

BID SUBMITTAL FORM
Alabama County Joint Bid Program
BID ITEM – ONE-MAN POTHOLE PATCHER –
OPTION B

Company Name: COBLENTZ EQUIPMENT & PARTS CO., INC.

Address: 10400 HIGHWAY 80 E.
MONTGOMERY, AL 36117

Bid Submitted by: MATTHEW COBLENTZ
 (Name of company representative)

Title: PRESIDENT E-mail address: matthew@coblentzep.com

Phone: 334-215-8600 Fax: 334-215-8532

By submitting this bid, we agree:

Initials

The equipment model number identified below meets the bid specs for this bid item

DMC

That the bid price will be honored for all counties for the period from January 1, 2023 to December 31, 2023.

DMC

The equipment will be delivered at the bid price to all counties participating in the joint bid program

DMC

The company representative listed above will be the contact person for purchasing this bid item under the joint bid program

DMC

The bid is accompanied by a current catalog or model specification document for the model number identified below

DMC

The bid is accompanied by a copy of the manufacturer's standard warranty as required in the bid specifications

DMC

The bid includes the e-verify documentation required by Alabama law

DMC

If awarded the bid, a performance bond will be provided upon request

DMC

The bid documents include the **Manufacturer's Suggested Retail Price Sheet (MSRP) for the Standard Machine**

DMC

ONE-MAN POTHOLE PATCHER – OPTION B

Total Bid Price for Standard Machine: \$ 267,305.⁰⁰
(Total Bid Price for Standard Machine Includes Freight Preparation, Delivery and Standard Warranty Costs) *

Freight Preparation and Delivery: \$ 2,900.⁰⁰
(Included in Standard Machine Bid Price)

Manufacturer's Suggested Retail Price for Standard Machine: \$ 304,650.⁰⁰

Equipment Model #: P-5

Description: ONE MAN TRUCK MOUNT POTHOLE PATCHER - OPTION B

Signature of company representative submitting bid: 

Title: PRESIDENT

***NOTE:** Award will be made based on the total cost of the **Standard Machine**. The total cost of the standard machine is to include the freight preparation, delivery and standard warranty cost. Freight preparation, delivery will be excluded from the total bid price of the standard machine in determining the percentage discount for any available options.

**BID SUBMITTAL FORM: OPTION COST SHEET
ONE-MAN POTHOLE PATCHER – OPTION B**

By submitting this bid, we agree:

To offer any available options at the percent difference between the Manufacturer's Suggested Retail Price Sheet and the actual bid price on the Standard Machine*

Yes

The bid documents include the Manufacturer's Suggested Retail Price Sheet (MSRP) with **any available Options** for the Standard Machine

Yes

Equipment Model #: P-5

Description: ONE-MAN TRUCK MOUNT POTHOLE PATCHER - OPTION B

Signature of company representative submitting bid: [Signature]

Title: PRESIDENT

***NOTE:** The percent difference between the **Manufacturer's Suggested Retail Price Sheet (MSRP)** for the standard machine as specified by these **Bid Specifications** and the actual price bid by the vendor will be calculated to determine the percentage discount to be applied to any available options. The bid price of the freight preparation, delivery cost shall be excluded in determining the percentage discount to be applied to available options. Any individual county may choose to add any available option to the standard machine at the percentage discount at the time of purchase.

BID SPECIFICATIONS FOR ONE-MAN POTHOLE PATCHER – OPTION B

GENERAL

These specifications shall be construed as the minimum acceptable standards for a single-operator, truck-mounted, automatic pothole patcher with a remote-controlled boom operated from the driver's seat of the truck chassis. Should the manufacturer's current published data or specifications exceed these standards, the manufacturer's standards shall be considered minimum and shall be furnished. All integral parts not specifically mentioned in the scope of these specifications that are necessary to provide a complete working unit shall be furnished. Additionally, the machine for bid offered shall include all standard manufacturers' equipment. The one-man pothole patcher must be a new current production model and shall meet all EPA applicable standards at the time of manufacture.

The use of specific names and numbers in the specification is not intended to restrict the bidder or any seller or manufacturer, but is intended solely for the purpose of indicating the type, size and quality of equipment considered best adapted to the uses of counties participating in this joint bid.

BID SUBMITTAL FORM

Each bidder must submit his or her bid on the Bid Submittal Form included in the Invitation to Bid package. All written warranties to be submitted shall be attached to the Bid Submittal Form.

BID PRICE

The bid price shall include all destination charges, delivery charges, title fees, rebates, and all other applicable costs and refunds.

MANUALS

Each unit will be provided with one (1) copy of the operator's manuals, one (1) copy of the current parts manuals and (1) copy of the repair manual. Units will not be accepted for delivery until the manuals as outlined above are received by the purchaser.

WARRANTY

Units purchased under this specification shall be warranted against defects in materials and workmanship for a period of not less than one year from date of delivery to customer. Items thought to be defective will be returned to factory prepaid to be repaired or replaced.

Yes No
Page# _____
or
Attachment

MINIMUM REQUIREMENTS

The truck-mounted machine shall be designed and constructed to repair larger cracks, potholes, and broad areas and completely controlled by one person from the driver's position of the truck cab with no support equipment necessary. The machine shall be capable of blowing water, dust or debris from the pothole or surface to be repaired. The machine must be capable of patching while moving forward or reverse, must be capable of patching at temperatures as low as 5 degrees F, and must be able to perform all patching functions with transmission engaged and in motion. The machine must be capable of performing each of the following functions:

- clean cracks and surfaces

- spray liquid asphalt emulsion over area to provide a tack coat
- apply emulsion-coated aggregate to provide a high-density cover repaired area with dry aggregate

Yes No
 Page# 1

DIMENSIONS

Width and height to meet State and Federal requirements without requiring oversize permits

Yes No
 Page# 1

CHASSIS: CAB-OVER Kenworth 370 or Equivalent Minimum

Requirements:

GVWR : 33,000 lbs.
 Front Axle: 12,000 lbs.
 Rear Axle: 21,000 lbs.
 Air Brakes: 18.7 CFM @ 2,600 rpm
 Engine: 240hp @ 2,600 diesels, 6 cylinder turbocharged
 Wheelbase: 158"

Yes No
 Page# 6

Tires: Front Single highway tread, Rear dual highway tread-11R22.5-14

Yes No
 Page# 8

Wheels: Hub piloted steel disc rims

Yes No
 Page# 7

Transmission: Allison, 2500 highway Series 6 speed or Equivalent

Yes No
 Page# 7

Lights, Day time running lights, Map light, turn signal/hazard, 12 volt power outlet, Air, Coolant, Fuel, Temperature Gauge, Speed-o-meter & Trip meter, Tachometer, back up alarm, tinted glass cruise control AM/FM radio. Tool box mounted on the truck chassis

Yes No
 Page# 6-9

AGGREGATE SYSTEM:

The aggregate tank shall be rectangular in shape and have a minimum capacity of 5 cubic yards. The opening on the tank shall be large enough in length to accommodate loading from large industrial loaders and have a safety screen in place. Aggregate system shall perform with wet or dry material. The hopper box will be equipped with two (2) air operated slide gates. Aggregate shall be fed via gravity into the venturi air system which will create a vacuum to draw it into the aggregates hose to provide a constant and even flow of material. The blow-vac system must be capable of passing 2-1/2 inch material without clogging the feed system. **The hopper shall be equipped with a roll tarp system capable of being operated by one person.**

Yes No
Page# 3

AGGREGATE CONDUIT SYSTEM:

The aggregate conduit system shall consist of an abrasion resistant 3-1/2 inch ID flexible non-kinking plastic wire reinforced rubber neoprene-lined hoses designed for long life. The flexible hoses shall be fitted with a vent flow nozzle that has a 1/2 inch by 1/16 inch single spray slot incorporated in the nozzle body. No multiple spray slots or rings will be accepted. The perforated holes in the vent flow nozzle shall relieve air pressure as the aggregate mix exits the nozzle to prevent the coated aggregate mix from being blown out of the repair area. The unit must prevent over-spray of material therefore allowing repairs to be made close to objects such as cars and curbs.

