

Velocity

Road repairs pre packed

Repairs to potholes and problem ironwork can now be carried out more quickly using pre packed kits developed by Velocity.

Simplicity and durability have been brought together in a highly effective road repair system that comes in 25 litre buckets. Making good potholes and problem ironwork has been speeded up and made more simple at a stroke, by the road repair specialist Velocity. Following successful development work, the company has introduced a new UK product – Pothole Filler.

The principles of Pothole Filler have been brought over to the UK from America where a similar pre packed pothole repair system has been in use for around five years. Velocity has improved on that system to produce Pothole Filler, which is the first of many solutions the company is planning to introduce for solving road maintenance problems.

“Pothole Filler is supplied in a 25l bucket containing everything needed to repair a road

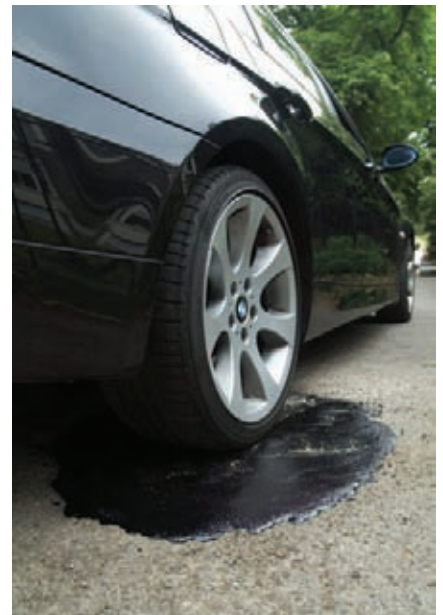
surface defect in only five to 10 minutes,” says Velocity’s Managing Director Richard Jackson. “Unlike conventional methods, which require saw cutting around the area to be treated and application of a tack coat to bond the repair to the sub surface, Pothole Filler – like Velocity patching – uses the natural rough edge of the defect to key and adhere the repair material to the road.”

Within each tub is a smaller container of polymer modified bitumen emulsion and a bag of fine aggregate mix material. The two are simply poured into the bucket and mixed together. “One of the advantages of Pothole Filler is that no specialist equipment is required. All it takes is one man and a stick,” says Jackson.

Once poured into the defect, the liquid bitumen emulsion and aggregate mix penetrates all of

the cracks and voids, sealing them from ingress of water without the need to prepare the surface with a tackcoat. The only preparation work to be carried out prior to pouring the mix is simply sweeping away any debris and dust. Dampening the pothole with a hand spray of water enhances the key and bonding of the material to certain surfaces, such as concrete.

According to Jackson, the bitumen emulsion has a very high polymer content, ensuring the finished surface is durable and flexible – and can be used in virtually any situation. As well as pot holes, the system can be used to repair irregularities in roads, driveways, footpaths and warehouse floors. It is also ideal for use around ironwork and street furniture. It will adhere to most materials including brick, ironwork, stone and concrete.



Pothole Filler is simple and quick to lay: (from left to right) preparation is minimal, application involves mixing and pouring the pre packed materials into the defect to form a durable and flexible repair which can be trafficked within 30 minutes.



Using principles behind an American product, Velocity has developed a highly versatile, environmentally friendly pothole repair kit

“The cold applied material is self priming, self levelling and requires no compaction, making it the environmentally friendly choice as there is no need for specialist high energy consuming equipment,” Jackson says. “This also eliminates any health and safety issues that can arise with hot applied materials. Pothole Filler can be mixed and laid within a couple of minutes and is firm enough to drive on in half an hour. The patch reaches its full strength within 72 hours.”

Velocity’s new pothole repair can be laid in cold or hot weather conditions. Contained in each bucket is an accelerator which can be

added to the mix to speed up the break of the emulsion in cold weather. It is also possible to alter and enhance the texture and the aesthetic appearance of the road repair to match its surroundings with cement and sand.

High friction anti-skid aggregate is also supplied in the pack for applying to the surface of the repair before the Pothole Filler

“Initial reports suggest it to be a very versatile, rapid and hard wearing solution.”

Paul Richards

material sets. Each unopened tub can be stored for up to six months, although once the material has been mixed and activated it has to be laid immediately.

Repairs carried out in America five years ago using the system on which Pothole Filler is based, are still in place without showing any defects or signs of weakening, according to Jackson, providing a long term repair and preventing the pothole from reoccurring. “We are now manufacturing the product locally in the UK,” he says. “We are using a different base bitumen to the original mix and the emulsion has also been adjusted to

accommodate the new bitumen. This has led to a superior product.”

Trials of Pothole Filler have been carried out in America and early indications are of successful results. British firm Atkins has been forward thinking in trialling the product, says Jackson, and has seen the benefits that the new system can bring, having already laid the American repair material on a UK road – in Glastonbury in May this year.

“Atkins Somerset is currently trialling Velocity’s new Pothole Filler,” says Atkins Highways & Transportation Patching Manager Paul Richards. “Initial reports suggest it to be a very versatile, rapid and hard wearing solution to problem iron work, wheel tracks and re-occurring potholes on sensitive sites.”

Another major company looking at Pothole Filler is Jacobs. Senior consultant Ian Walsh says: “We are currently evaluating the product and initial indications are very interesting.”

Velocity is also establishing a network of companies and individuals to help introduction of Pothole Filler across Europe, the Middle East and Australia, firstly targeting local authorities and maintenance contractors. “This is the first of many solutions we will be offering to our customers,” Jackson adds. “We plan to be a ‘one stop shop’, able to offer as many road repair solutions as possible.”



The repair kit comes in a pre packed 25l bucket

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