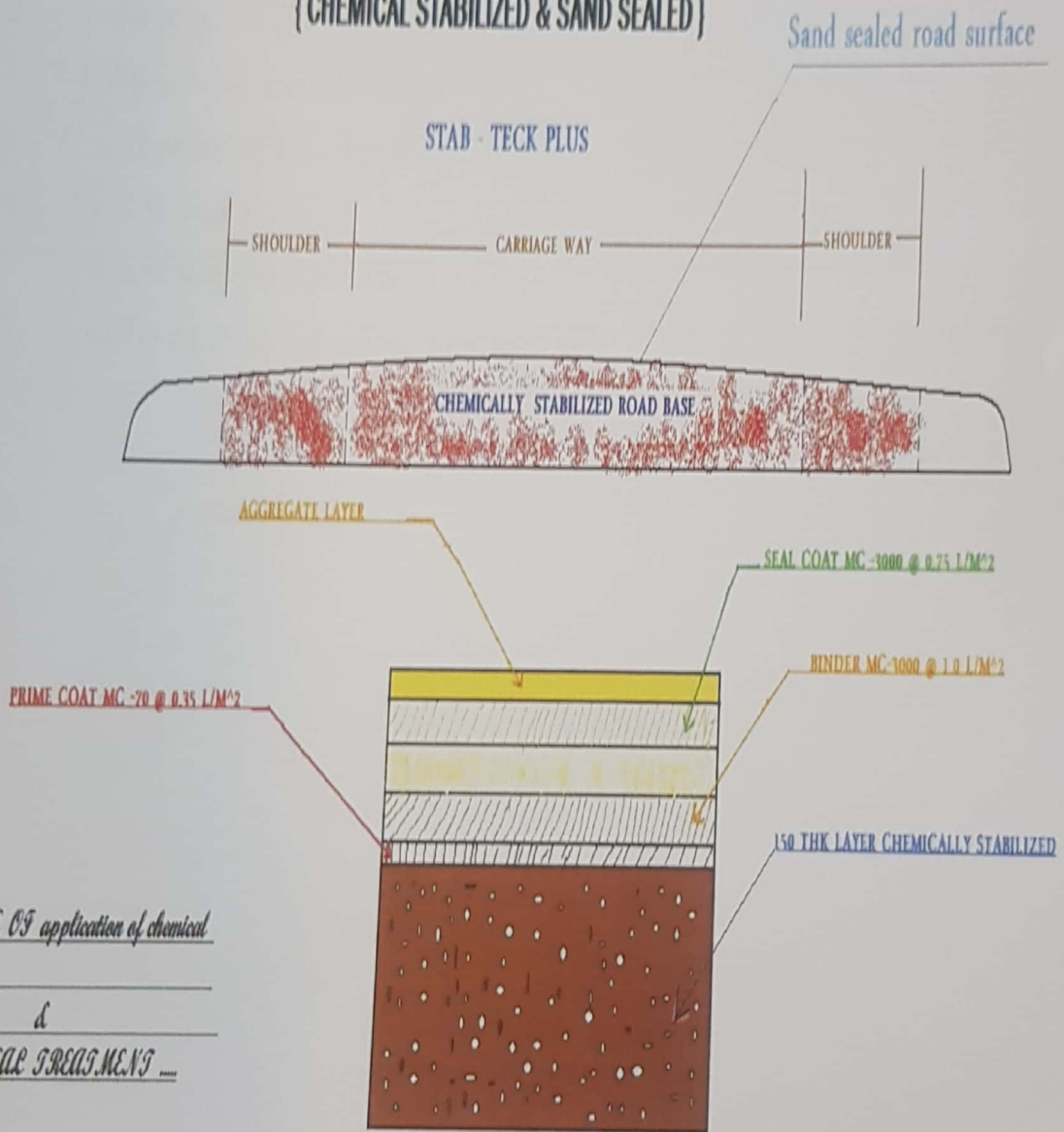
Over the finished road surface apply the **MC-70C** (priming coat, bitumen) when the applied surface is dried. Apply **MC-3000** at a temperature of 1300c. Immediately after the spray, spread crushed aggregate (6.5mm-9mm size) with specially approved means of laying machine (chips spreader). Then gently roll the road surface with Drum Rollers. The second layer of sand seal can be applied within 3 months after cleaning the surface with broom machines.

This can be applied to the finished road surface as per the guideline detailed in the application of Sand Seal Treatment.