The operator will control the flow of aggregate with the RPM's of the auxiliary engine only. No belts, conveyors or two speed blower controls will be accepted.

The unit must be capable of dispensing aggregate at the rate of 135 lbs. per minute in continuous operation under normal patching conditions when using 1/4 to 3/8 in aggregates. Unit must be capable of performing repairs with aggregate up to 3/4 inch in size.

Yes No
Page# 2-3

AUXILIARY ENGINE:

The pothole patching machine shall be powered by a liquid cooled diesel tier IV engine with a rated minimum gross horse power of 74 HP. The engine must carry a factory warranty of two (2) years. The engine must be enclosed by an engine compartment with an access door and the enclosure will be lined with sound suppression material. Enclosure shall be powder coated black. Engine shall be protected with an automatic shutdown system to protect against a loss of engine oil pressure and overheating.

Yes No
Page# 4

BLOWER SYSTEM:

The blower shall be directly coupled to the flywheel of the engine. It shall produce a minimum of 450 CFM at 7 PSI at 1500 RPM's. The blower shall be protected from overheating by a pop-off valve set at 12PSI. The filter for the blower shall be an easily accessible paper dual stage type with a foam pre-filter with a minimum of 45 ft² of filtration.

Yes No
Page# 5

EMULSION TANK:

The emulsion tank shall be an ASME certified pressure vessel with a minimum capacity of 300 gallons. It shall have a 195 PSI working pressure at ambient temperature. It shall be insulated with 2-inch fiberglass insulation with an R value of 15 and covered with a weatherproof, fire retardant re-enforced plastic cover with metal end caps. Overnight heating will be done with 2-1500 watt, 120-volt heater blankets that are thermostatically controlled. The heater blankets are wrapped around the outside of the tank to provide gentle heat on the emulsion tanks itself to avoid putting direct heat on the emulsion. The heating system shall be capable of operating continuously regardless of whether the emulsion tank is empty or full with no damage to the heater blankets or other components. This allows an empty tank to be preheated in cooler weather. The tank shall have a pressure relief valve set between 100 PSI and 110 PSI. The tank must have a minimum 12-inch filler neck with a T-bolt closure.

Tank shall have a 5 inch dial thermometer that is visible from ground level.

Yes No
Page# 2

The unit must feed the emulsion via a pressurized emulsion tank to allow the system to be unaffected by cold weather. Must be capable of performing in temperatures as low as 5 degrees F.

Yes No
Page# 2

EMULSION CLEAN OUT SYSTEM:

The emulsion clean out tank shall be a 13-gallon pressurized vessel. It shall have a pressure relief valve set at 100 PSI to 110 PSI. In the open position, diesel or solvent from the clean out tank will flow through the emulsion line and valves to allow the system to shut down without clogging.

Yes No
Page# 5

No disassembly or soaking of any part of the emulsion system will be necessary. The entire cleanout procedure shall not get emulsion, diesel or solvent on the operator.

Yes No
Page# 4-5

HOT FLUID HEATING SYSTEM:

The unit shall come equipped with a heat exchanger system to keep the emulsion lines and valves hot during operation in cool or cold weather. A 12-volt circulation pump shall circulate heat transfer oil through 3/8 inch lines the full length of the hose to the emulsion nozzle then back to the heat exchanger. All parts including emulsion valves, hose, and nozzles will be heated by this hot fluid heating. No units circulating chassis engine coolant will be accepted.

Yes No
Page# 3

FRONT MOUNTED BOOM AND CONTROL SYSTEM:

The unit will be a fully proportional, 3-axis, single joystick that is modular in construction. The system is used in conjunction with a hydraulically operated mechanical arm mounted to the truck. The arm is used to position the vent flow nozzle over the section of the roadway needing repair. The system must be operable by a single person from the driver's seat in the cab of the truck with minimal training.

Yes No
Page# 3

CONTROL SYSTEM:

The control system shall be a modular unit that includes a mounting base. The console is a fully adjustable design with a cushioned armrest and operator interface panel located at the operator's fingertips. The console will have 3 easily accessible switches that control the master power, engine kill and pump control. All switches are to be illuminated with function. The console must have a display area for function indicators and engine information.

Yes No
Page# 4

The joystick shall have a non-gated X and Y axis that are 100% proportional. The joystick shall have a second thumb actuated switch with a gated X and Y axis that are 100% proportional. The joystick handle will have buttons for selecting functions including: throttle, emulsion flow, vibrator and rock flow. The joystick shall be able to control 4 proportional valve functions simultaneously. All proportional control must be provided by a programmable controller that monitors the joystick positions and all inputs.

Yes No
Page# 3-4

MECHANICAL ARM:

The unit must come with a 4 axis, heavy duty, hydraulically manipulated assembly used to position a dispensing nozzle. The arm and control must prevent the nozzle from moving beyond the side of the vehicle into the traffic lane. The range of motion must allow repair a minimum of 36" beyond the side of the vehicle opposite the traffic lane. The nozzle must be vertically adjustable to compensate for vehicle height variations. The mechanical arm (boom) is to fold against the bumper of the vehicle and in no way obstruct the driver's vision when locked in the transport position. This is a safety issue!

Yes No
Page# 3

All pivot points must be greaseable and replaceable. The arm must mount to the passenger side of a truck bumper with 4 bolts. A stow bracket, and a welded cylinder bracket are also attached to the bumper. The arm must have a stow support for traveling to eliminate bushing fatigue at all pivots. All arm cylinders and rotary actuator must utilize counter balance valves to maintain position while moving the truck or operating the arm.

Yes No
Page# 3

The emulsion control valve must be mounted near the emulsion nozzle and all hoses to the tank must be protected in insulating wrap to prevent clogging. The arm must have a minimum reach of 120 inches from the bumper. The nozzle must rotate through a 36 inch radius and 270 degrees of rotation and have a vertical range of motion no less than 8 inches at the nozzle tip.

Yes No
Page# 3

Wiring and Connection Specifications:

Wiring and harness system should meet ISO rating IP68 and NEMA 6. The connectors should be zinc die cast E-coated, similar to a MIL spec connector. Each should have three sealing points- the lock ring itself, a raised portion of the molded plastic around each pin, and a viton O-ring that seals the whole connector. The cable jacket should be TPE- thermoplastic elastomer, and molded to the connectors. Connectors and harness should be rated and tested for a temperature range from -30C to +70C. Connectors should be tested to be water tight when submerged in 6' of water for 24 hours, in 275' of water for 1 hour, and when subjected to a 1000-psi pressure wash. The connectors should be designed to have NO corrosion after 500 hours in a 35C salt spray. Cabling should be rated excellent in its resistance to oxidation, heat, oil, low temperature flexibility, weather, sun, ozone, abrasion, electrical priorities, flame, water, acid, alkali, gasoline, benzol, toluol, degreaser solvents, alcohol, and weld slag.

