

JETPATCHER

Leaders In Spray Injection Road Repair



CASE STUDY:
Midlothian Council - Demountable Unit

Project: Jetpatcher 5m³, 18t, 1000 Series, demountable unit, rear mounted

Client: Midlothian Council

Date Undertaken: initial discussions started 5/8/15 with tender awarded September 2016

CLIENT BRIEF:

A tender process delivered through the Scottish Procurement Portal. We were asked, as part of the submission, to arrange a one week demonstration of the vehicle, including material usage data. A specification was drawn up by the council, based on conversations with their operatives, and the previous experience of running a Jetpatcher since 1998.

CONSIDERATIONS / CHALLENGES:

- Road network
- Vehicle utilisation
- Fuel consumption
- Types of repairs

The road network dictated that an 18t chassis would be the best vehicle for the job. A standard gear ratio gearbox, standard day cab with uprated front axle and air suspension would be the ideal specification of truck. As Midlothian's fleet is predominantly Daf that would be the choice of manufacturer.

To get full utilisation of the chassis all year round, a demountable Jetpatcher and gritting body would be supplied using the Econ system, as most of their fleet uses the Econ.

We demonstrated the savings in fuel and material/emulsion usage against the front mounted option by showing the data for both machines in a similar environment/types of repairs. The typical types of repairs on the Midlothian network are small but deep potholes. This also helped dictate the 18t against the 26t and the rear mounted machine against the front mounted.



The Client:

The 18t Jetpatcher unit on the 18th of March 2017, as per the tender delivery date, ready for the start of the Jetpatching season. Having the gritter body to swap onto the chassis meant utilisation of the chassis was in play from the start. There were 2 weeks of training with the Midlothian operatives, not only on the process of repairing defects but also on the Jetpatcher unit working procedures.



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