Sketch Number 3:

TYPICAL CROSS - SECTION OF ROAD

{ CHEMICAL STABILIZED & SAND SEALED }



SCHEDULE OF application of chemical

&

SAND SEAL TREATMENTS

**LIST OF EQUIPMENTS REQUIRED FOR SAND SEAL TREATMENT
WITH STAB-TECK PLUS**

SL NO.	NAME OF EQUIPMENT	NUMBER
1	CHIPS SPREADER WITH TRUCK - 14M3	1
2	ASPHALT TANKER - 10,000 LTS.	1
3	BROOM MACHINE WITH TOW	1
4	DRUM ROLLER - 10 TONS	1
5	P.T.R. - 22 TONS	1
6	WATER TANKER - 3,000 GALLON	1
7	SHOVEL FOR LOADING AGGREGATE	1

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JET PATCHER

*Worldwide distributors & manufacturers of JET PATCHER
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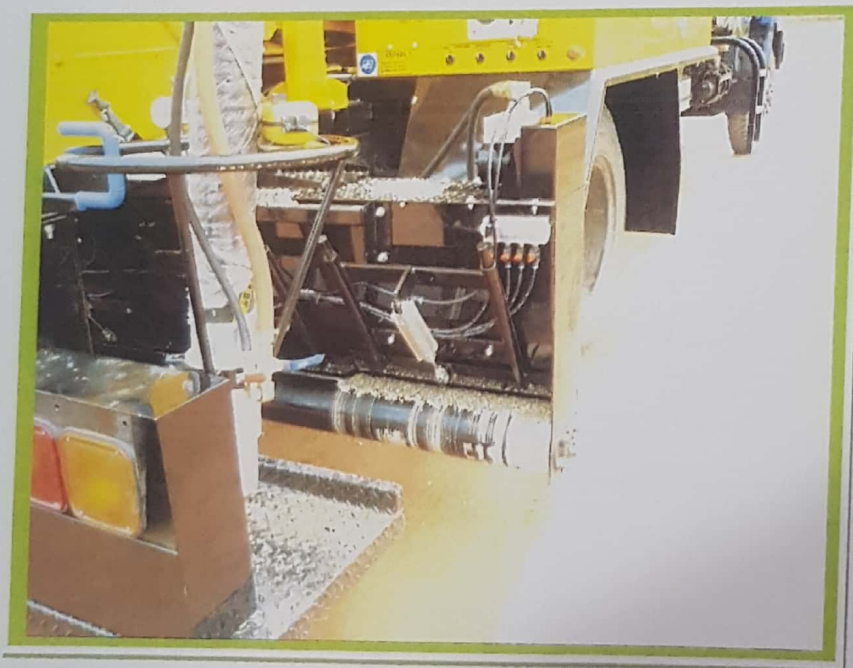
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Figure No. 8.1 JETPATCHER



Figure No. 8.2 JETPATCHER



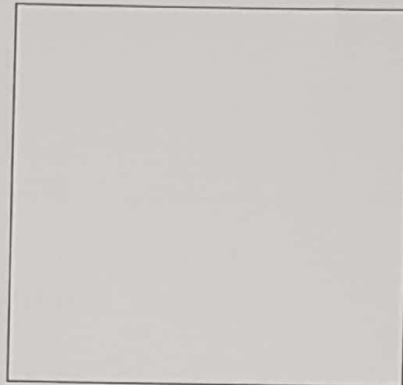
JETPATCHING

THE JETPATCHER PROCESS

Step 1: Using the high volume blower, the Jetpatcher easily blows all loose debris and even water from the pothole cleaning it and preparing the hole for an effective patch.



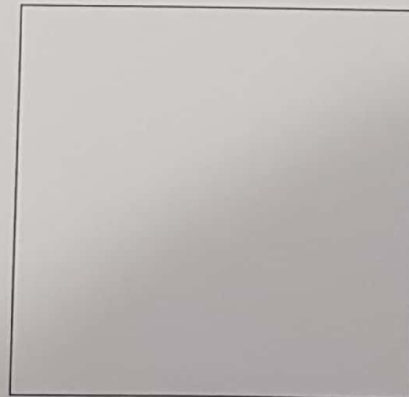
Step 2: The Jetpatcher now coats the pothole with an asphalt emulsion which seals the pothole and prevents further damage from occurring due to moisture



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. Because the Jetpatcher asphalt mix is sprayed at speeds of up to 100 kilometers per hour, compaction from the bottom up is achieved... denser than rolled asphalt.



Step 4: The wet top of the repaired area can now be protected from traffic flow using either dry aggregate, sprayed from the Jetpatcher, or, for inner city work where loose chip is a potential hazard which can be built into the Jetpatcher unit.



