

ROADMASTER



MACHINE CAPABILITY

Do more with less. Roadmaster spray patchers offer a more carbon-efficient and durable fix in less time with less manpower.

10_x
**FASTER
WORK**

A single-operator machine takes less than 3 minutes to repair a pothole.

4_x
**MORE
DURABLE**

Repairs last more than 4 times longer than many conventional repair methods.

66%
**LESS
MANPOWER**

Single-operator specialist machine vs multi-crew conventional repair.

80%
**LESS
CARBON**

Longer-lasting repairs reduce travel time and material consumption.

HOW IT WORKS

1



POSITION

Position the Roadmaster and extend the boom.

2



CLEAR

High-pressure air to clear any debris.

3



PREPARE

Apply a sealing tack coat of binder to the defect and to the surrounding area.

4



FILL

High-velocity application of chip and emulsion mix.

5



BRUSH

Brush away stray chips from patch.

6



ROLL

Roll with the pneumatic roller.

CREATING A CULTURE OF PREVENTATIVE ROAD MAINTENANCE

The Roadmaster revolutionizes road maintenance by tackling both potholes and road surface defects before they become major issues. This proactive solution helps prevent potholes from forming at a later stage, thereby enabling local authorities and contractors to adopt a cost-effective, preventative approach to road maintenance. The result? Smoother, safer roads that enhance the driving experience for everyone—all while staying within budget.

WHY SPRAY PATCHING?

SPRAY PATCHING **Vs** TRADITIONAL REPAIR

Single operator	Multi-person crew
Approx. €8/£7 per repair	At least €40/£35per repair
Repairs last many years	Repairs last 3 months and less
Minimal traffic disruption	Significant traffic disruption
Mobile works process	Requires traffic management
Under 3 minutes	At least 20-minutes per repair
Operate year-round	Often Seasonal
Fully controlled material mix	Inconsistent material mix
No material wastage	Significant material wastage
Preventative maintenance & repair	Repair only
As low as 0.8kg of CO ² per repair	Typically over. 3.2kg of CO ²
No risk- fully operated from the cab	High risk- crew exposed on the road

MUCH MORE THAN POTHOLE REPAIR

Prevention is better than cure. Roadmaster machines are suitable for a variety of repair types, meaning minor defects and disrepair can be easily remedied as they occur, preventing the formation of potholes.

CENTRE LINE JOINTS REPAIR

The weakest link and the first point of failure. Roadmaster builds up and seals eroded centre-line joints, extending the life of the road surface.

CRACKS AND CRAZING REPAIR

Repairing cracks at an early stage is the key to avoiding pothole formation. Spray patching allows you to apply a sealing layer of coated aggregate, filling any depressions and preventing any water ingress, limiting further damage to the road. It can do this without the need to excavate, unless there is an underlying structural problem.

POTHOLE PREVENTION

Localised areas of surface erosion are often seen as too trivial and costly to repair at an early stage. Velocity patching seals these patches quickly and cost-effectively before they become a bigger issue. This prevents future potholes.

EDGE STRENGTHENING

Road edges are prone to damage from excess water and lack of edge support. Spray patching can be used to apply coated material to strengthen the edge, extending the life of the carriageway.

PRE-SURFACE DRESSING

Seasonal pre-surface dressing often results in prolonged road closures. Spray patching shortens the process by priming the defect, levelling any undulations and covering raw areas. The fact that it can do this without the need to excavate makes it far more cost and carbon efficient than any alternative. The speed at which it can be done results in minimal traffic disruption.

OUR END-TO-END SERVICE

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PLANNING & DESIGN

We collaborate with you to assess your maintenance and road repair needs and outline a tailored plan to suit your precise requirements.

This includes the specification of your ideal Roadmasters, and a comprehensive strategy for operators, managers, and machine servicing personnel.

DELIVERY

Every Roadmaster is made to order, and we provide a build schedule that is updated in real time so you can plan around the delivery of your spray injection patching machines.

TRAINING

Following delivery, our team will provide initial OEM familiarisation for up to three operatives over a two-day period. Our trainer will then return several weeks later to ensure that the correct methods, techniques and routines are being applied.

Advanced training is available for operators, managers, and machine service technicians to maximise efficiency and productivity across all levels of your team.

AFTERCARE & SERVICING

Roadmaster operates a global network of experienced Roadmaster fitters and mechanics who are available for both planned and emergency maintenance on-site. We also offer an entire machine strip and rebuild every 7 years to prolong the lifespan of your Roadmaster.

PARTS & SPARES

We carry a massive stock of Roadmaster spares which are available to order for same-day shipping through our online portal or by phone. Our Technical Support team is also available to assist you with any specific questions.



TECHNICAL SPECIFICATION

MODEL	SP300-FB	SP500-FB	SP700-FB
AXLE CONFIGURATION	4 x 2	4 x 2	6 x 2
G.V.W	16t+	18t+	26t+
AGGREGATE CAPACITY	4m ³	5m ³	7m ³
EMULSION CAPACITY	800ltrs	1,200ltrs	1,600ltrs

EQUIPMENT

AGGREGATE HOPPER	Option of 4m ³ , 5m ³ or 7m ³ hopper. Hydraulically operated lid with quick-release clamps.
BLOWER	High volume/low pressure system, hydraulically driven.
HYDRAULIC SYSTEM	System is powered by a pressure-compensated PTO pump.
BITUMEN EMULSION TANK	Non-pressurised insulated thermostatic controlled tank.
BITUMEN EMULSION HEATER	Automatic oil-fired burner. Overnight heating possible.
BITUMEN EMULSION DELIVERY	Pump-driven circulation system.
FLUSH SYSTEM	15ltr water and air flush with auto off.
BITUMEN SPRAY SYSTEM	Wide angle tack coat jet and single mixture spray jet.
AGGREGATE SPREAD SYSTEM	In-cab controls, delivers even spread over one-metre width.
PLC CONTROL SYSTEM	The entire binder and aggregate application system is controlled by a PLC controller with an IFM touchscreen for function selection.
SPRAY HEAD	Low drift spray and mix head – minimises binder drift. Heated by the binder to prevent clogging. Low maintenance.
RADAR REAR DETECTION	Automatic detection of objects at rear of vehicle which activates alert systems for operator.

WHO WE ARE

At our core is a team of expert engineers dedicated to advancing road maintenance technology to make high-quality roads accessible to everyone – while saving on labour, cutting costs, and reducing carbon emissions.

Following 30 years of sustained innovation, experimentation and customer collaboration, Roadmaster now delivers the most advanced single-operator spray injection patchers in the world.



MAKING HIGH-QUALITY ROADS **ACCESSIBLE** FOR ALL.

Guided by the principle that prevention is better than cure, Roadmaster technology empowers users to perform proactive road maintenance with remarkable efficiency and at a fraction of the cost of reactive repairs. Its precise material calibration minimizes waste, while the long-lasting durability of repairs cuts both carbon emissions and maintenance expenses over the road's lifespan.