

# DURA PATCHER

## ***A Permanent Pothole Solution***



***Modern Spray Injection Technology for Potholes,  
Alligator Cracks, Shoulders and Washouts.***

***Parking Lots, Residential Roads, Highways  
and Interstates.***

**DURA PATCHER**

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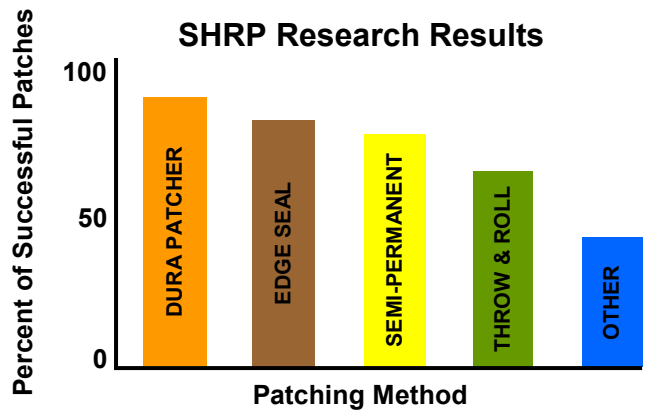


**PAVEMENT MAINTENANCE GROUP**

## ***The Most Cost Efficient, Fastest Repair Method.***



- Cut material costs in half
- Fix and forget potholes  
no repeat repairs
- More repairs in a day with less labor
- Recognized by the Strategic Highway Research Program (SHRP) as the most durable and cost efficient repair method.



### ***DuraPatcher Road Repair System...***



**Clean the repair area.**



**Apply tack coat.**



**Spray inject the mix emulsion/aggregate.**



**Spray dry aggregate as cover material.**

***Patch Is Ready For Traffic Immediately!***



## ***Two ways to Successful DuraPatching:***

### ***A Simple, Low-Maintenance Design Used by Thousands Worldwide.***

- Patented Venturi Feed System
- John Deere Diesel Engine
- No-Stress Boom and Operator Controls

#### **TRAILER MOUNTED**

**DURA PATCHER**

Requires tow vehicle with aggregate supply



*Air is used to feed and propel aggregate and emulsion to the nozzle at up to 135 lbs. per minute. No moving parts are involved in the spray injection process.*



*Aggregate feed system can pass up to 2.5 inch rock and is regulated by engine rpm providing infinite adjustment for job-site conditions.*



*Boom system is ergonomically designed for easy, natural movement without fatigue.*



*Self-cleaning Vent-Flo nozzle can patch close to traffic without overspray.*

#### **TRUCK MOUNTED**

**DURA PATCHER**

self-contained with aggregate supply



*Six cubic yard hopper provides extended patching without reloading.*



*Large directional arrow light helps protect operator when patching on public roads.*



*Balanced hose carrier relieves operator of any weight while providing a full range of motion around the DuraPatcher.*



*Water-cooled, fuel-efficient, 74 bhp John Deere diesel engine provides direct drive to the blower and compressor to provide all of the power needs of the DuraPatcher.*

## Specifications 125-DJTE (trailer-mounted) / 125-DJTM (for truck-mounting)

### PRODUCTION

60 kg./minute in continuous operation using 6 to 12mm dia. aggregates.

### BLOW-VAC AIR CONVEYOR

1. Inlet funnel for holding aggregate before aggregate enters air stream
2. Inlet slide gate is opened and closed by a single 83mm dia./100mm stroke air ram. The air ram is actuated by a 12 v. air solenoid valve controlled by remote switch located on operators handle.
3. Inlet funnel has safety screen welded in place. Allows aggregate up to 60mm dia. to pass through hose without clogging.
4. 125-DJTE: gravity feed from tipper truck to inlet funnel through 13cm dia. flex hose (approx. 60cm long)
5. 125-DJTM: gravity feed from hopper (with vibrator and dual slide gates for safety and inspection)

### BLOWER

1. Produces 12.7 m<sup>3</sup> volume of air at 0.5 Bar (at 1500 engine r.p.m.) using approx. 30 kW
2. Driven directly from its own engine flywheel eliminating belt drive.
3. Air relief pop-off valve set at 0.7 Bar to protect blower from overheating.
4. Maximum blower temperature 135° C (normal temp. 110° C)

### ENGINE

John Deere water-cooled diesel engine  
74 BHP Interim Tier 4 Compliant

### COMPRESSOR

1. Heavy-duty continuous pressure with governor regulator valve set at 5-6.5 Bar. produces 0.42 m<sup>3</sup>.
2. Bolted directly to engine auxiliary drive, eliminating belts and pulleys

### AIR FILTERS

Paper element filters for engine and blower

### EMULSION TANK

1. 950 liter (1140 liter available), 14 Bar working pressure at 260° C
2. R-15 rated insulation secured by fiber-reinforced and fire-retardant plastic weatherproof cover.
3. two thermostatically-controlled 1500 watt/230 volt electric blankets
4. pressure-relief valve set at 7.6 Bar

### EMULSION LINE CLEAN-OUT TANK

1. 57 liter capacity pressurized tank
2. 14 Bar working pressure at 232° C
3. pressure-relief valve set between 6.9 and 7.6 Bar

### ENGINE FUEL TANK

68 liter capacity with sight gauge

### HOSES

1. aggregate hose: 3 m pipe connected to 5 m. wire-reinforced neoprene lined hose (both 9cm inner dia.) = total length of 8 m.
2. 2. emulsion line: 6.1 m. long x 10mm inner dia. hose (rated for 17 Bar)
3. emulsion clean-out line: 4.6 m. long

### VENT FLOW NOZZLE

1. 9cm dia. lightweight perforated tube, 33cm long
2. emulsion spray slot for 100% aggregate coverage
3. perforated holes allow air pressure relief upon exit of aggregate, preventing over-dispersal of aggregate

### SWING HOSE CARRIER

1. holds entire length of aggregate hose, eliminating operator fatigue
2. 2. Operator station includes controls for emulsion and aggregate release, engine r.p.m. and horn.
3. 5.3 m. working radius

### HOT OIL HEAT EXCHANGER SYSTEM

12 v. pump circulates heated oil through a 5cm dia./122cm long pipe from the engine heat exchanger into emulsion tank, then through a 9mm dia. hose to the emulsion nozzle, returning to the heat exchanger. At ambient temperatures as low as 7° C, system keeps the emulsion circuit (tank, line and nozzle) at average temperature of 60° C.

### TRAILER SPECIFICATIONS (MODEL 125-DJTE)

1. rectangular tube frame of 6mm thick steel
2. 2. dual-axle leaf-spring suspension – 5.45 tone capacity
3. four 225/75R15 tires
4. electric brakes with breakaway unit
5. brake and turning lights (flashing strobe and directional arrowboard optional)
6. dimensions: 4.93 m. long x 2.24 m. wide x 2.31 m. high
7. weight: 2.44 tones empty

### TRUCK MOUNTED SPECIFICATIONS (MODEL 125-DJTM)

Hopper: 4.6 cu. m. - opening 2.1 m. x 3m.  
dimensions: 5.61 m. L x 2.31 m. W x 1.93. m. H  
equipment net weight (unloaded): 4,260 kg.  
Gross weight (fully loaded) 12 tones approx  
Recommended chassis: 15 tone GVW

### STANDARD COLOR safety orange

*All above specifications subject to change without notice.*