JETPATCHER APPLICATIONS

Jetpatcher equipment can be used for repairing many types of asphalt road defects including:

- Potholes
- Edge breaks
- Road depressions
- Wheel path rutting
- Crack sealing
- Dig outs
- Speed bumps
- Drainage buns
- Scabbing

Road base in good condition

Where a pothole or edge break has developed through a weakness in the original sealed surface, generally no pre preparation of the repair is required (e.g. cutting out or squaring the edges), except blowing out dirt and cleaning the area to be repaired.

This simple procedure is one of the main reasons for the considerable savings with Jetpatcher. Generally, the rougher the hole edges, the better the 'key' to 'lock' the hardened Jetpatcher material into the hole or edge break.

If for aesthetic reasons a square finish is required, this can be achieved by 'overlaying' the surface of the path to a square shape onto the surrounding road surface.

This further protects the patch and reduces the risk of water penetration into the repaired area.

MATERIALS REQUIRED

Aggregate:

The aggregate consists of crushed angular pieces of hard rock which range from 2 to 10 mm. a mixture of sizes produces the best interlocking effect and therefore a much denser patch. The aggregate should be reasonably dust free although sweepings from reseals are often usable.

Round river stones are not suitable. Damp aggregate is best, allowing the emulsion to adhere more readily as it is propelled through the nozzle. Water injection supplied by the pressure tank via the venture feed system allows for moisture to be added to aggregates which are too dry.

Emulsion:

The cold emulsions recommended are either anionic or cationic and have 60 to 65% bitumen content.

The emulsion needs to be medium to rapid setting. The industrial code would be CMS1, CMS2, KMS1 or similar.

The emulsion must be free of lumps or impurities which will block spray rings.

N. B. Please refer to attached Information Sheet on Types of Bitumen

Volume / Weight Ratio

It takes an average of 1 cubic meter of aggregate mixed with 100-120 liters of emulsion to make 1.75 tons of asphalt material. This is with the use of average grade to dusty aggregate.

With clean aggregate, including provision for track coating the area to be repaired, an experienced operator will use between 70 to 90 liters of emulsion per cubic meter of aggregate.

JETPATCHER ASPHALT REPAIR EQUIPMENT SPECIFICATIONS FOR 2,3,4,5 OR 6 CUBIC METRE UNITS

AUXILIARY ENGINE: 4LEI Isuzu Diesel Engine

BLOWER: Heavy duty ROTARY POSITIVE DISPLACEMENT BLOWER with drive coupling and separate airline silencer

AIR COMPRESSOR: Twin piston 8 cu ft per minute

HYDRAULIC PUMP: Direct Mounted

HYDRAULIC OIL TANK: 100 liter capacity with internal filter strainer and 10 micron filter on return line

PRESSURIZED WATER TANK: 100 liter capacity for pressurized cleaning of delivery hoses or emulsions lines

PRESSURIZED EMULSION TANK: 600-2000 liters. Pressure gauges and compressor relief valve in line. 50mm dump valve.

PRESSURIZED KEROSENE TANK: 250 liters pressurized for nozzle cleaning

CONTROLS: Full engine controls at rear of unit, including safety shut down for high temperature or low oil. Key stop. Hydraulic controls at rear of hopper for conveyor. Throttle control at nozzle

HEATING: Heat Exchanger in emulsion line

AGGREGATE FEED SYSTEM: Patented pneumatic Jet-Distributor with no moving parts with aluminum nozzle and steel spray ring and little adjustment.

AGGREGATE HOPPER: 2, 3, 4, 5, 6 meter hopper with full length conveyor and full length load carrier.

PLACEMENT BOOM: 3.4M boom with 310 degree operation 4.4 meter placement hose.

UNIT IS COMPLETE WITH: Sign rack, tool box, boot rack, full length rear step, mudguards, ladder, kerosene injection cleaning of nozzle, water cleaning of lines, separate water injection for aggregate line cleaning, 200L drum pressure fill, retractable water hose, hopper extension over engine cowl.

SPARES AVAILABLE: The company maintains a complete stock of spare parts which can be supplied at short notice.

OPTIONAL EXTRAS: (Prices upon application): spreader box, sand hopper with remote control from nozzle, heating element in emulsion tank 2.2 KW for overnight mains heating 110 or 240 V heating element.

The equipment can be either mounted on truck cab/chassis as a completely self sufficient unit or it can be mounted on a trailer and towed by a truck.

TRUCK MOUNTED JETPATCHERS

The truck mounted units are more maneuverable and suited to urban and country areas where the distance to travel is not great.