Yes No

Hydraulic Valve Enclosure:

The intent of this specification is to describe a hydraulic valve enclosure designed for over-the-road and mobile applications. The Enclosure must be constructed of minimum 10-gauge steel with the option of stainless steel construction.

Yes No
Page# STD

Enclosure must be of template style for bulkhead "through" mounting of the valve and be completely free from internal tubing or hoses from the work ports and inlet of the valve. The valve must be electrically operated proportional type and must be removable as a unit with template for service and accessibility. Enclosure shall have gusseted frame mounting flanges for horizontal mounting to the truck frame.

Yes No
Page# STD

There shall be optional side access panels for further service and accessibility and the provisions for cable or electronic control valves. All panels must have formed gaskets and be weather sealed with bottom welded mounting nuts for panels. All panels and valve plate to be secured with stainless steel bolts. Enclosure lid shall have handles and a minimum of six latches for quick release and easy access to valve compartment. Lid shall seat against bun style lip seal incorporated beneath and against the entire length of the lid assembly. The Assembly will be designed to accommodate a variety of valve controls including, mechanical cables, pneumatic and electrical and any combination thereof

Yes No
Page# STD

Electrical, air and cable connections shall be made via bulkhead connectors on the front (cab) side of the enclosure. Hydraulic hose connections shall be made through the bottom of the valve plate for easy access. Enclosure must be symmetrical and capable of mounting on either side of the truck frame. Model MTEA-200 ValveGuard enclosure is acceptable.

Yes No
Page# STD

Cartridge Control Valve:

Integrated valve to be of the cartridge design capable of 20 GPM input flow. The unit will have four proportional 3 position 4 way, closed center design used in conjunction with a pressure compensator. Manual overrides are provided on each of the cartridges in case of a power failure or interrupt. 12volt electrical connections to be of DIN style. Optional Load sense port for horsepower limiting and full load sense capabilities. An optional relief valve integrated into the manifold available for circuit protection. Unit to have 0-6 GPM control range for each valve. Storm Guard Series Valve, SG040900XX is acceptable.

Yes No
Page# STD

HYDRAULIC FLUID RESERVOIR:

The hydraulic fluid reservoir must contain a replaceable filter, filler breather, sight gauge, drain port, suction strainer, temperature switch, low level float switch, and a remote mounted fluid cooler with electric fan. The reservoir must powder coated, black in color, frame mounted, and made of steel.

Yes No
Page# STD

WARNING LIGHTS:

30" x 60", two-way lighted arrow board with cab controls. Cab-mounted rotating beacon.

Yes No
Page# 2/6

FINISHING:

The entire unit shall be primer painted and finished with a high grade of enamel paint to match manufacturer standard color.

Yes No
Page# 5

DESIGN:

This unit applies tons of highly abrasive aggregate per day. All features of this pothole-patching machine have been designed to reduce wear and maintenance costs.

Yes No
Page# STD

ENVIRONMENTAL:

The unit must not produce more than one (1) quart of waste fluid in the process of preparing the machine to patch, nor during the cleanup sequence before storing the machine overnight. The use of one (1) quart or less of waste fluid must be sufficient to prepare the emulsion spray system for operation or for its normal cleanup and storage.

Yes No
Page# 5

DEMONSTRATION:

In order to be considered for purchase, any company wishing to supply the equipment described in this specification must perform a satisfactory on-site demonstration for evaluation by the buyer. This demonstration must also include an operator from the purchasing agency operating the unit for not less than one hour continuously. Aggregate of 2.5-inch diameter will also be fed through the aggregate feed system to determine specification compliance. The test unit will be compared with the complete specification at this time.

Yes No
Page# STD



Revision Date: 09/2020

1.0	Purpose:	Yes	No
1.1	Unit shall be truck mounted with a forward mounted boom and use the spray injection method to repair cracks, potholes, broad distressed areas and shoulders at a minimum. For operator visibility and safety, the boom must fold horizontally and store at height below windshield. Units with vertical storing booms will not be accepted. All patching operations must be controlled from the safety of the truck cab. The unit shall be capable of blowing water, dust or debris from the pothole or surface to be repaired. A tack coat of hot emulsion shall be applied by the unit on the cleaned area. Emulsion-coated aggregate must be injected into the repair area. The machine shall be capable of operating in temperatures down to 5 degrees Fahrenheit. The delivery of aggregate and emulsion to the patch shall not require augers, conveyors or pumps to operate.		
1.2	The equipment being bid must be new, current year production and meet the needs of this specification without modification. The model must be currently advertised, have been in production for a min. of two years and have a working volume of not less than called for in this specification. Hybrid, one-off or prototype equipment is unacceptable.		
1.3	These specifications are not intended to be restrictive, but are meant to describe the kind and size of unit desired to be purchased in detail. If bidder is basing the proposal on equipment other than what is specified in these bid documents and wishes the equipment to be considered as an "approved equal" they shall submit on a separate sheet, an item by item description of that which is proposed. The bidder's specifications must be complete and of sufficient detail to cover all items included in this bid specification and in a manner that allows a direct comparison. Any item not covered will be deemed as not meeting specifications. Such bidder shall also include, but not as a substitute for the above, any manufacturer's literature. In addition, if the bidder takes exception to any item they shall note this and describe in detail the exception and how the proposal is an "approved equal". Failure to carry out the provisions noted herein may be deemed sufficient reason to reject the bidder's proposal. Check yes if demonstration has been performed prior to bid letting.		

2.0	Basic Machine Requirements:	Yes	No
2.1	Spray injection design with aggregate supplied from hopper by gravity feed.		
2.2	Chassis mounted and rated for highway class use.		
2.3	Horizontal folding forward boom operated from cab.		
2.4	Electric blanket heated emulsion tank.		
2.5	Emulsion tank capacity of 300 gallons.		
2.6	Overnight electric heating for maintaining emulsion temp.		
2.7	Air delivery system with no augers or conveyors.		

3.0	Emulsion Heating and Storage System Minimum Requirements:	Yes	No
3.1	Tank construction must be an ASME certified pressure vessel and include a contents gauge.		
3.2	Tank with 300 gallon capacity, tested to 195 psi at ambient temperature.		
3.3	Minimum R15 rated fiberglass insulation.		
3.4	Waterproof fire retardant fiberglass tank wrap over insulation.		
3.5	12" minimum loading hatch equipped with "T" bolt closures.		
3.6	Minimum 3" drain valve installed on bottom of tank.		
3.7	Emulsion shall be heated by a circulating oil loop during operation, running continuously along emulsion path from tank to nozzle. Circulating oil shall be heated by the auxiliary engine coolant via a plate type heat exchanger. Systems that rely on the chassis engine coolant for heating will not be considered.		
3.8	Overnight heating shall be done with two electric heat blankets wrapped under the tank (1500W minimum each). A thermostat and overnight heating extension cord will be included. Heating probes will not be considered for alternate as they do not allow tank pre heating and 100% use of emulsion tank volume.		
3.9	Heating system must be capable of operating continuously whether tank is empty or full without damage to the heating system and controls.		
3.1	Must have thermostatic control switch.		
3.11	Empty tank must be capable of being pre-heated prior to filling without damage to tank heating system or shock to emulsion.		
3.12	System must be capable of maintaining heat so as to allow operation of patcher in ambient temperatures as low as 5 degrees F.		

