

Velocity

# More options on offer

Several useful additions have extended the services offered by Velocity, including a compact, 7.5t version of the truck mounted velocity patching machine.

More good ideas have emerged from the offices and workshop of Velocity, the road maintenance equipment and materials specialist in Sunderland. Among other things, the firm has developed a smaller, more compact velocity patching vehicle, in response to feedback from customers and as part of a much widened overall service.

The Hole Solution, as Velocity has termed its widened service, also includes training for customers' staff and operatives at all levels. The new services add to Velocity's range of specialist packed products and optional levels of velocity patching support, which now include full assessment of road defects and repair costs.

Velocity is providing Ringway and Kent County Council with its Hole Solution. Velocity carries out road surveys, categorising defects and estimating repair time and costs so the client can agree a programme within its budget and time scales.

"There is a lot more to working with a velocity patching machine than meets the eye," says Velocity's Managing Director Richard Jackson. "In 2007 we implemented group training workshops to enable our clients to gain a thorough understanding of the process, material capabilities and our operating standards. This initiative has resulted in greater savings for customers and more use of velocity patching throughout the UK.

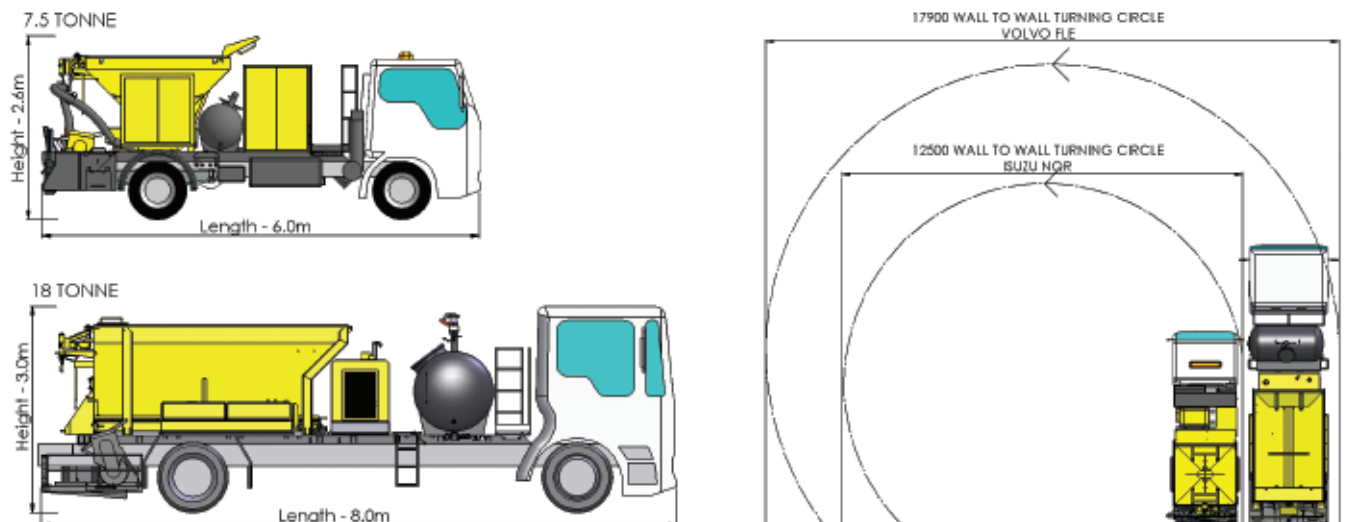
"The work in Kent is a good example of a client making the most of its resources by assessing the full cost of different category repairs within its asset management plan," Jackson adds. "Our biggest customer in terms of number of machines in use is Northern Ireland's Road Services Direct. It has its own dedicated support team looking after 17 velocity patching crews which repair about 30,000m<sup>2</sup> of road every week."

Some of Velocity's clients have said the company's 18t trucks are too large for use in

small areas or sites with restricted access. So Jackson and his team of engineers have produced the new 7.5t version on a smaller chassis with a much tighter turning circle, for use in built up areas, parks, housing estates and narrow country lanes, for example.

**"There is a lot more to working with a velocity patching machine than meets the eye."** Richard Jackson

The lighter Velocity truck carries enough aggregate and bitumen emulsion to repair about 80m<sup>2</sup> of carriageway before refill, in comparison to the larger machine's coverage of 200m<sup>2</sup>, but the principles of use are exactly the same. A low pressure, high volume of air is directed to remove loose debris from the road defect, followed by an application of a bond coat and then the aggregate and



Velocity's new compact 7.5t velocity patching vehicle (top) in comparison to the 18t truck. A larger 26t version is also available



Velocity has developed a smaller and more compact velocity patching vehicle for use in small areas or places with restricted access

emulsion mix through the same hand-held nozzle.

The result – ‘a fast and economic alternative to conventional patching’, according to BS434 Part 2 – is very highly rated among those that use the technique. Velocity’s machine is the only one on the UK market that complies with BS434 Part 2, according to Jackson, who has received praise for ‘speedy, durable and value for money’ repairs from the head of Road Services Direct, Ken Hutton. And confirmation has come from the Highways Agency’s managing agent contractor OPTIMA, that velocity patching has been found ‘fast, efficient and cost effective’ for repairing defects on trunk roads and reducing

operatives’ exposure to risk on the highway.

The Velocity technique requires no prior breaking out of material around the repair and, on average, the depth of application is only 25mm, in comparison to conventional 40mm deep patches, which are usually overfilled before being compacted. So velocity patching produces no waste and consumes far less new material.

Overall, Velocity is helping highway authorities cover a lot more ground per pound – a great boost for asset management programmes covering large local networks. It is not ‘the Hole Solution’ on its own however.

“The machines are good, but they do not do everything. So we also supply packed products for ironwork, centre joint and

pothole repairs, as well as cleaning products for vehicle maintenance and bond coats out of a can,” Jackson says.

“Our service is developing and the mini patching machines will help us reach previously inaccessible parts of the market. Clients often come to us and ask for specifics. We can customise the equipment and the service to suit.”

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## PACKAGED PRODUCTS PRODUCE GREAT RESULTS

**V**elocity’s Iron Work Solution, Centre Joint and Pothole Filler are polymer modified, bitumen emulsion based, cold mix repair products, supplied in buckets with constituent materials bagged for mixing on site. The aggregate is a very fine blend (with a bag of skid resistant bauxite for applying to the finished surface) and the mixed materials have a very low viscosity for getting into all the fissures of a pothole and sealing joints against water.

The products cure rapidly to create materials that are remarkably flexible – a 50mm thick sample in Velocity’s Sunderland office is easily flexed – and tough: the same sample withstood tensile force testing used for assessing many conventional materials without breaking. Velocity reports great success with its Iron Work Solution, Centre Joint and Pothole Filler thus far and is currently undergoing HAPAS approval of these products.

## VELOCITY WIDENS ITS HORIZONS

**V**elocity has appointed its first European distributor, in Turkey; and is supplying velocity patching machines with training and technical support to set up a mirror image of the UK Velocity operation. This includes packed products supplied by Velocity until Turkish manufacturing is under way. “We are working closely with the Turkish distributor to ensure it achieves the same success witnessed in the UK market,” says Richard Jackson. Negotiations are under way with others in Europe.