4.0	Patcher Frame Minimum Requirements:	Yes	No
4.1	The frame is to be constructed of minimum 10" gusseted steel channel for safety and strength.		
4.2	Aggregate hopper of 5 yard minimum capacity with minimum 9 ft. x 7 ft. rectangular top opening to allow easy loading from a front end loader bucket.		
4.3	A hopper vibrator will be included and wired to operate from joystick via a momentary push button switch.		
4.4	Steel round fenders shall be included and equipped with mud flaps.		
4.5	The Patcher frame shall be secured to the truck chassis with eight square U-bolts and two additional side straps.		
4.6	Rear of machine shall have two strobe lights in alternating white & amber flash pattern.		
4.7	The Patcher frame shall incorporate amber and red LED marker lights along its frame according to federal highway standards		
4.8	The Patcher frame shall contain two LED rear tail lights. Lights shall be wired in conjunction with truck tail lights for running, braking, and turning.		
4.9	Patcher will feature two separate Class 2 LED amber 360 degree strobe lights mounted at top of Patcher for 360 degree visibility.		

4.10	Patcher is designed to be mounted on a 33,000 GVW cab over chassis		
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5.0	Aggregate Delivery System Minimum Requirements:	Yes	No
5.1	The pothole patching machine shall receive aggregate from the integrated hopper. No augers, conveyors, or any other mechanical devices shall be allowed. It must have the ability to pass aggregate up to 2-1/2" in size without clogging or manual adjustment. No machine will be considered without demonstrating this capability. The aggregate feed system must be capable of reliably delivering 1/4" - 3/8" aggregate within an engine RPM range of 1200 - 1800.		
5.2	Integrated 5 yd Hopper, rectangular in shape with 9ft x 7ft. Opening.		
5.3	Hopper equipped with dual slide gates. Upper slide gate is service gate valve to shut hopper from aggregate delivery. Second slide gate used in patching operation to open and close aggregate hopper to air stream.		
5.4	Venturi designed to draw aggregate into the air stream. Must have access panel.		
5.5	Must be able to clean or replace venturi standing at ground level.		
5.6	Aggregate hose will be a minimum 3.5" ID. Non-kinking, wire reinforced rubber hose with neoprene liner.		
5.7	A 12 volt pump shall circulate heat transfer oil through a pipe inside the emulsion tank and min. 3/8" diameter lines the full length of the hose to the emulsion nozzle, then back. All parts including: emulsion valves, hose, and nozzle will be heated by this hot fluid heating system.		
5.8	The Vent-Flo nozzle shall be designed so it diffuses/slows down the air stream at the tip to minimize overspray. The emulsion nozzle will be slotted to create a single fan of emulsion to properly coat the aggregate. The nozzle may be warmed with an optional separate low voltage DC heating blanket to prevent material build up during cold weather operation.		

6.0	Front Mounted Patching Boom Minimum Requirements:	Yes	No
6.1	The pothole patching machine will be equipped with a 4 axis, heavy duty, hydraulically manipulated boom arm assembly used to position the Vent-Flo nozzle. The arm and control must prevent the nozzle from moving beyond the side of the vehicle into the traffic lane. Boom designs that stow for travel and obstruct driver view will not be considered.		
6.2	Boom range of motion must allow repairs at a minimum of 36" beyond the side of the vehicle on the passenger and 24" on the driver's side without repositioning the truck chassis.		
6.3	The front discharge nozzle must be vertically adjustable to compensate for vehicle height variations. Vertical adjustment must be controlled by joystick inside cab.		
6.4	For safety, in storage and transport the boom must fold against the bumper of the vehicle and in no way obstruct the driver's vision when locked in the transport position, nor shall it interfere with the factory mounting and use of the truck headlights in order to maintain compliance with NHTSA standards.		
6.5	The boom must have a stow support for traveling to eliminate bushing fatigue at all pivots.		
6.6	All boom pivot points must be lubricated and fully replaceable in the field.		
6.7	The boom must have a minimum reach of 120" from the bumper.		
6.8	The emulsion control valve must be mounted near the emulsion nozzle and be electronically controlled via a CANBUS communication cable.		

6.9	The nozzle must rotate through a 36 inch radius and 180 degrees of rotation and have a vertical range of motion no less than 8 inches at the nozzle tip.		
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7.0	Control System Minimum Requirements:	Yes	No
7.1	The control system shall be located in the truck cab and be a modular unit that includes mounting base. The console will be fully adjustable in design with a cushioned armrest and operator interface panel located at the operator's fingertips. The console must include a color display for function indicators and engine information. The Joystick will control all movement of the boom and patching operation.		
7.2	The control system shall be located in the truck cab and be a modular unit that attaches to driver's seat. Console will be adjustable fore & aft and for height. Console will move with any driver's seat adjustments.		
7.3	The console will feature a key switch to control rear auxiliary engine, an illuminated rocker switch to control emulsion override valve, a full function joystick, and a color human machine interface (HMI) to program and monitor patcher functions.		
7.4	All switches are to be illuminated with function. Color HMI screen will be self-illuminating. Buttons on HMI screen will be backlit.		
7.5	The fully proportional joystick will have color coded push buttons to select operation mode and activate vibrator.		
7.6	Joystick shall be a right handed unit mounted to console. Joystick shall use proportional position inputs to control boom speed. Joystick shall connect to controller using CANBUS communication.		
7.7	Thumbstick shall be integrated into joystick and control movement of the 3rd boom section with operator's right thumb.		
7.8	Human machine interface, HMI, will feature a 4.3" color display and utilize four push buttons and a cursor button mounted below the screen.		
7.9	Control shall maintain a count of patches performed over the lifetime of the machine as well as patches performed "this shift" (within the last 12 hours).		
7.10	Boom speed shall be adjustable on HMI screen. Control will also feature a "Feather" mode activated by a momentary push button on the joystick that will decrease the speed of the boom movement by an adjustable amount.		
7.11	Control shall notify operator of fault using HMI screen. Control shall display active faults on HMI screen. Control shall archive old faults to aid in troubleshooting.		

8.0	Engine, Fuel, and Clean-Out System Minimum Requirements:	Yes	No
8.1	The patcher unit will be equipped with Tier 4 Final 74HP minimum diesel engine with spin-on type oil and fuel filters. It will be joined to the frame with rubber engine mounts to prevent vibration transfer.		
8.2	The unit will be equipped with a water cooled direct injected turbocharged 74 HP diesel engine. The auxiliary engine will have spin-on type oil filter. Rubber isolation engine mounts are required.		
8.3	Auxiliary engine will feature a spin-on type fuel filter with integrated water drain and a 5 micron rating.		
8.4	The auxiliary engine will be protected with an engine enclosure that is certified by the manufacturer. It will be lockable for security and provide noise reduction for operator safety.		
8.5	Auto shutdown protection will be provided for oil pressure and coolant temperature.		
8.6	The Tier 4 Final auxiliary engine will be rated at no more than 74HP and be able to operate the delivery system to fill a patch with 1/4" stone @ 1100 RPM and 1-1/2" stone at no more than 1800 RPM.		

8.7	Engine cover will enclose engine, battery and hydraulic pump.		
8.9	The patcher unit will include a minimum 18 gallon diesel fuel tank.		
8.10	Auxiliary engine will have horizontal muffler mounted above the engine with a vertical exhaust and rain cap.		
8.11	A minimum 13 gallon pressurized vessel will be included for flushing of emulsion lines and nozzle after use. It shall be equipped with a pressure relief valve set at 110 PSI.		
8.12	Engine must be electronically controlled and communicate with Patcher control system on the CANBUS network.		

9.0	Blower and Air Compressor Minimum Requirements:	Yes	No
9.1	The unit will incorporate a direct driven high volume, low pressure roots type blower connected to the auxiliary engine to operate the aggregate delivery system. No conveyor or auger type systems will be allowed due to higher wear parts and maintenance associated with those designs. An air compressor driven off the auxiliary engine will also be required to pressurize the emulsion system. No pumps for emulsion delivery will be accepted.		
9.2	Lobe style blower shall be driven directly off of auxiliary engine flywheel using a coupling designed for use with mobile internal combustion engines. Coupling shall have sacrificial rubber element.		
9.3	Blower will be rated at minimum 450 CFM @ 7psi @ 1500 RPM.		
9.4	Spring loaded "pop off" relief valve shall be set to 12 psi for aggregate blower protection.		
9.5	Blower shall use a 45 ft2 air filter mounted directly above blower. Air filter shall be dual stage and utilize a foam prefilter. Filter change shall be accomplished without tools. No part of the patcher should be over the filter housing so as to make access difficult.		
9.6	System will incorporate silencer to reduce noise associated with high volume blower airflow.		
9.7	Auxiliary engine air compressor shall have 8.5 CFM capacity with pressure relief set to 95psi and be driven directly off auxiliary engine. No use of high pressure air from the braking system of the truck chassis shall be permitted due to potential safety issues.		
9.8	All pneumatic rams, valves, and air dryer shall be Parker brand and come with a 5 year product replacement warranty.		
9.9	No conveyors, augers or pumps will be used in the aggregate or emulsion delivery systems.		

10.0	Paint and Safety Decals Minimum Requirements:	Yes	No
10.1	The patcher unit shall be painted Hi-Visibility Green with Sherwin Williams acrylic paint. It will be equipped with required safety decals and signage.		

11.0	Truck Chassis Minimum Requirements:	Yes	No
11.1	The patcher will be delivered mounted on the Kenworth K370 specified chassis. See attachment B for detailed requirements for truck chassis.		

12.0	Warranty:	Yes	No
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12.1	The manufacturer shall warranty the equipment for a period of one year. Auxiliary engine must be covered for major components for a period of 2 years or 2000 hours. All pneumatic rams, valves, and air dryer shall be Parker brand and come with a 5 year product replacement warranty. Bidder warranty policy must be included with bid submittal.		
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13.0	Included Options: (if box is "X" items must be included)	Yes	No
	Aggregate hopper heater.		
	12 volt DC nozzle heating blanket.		
	Rear view camera.		
	Tool box side frame mount.		
	30 x 60 LED arrow board in lieu of standard.		
	Cleanout drip tank.		
	10lb. fire extinguisher.		
	Directional LED arrow board.		
	Vandalism package.		

**Attachment B:
Detailed Truck Chassis Requirements, Kenworth K370 or Equivalent**

1.0	Cab Chassis Minimum Requirements:	Yes	No
1.1	Will be of cab over engine (COE) design.		
1.2	Will have a GVW of 33,000 lbs.		
1.3	Shall be the manufacturer's latest model, furnished and delivered new, complete, and ready for use.		
1.4	Will feature a 107 decibel backup alarm.		

2.0	Engine Minimum Requirements:	Yes	No
2.1	Will be an inline 6 cylinder, turbocharged, and intercooled diesel engine.		
2.2	Will produce 240 horsepower.		
2.3	Will achieve 560 ft. lbs. of torque.		
2.4	Will include a 120V engine block heater.		

2.5	Will have alarm for low oil pressure, high coolant temperature, and low coolant level or equal.		
2.6	Will include dry type air, spin-on fuel, oil, and water filters.		
2.7	Will have a horizontal exhaust system, exiting behind the cab and below the frame.		
2.8	Will have heavy duty, thermostatically controlled cooling system with maximum radiator frontal area from the manufacturer. Fan drive will be matched to cooling system requirements. System will be protected with permanent type anti-freeze.		

3.0	Transmission Minimum Requirements:	Yes	No
3.1	Will be an Allison 2500 Highway Series, 6 speed transmission.		
3.2	Will have a console mounted push button shifter.		

4.0	Rear Axle Minimum Requirements:	Yes	No
4.1	Will be a heavy duty single drive rated at 21,000 lb. minimum.		
4.2	Will have a 5.29 rear axle ratio.		
4.3	Will have multi-leaf heavy duty Reyco mechanical suspension rated at 21,000 lb. minimum.		
4.4	Will include a rear axle stabilizer bar.		

5.0	Front Axle Minimum Requirements:	Yes	No
5.1	Will be a heavy duty forged I beam axle rated at 12,000 lb. minimum.		
5.2	Will have parabolic leaf spring suspension rated at 12,000 lb. minimum.		

6.0	Brakes Minimum Requirements:	Yes	No
6.1	Will have air brakes with reservoirs, warning devices, and gauges meeting all D.O.T. regulations.		
6.2	Will have disc brakes on front axle.		
6.3	Will have drum brakes on rear axle.		
6.4	Will feature a Wabco SS1200 Plus air dryer with coalescing filter.		
6.5	Will have an engine mounted air compressor capable of achieving a minimum of 18.7 CFM.		

7.0	Wheels and Tires Minimum Requirements:	Yes	No
7.1	Will have hub piloted steel disc rims.		

7.2	Will use 11R22.5 size tires.		
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8.0	Frame Minimum Requirements:	Yes	No
8.1	Will use standard 10" steel rails with 34" frame spacing.		
8.2	Will feature a section modulus RMB of 1.4 million lb/in.		
8.3	Will have a 158" wheelbase.		
8.4	Will have a 108" overhang from rear axle.		

9.0	Fluids Minimum Requirements:	Yes	No
9.1	Will have a 45 gallon minimum fuel tank located on driver side frame rail.		
9.2	Will have a 7.5 gallon rectangular DEF tank mounted on driver side frame.		

10.0	Electrical Minimal Requirements:	Yes	No
10.1	Will be a 12 volt negative ground system.		
10.2	Will be powered by a 160 amp brushed alternator.		
10.3	Will use two dual purpose batteries to provide 1400 CCA.		
10.4	Will include a steel battery box mounted on right hand frame rail.		
10.5	Will feature a Big Switch battery disconnect located at battery box.		

11.0	Cab Minimum Requirements:	Yes	No
11.1	Will use a factory built cab with left hand drive configuration.		
11.2	Will hydraulically tilt forward 55 degrees for engine service.		
11.3	Will include two power west coast heated mirrors with power tilt.		
11.4	Will include intermittent windshield wipers and washer system.		
11.5	Will include directional lights and four way flashers.		
11.6	Will include door activated interior courtesy light.		
11.7	Will feature a 5" LCD productivity screen.		
11.8	Will have cruise control.		

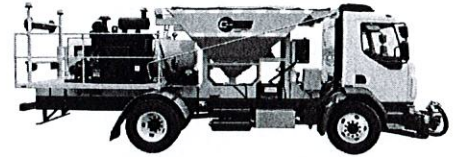
11.9	Will have power windows.		
11.10	Will have heating and air conditioning with radiator mounted condenser, dedicated side window defrosters, bi-level heater/defroster controls, and capable of producing 54,500 BTU/hour.		
11.11	Will feature an air suspension high back fabric driver seat.		
11.12	Will feature an air suspension high back fabric passenger seat.		
11.13	Will include all I.C.C. required marker lights.		
11.14	Will feature an AM/FM radio with WeatherBand frequency, USB input, and BlueTooth equipped.		
11.15	Will feature a center console with two cup holders and a lockable storage compartment.		

12.0	Paint Minimum Requirements:	Yes	No
12.1	Will have first quality paint or coating for appearance and protection.		
12.2	Cab will be ice white in color.		
12.3	Frame & supporting components will be black.		
12.4	Rims will be white.		

13.0	Warranty Chassis Minimum Requirements:	Yes	No
13.1	Basic vehicle will be 12 month, unlimited mile.		
13.2	Engine will be 24 month, unlimited mile.		
13.3	Automatic transmission will be 36 month, unlimited mile.		
13.4	Axles and suspension will be 24 month, unlimited mile.		
13.5	Structural elements of frame & cab will have a 36 month, unlimited mile warranty.		
13.6	Cab will have a 36 month, unlimited mile warranty against corrosion.		

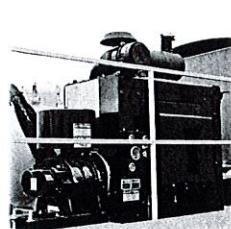
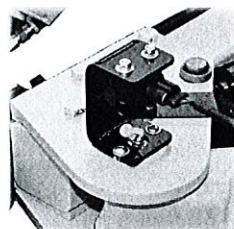
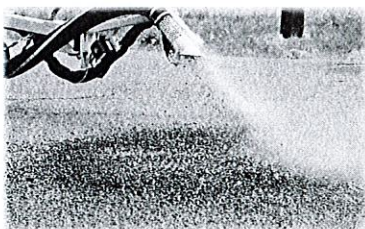
TECHNOLOGY

- Operators learn quickly with simple intuitive joystick control system
- Three section front mounted boom moves proportionally with joystick
- Five-yard aggregate hopper with vibrator
- Pressurized 300 gallon emulsion tank
- Dual air operated slide gates
- 1500 watt x 2 electric blanket overnight heating
- Optional aggregate hopper heater for cold weather efficiency
- Dedicated diesel engine frees the truck engine
- Industry standard CAN-Bus technology
- SHRP endorsed DuraPatcher P2 technology



One man permanent pothole solution provides labor savings and safety.

Part Number	Model	Description	Factory List
P5 Base Model			
301530	P5	DuraPatcher One Operator Patcher NO Chassis Included	\$201,000.00
301274-S	P5S	DuraPatcher One Operator Patcher NO Chassis Included, P5 Kit Export Only	\$195,000.00
301530-S	P5S	DuraPatcher One Operator Patcher NO Chassis Included, Skid Mount	\$200,000.00
301274-S	P5X	DuraPatcher One Operator Patcher NO Chassis Included, P5 Kit Export Only	\$195,000.00
155663	K370	Kenworth COE K370 Chassis Ready for P5 Install (NO DISCOUNT AVAIL)	100,500.00
P5 Options			
408080		12 Volt Nozzle Heater	\$850.00
408845		Tank Contents Gauge, DuraPatcher	\$800.00
MISC		Power Roll Tarp Cover	
155653		Tool Box, Side Mount, All Truck Mounts	\$1,000.00
408083	P3,4,5	Aggregate Hopper Heater, All Truck Mounts	\$1,500.00
408145	P3, P5	Crack Filling Attachment with 25' Hose and Recoil Reel	\$2,850.00
408605		Vandalism Package, All P-Series Patchers	\$1,200.00
130758	P3,4,5	Rear View Camera	\$1,500.00
408498	P3,4,5	5 lb. Fire Extinguisher	\$575.00
408494		10 lb. Fire Extinguisher	\$600.00
408606		20 lb. Fire Extinguisher	\$850.00
408439	P3,4,5	30"x 60" LED Arrow Board Option	\$5,800.00
409940	P Series	Directional Arrow Board (in lieu of standard lights)	\$1,150.00
408437	P3,4,5	Strobe Light Cab Mount, All Truck Mounts	\$1,350.00
408436		Water Flush Package	\$2,900.00
408638		Water Separator Fuel Filter, RACOR	\$900.00
408493	P5	DuraPatcher Drip Tank Truck Mount	\$1,150.00
408194	P5	Hydraulic Hopper Covers, Steel	\$7,350.00
101233	P5	Extended Warranty P5, Patcher Body Only Excludes Chassis	\$5,875.00
999140		Custom Paint, Sherwin-Williams Brand, Truck Mount	\$2,250.00
999170		Export Packaging Fee for Containerized Orders	\$775.00





DURAPATCHER
TECHNOLOGY

EQUIPMENT WARRANTY

P5

Cimline, Inc.
2601 Niagara Lane N.
Plymouth, MN 55447
Duraco, Inc.
2000 Old Whitfield Rd.
Pearl, MS 39208
(877) 841-0848
Tel: 763-694-2665
Fax: 763-553-1093
cimline.com

Cimline, Inc. / Duraco, Inc. warrants its equipment, to the original purchaser only, against defects in material or workmanship based on normal use of service. Except as provided herein, no agent, dealer, employee or any other person is authorized to give any warranties of any nature outside of this agreement on behalf of Cimline, inc. / Duraco, Inc.

Warranty period; begins at the date unit is first placed in service, or shipped from the factory. Upon sale or rental of the equipment by the distributor or Cimline, Inc. / Duraco, Inc., the provided warranty card should be mailed within 14 days stating date the unit is placed in service thus beginning the warranty period.

In the absence of any warranty card on file, the warranty period begins from date of shipment from factory.

For two (2) years Cimline, Inc. / Duraco, Inc. offers limited warranties on the following items:

- a. John Deere diesel engine
- b. Air ram, Parker
- c. Air compressor
- d. Blower
- e. Boom arm

For One (1) year Cimline, Inc. / Duraco, Inc. offers limited warranties on the following items:

- a. Blower drive coupling
- b. Heat blankets and thermostat
- c. Hot oil circulating system
- d. Air solenoid actuator, Parker
- e. Heat exchanger
- f. Hydraulic pump and related parts
- g. Actuator, cylinders and electric solenoids

Any warranty claims on parts may require a return for evaluation. Returning items will require an appropriate Return Merchandise Authorization (RMA) from Cimline Customer Care and that the item be returned for evaluation with that RMA for any warranty claim to be considered.

Replacement parts are warranted for a period of 60 days from factory invoice. For replacement parts that are purchased from distributor stock, the 60-day period will commence from the date of distributor to end user invoice. A copy of the invoice will be required as proof of in service date. If invoice is not provided, policy will revert back to the original factory invoice date.

Warranty does not apply to defects caused by improper or unreasonable use, including but not limited to damage (including freight damage), accidents, failure to provide reasonable maintenance or faulty repair made by others. Furthermore, warranty is void if the product or any of its components are modified or altered in any way or if aftermarket (NON-OEM) parts have been used during the warranty period. In the event of freight damage, a claim must be filed by the purchaser with the freight carrier.

Our responsibility under this warranty is limited to replacement or repair (at Cimline, Inc. / Duraco, Inc. discretion) of such part or parts, as inspection shall disclose to have been defective, to be performed at Cimline, Inc. / Duraco, Inc. factory at Plymouth, MN / Pearl, MS or at a facility designated by Cimline.

In no event shall Cimline, Inc. / Duraco, Inc. be liable for incidental or consequential damages of any kind whatsoever.

Downtime, overhead and performance penalties are not recognized at any time as part of warranty coverage. Reasonable labor, travel, and diagnostic time will be reviewed for reimbursement. The use of aftermarket (NON-OEM) parts will result in denial of the claim. Mileage will be reimbursed at a rate of \$0.80 (80 cents) per mile (domestic 48 states), and no more than one round trip per claim. Shop Labor will be reimbursed at a max rate of \$80/hour. Parts freight will be reimbursed at a "UPS REGULAR" rate only for stock items, and for non-stock items will be reimbursed at a "UPS BLUE" rate.

All warranty claims must be processed through the factory authorized Cimline, Inc. / Duraco, Inc. dealer that was the original distributor of your Cimline, Inc. / Duraco, Inc. equipment or OEM Parts. All claim notices to Cimline, Inc. / Duraco, Inc. pursuant to this limited warranty must be made by completing a Cimline Warranty Claim Form which should be Emailed to: customercareorders@plymouthind.com

No exceptions will be made to this warranty unless agreed to in writing by the Cimline Director.

This warranty is in lieu of all other warranties expressed or implied, and such other warranties are hereby disclaimed including any warranty of merchantability and fitness for a particular purpose.



Employment Eligibility Verification



Welcome David Coblentz User ID DCOB0375 Last Login 02:23 PM - 02/15/2013 Log Out

Click any for help

- Home
- My Cases
- New Case
- View Cases
- Search Cases
- My Profile
- Edit Profile
- Change Password
- Change Security Questions
- My Company
- Edit Company Profile
- Add New User
- View Existing Users
- Close Company Account
- My Reports
- View Reports
- My Resources
- View Essential Resources
- Take Tutorial
- View User Manual
- Contact Us

Company Information

Company Name: Coblentz Equipment & Parts Co., Inc.

[View / Edit](#)

Company ID Number: 503975

Doing Business As (DBA) Name:

DUNS Number: 153590609

Physical Location:

Address 1: 10400 Highway 80 East

Address 2:

City: Montgomery

State: AL

Zip Code: 36117

County: MONTGOMERY

Mailing Address:

Address 1: Post Office Box 242608

Address 2:

City: Montgomery

State: AL

Zip Code: 36124

Additional Information:

Employer Identification Number: 630926850

Total Number of Employees: 10 to 19

Parent Organization:

Administrator:

Organization Designation:

Employer Category: State Government

NAICS Code: 111 - CROP PRODUCTION

[View / Edit](#)

Total Hiring Sites: 1

[View / Edit](#)

Total Points of Contact: 3

[View / Edit](#)

[View PDF](#)

Company ID Number: 503975

THE E-VERIFY PROGRAM FOR EMPLOYMENT VERIFICATION MEMORANDUM OF UNDERSTANDING

ARTICLE I

PURPOSE AND AUTHORITY

This Memorandum of Understanding (MOU) sets forth the points of agreement between the Department of Homeland Security (DHS) and **Equipment & Parts Specialty Co., Inc.** (Employer) regarding the Employer's participation in the Employment Eligibility Verification Program (E-Verify). This MOU explains certain features of the E-Verify program and enumerates specific responsibilities of DHS, the Social Security Administration (SSA), and the Employer. E-Verify is a program that electronically confirms an employee's eligibility to work in the United States after completion of the Employment Eligibility Verification Form (Form I-9). For covered government contractors, E-Verify is used to verify the employment eligibility of all newly hired employees and all existing employees assigned to Federal contracts or to verify the entire workforce if the contractor so chooses.

Authority for the E-Verify program is found in Title IV, Subtitle A, of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 (IIRIRA), Pub. L. 104-208, 110 Stat. 3009, as amended (8 U.S.C. § 1324a note). Authority for use of the E-Verify program by Federal contractors and subcontractors covered by the terms of Subpart 22.18, "Employment Eligibility Verification", of the Federal Acquisition Regulation (FAR) (hereinafter referred to in this MOU as a "Federal contractor with the FAR E-Verify clause") to verify the employment eligibility of certain employees working on Federal contracts is also found in Subpart 22.18 and in Executive Order 12989, as amended.

ARTICLE II

FUNCTIONS TO BE PERFORMED

A. RESPONSIBILITIES OF SSA

1. SSA agrees to provide the Employer with available information that allows the Employer to confirm the accuracy of Social Security Numbers provided by all employees verified under this MOU and the employment authorization of U.S. citizens.
2. SSA agrees to provide to the Employer appropriate assistance with operational problems that may arise during the Employer's participation in the E-Verify program. SSA agrees to provide the Employer with names, titles, addresses, and telephone numbers of SSA representatives to be contacted during the E-Verify process.
3. SSA agrees to safeguard the information provided by the Employer through the E-Verify program procedures, and to limit access to such information, as is appropriate by law, to individuals responsible for the verification of Social Security Numbers and for evaluation of the E-Verify program or such other persons or entities who may be authorized by SSA as governed

Company ID Number: 503975

To be accepted as a participant in E-Verify, you should only sign the Employer's Section of the signature page. If you have any questions, contact E-Verify at 888-464-4218.

Employer Equipment & Parts Specialty Co., Inc.	
David Coblentz	
Name (Please Type or Print)	Title
Electronically Signed	02/13/2012
Signature	Date
Department of Homeland Security – Verification Division	
USCIS Verification Division	
Name (Please Type or Print)	Title
Electronically Signed	02/13/2012
Signature	Date

Information Required for the E-Verify Program

Information relating to your Company:

Company Name:	Equipment & Parts Specialty Co., Inc.
Company Facility Address:	3523 Mobile Highway
	Montgomery, AL 36108
Company Alternate Address:	Post Office Box 250447
	Montgomery, AL 36125
County or Parish:	MONTGOMERY
Employer Identification Number:	630926850

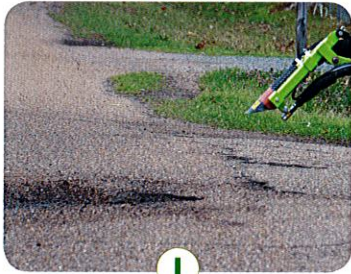


DURAPATCHER

P5

THE ONE MAN PERMANENT POTHOLE SOLUTION

CLEAN



1

TACK



2

FILL



3

COAT



4

THE SPRAY PATCHING PROCESS

The spray patcher removes the pothole in one quick and cost effective 4 step process.

1. Clean the area with compressed air.
2. Apply an emulsion tack coat.
3. Fill the hole with coated aggregate.
4. Cover the finished patch with dry aggregate so traffic can resume immediately.



THE NUMBER ONE COMPLAINT FOR PUBLIC WORKS IS POTHOLES

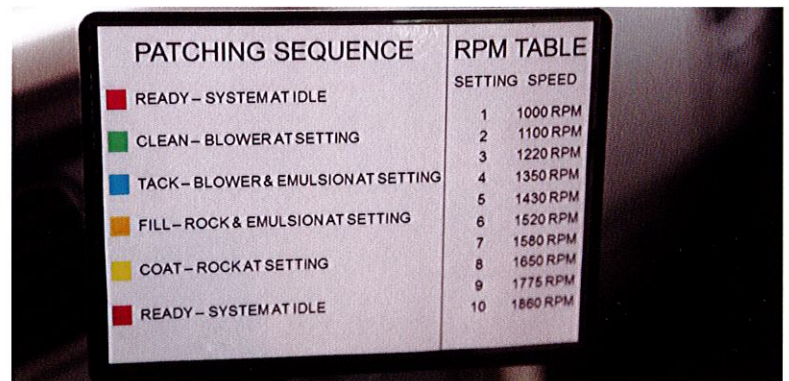
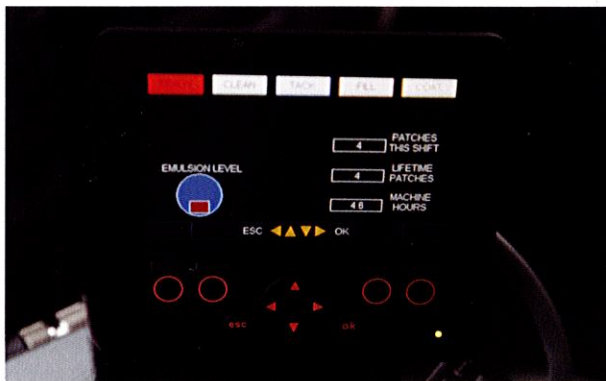
DuraPatcher has refined the process of spray injection patching which is the most effective and proven method of eradicating the pothole epidemic.



JOYSTICK CONTROLS

Operators learn quickly with the simple intuitive controls. Color-coded buttons on the joystick match the four steps for a perfect patch. Preset amounts apply just the right emulsion and aggregate to maximize efficiency without wasting materials. The display keeps operators informed of where they are in the process along with emulsion level, and number of patches performed.

The Joystick and display are mounted to the operator's seat allowing total comfort for all day patching. No other components are inside the cab which provides excellent visibility and allows the operator to stay focused on the patching process. The unique 3 section boom moves proportionally with the joystick and is positioned close to the patch for accuracy. The Nozzle angle can be adjusted to achieve the perfect patch.

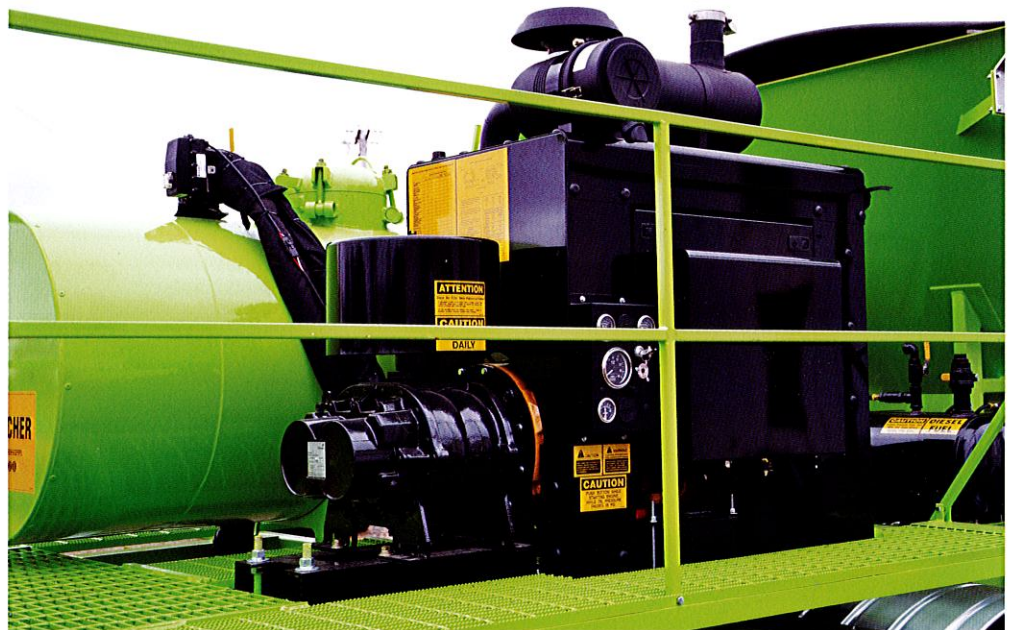


The covered five-yard aggregate hopper with vibrator feeds the venturi via dual air operated slide gates. The hopper is sized to allow 2 fills for every 1 fill of the emulsion tank.

The pressurized 300 gallon emulsion tank utilizes electric blanket overnight heating so you are ready to patch in the morning. Add the optional aggregate hopper heater for cold weather efficiency.



Dedicated diesel engine operates at pre-set low rpm and frees the truck engine to propel the vehicle.



CAN-Bus technology is utilized throughout the system. This eliminates excessive wiring and is the industry standard for reliability, easy troubleshooting and repairs.

For visibility, all P5 Patchers include a large directional arrow board and dual strobe lights.



THE ONE MAN P-5 NOW BRINGS LABOR SAVINGS AND SAFETY TO POT HOLE PATCHING BY KEEPING THE OPERATOR IN THE CAB AND OUT OF TRAFFIC.

SPECIFICATIONS

Emulsion Capacity	300 gallons
Aggregate Capacity	5 yards
Engine	74HP IT4 John Deere Diesel
Heating Method (overnight)	Electric Blanket
Heat Rating	2 x 1500 Watts
Tank Insulation	R 15
Blower	450 CFM at 1500 RPM, 10 PSI
Clean Out	15 gallons
Fuel Capacity	18 gallons
Construction	10" channel main frame
Drain Valve	3"
GVW	33,000 lbs.
Chassis	Kenworth K370 or Equivalent
Chassis Transmission	Allison 2500 6 Speed
Axles	Front: 12,000 lb. I Beam Rear: 21,000 lb., 5.57 Axle Ratio

Due to continuous improvement, specifications are subject to change without notice.

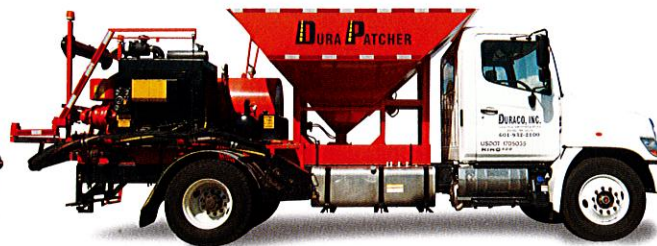
Become self-sufficient with a DuraPatcher storage tank. Choose from trailer units or stationary tanks up to 10,000 gallons. Save labor and extend your patching season by reducing trips to the emulsion plant.



Other Products from CPMG



Trailer-Mounted

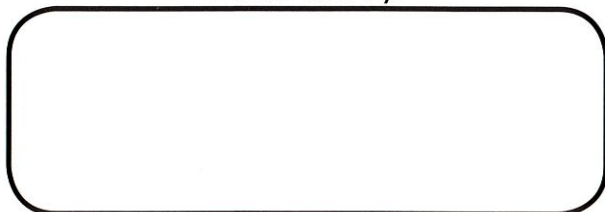


Truck-Mounted



M-Series Crack Sealers

Distributed By:



HINES
CORPORATION
COMPANY

CPMG CIMLINE PAVEMENT
MAINTENANCE GROUP

cimlinepmg.com 800-328-3874

FULL PRODUCT LINE

