

The System PÖMA for Road-maintenance



Old condition with high shoulders and deep tracks

With **System PÖMA** road-repairs are carried out **without or with little new material!** Even heavily damaged roads are permanently regenerated.

These repairs are **no refinishing, patching**, but a **renewal**.

Repaired roads get back its profile, are as new and keep their shape very long, even if the traffic load is high.

Gravel roads with a profile ensure the runoff of rainwater on both sides.

In the shoulders which were milled with the shoulder-dresser, very quickly new grass cover is formed, which slows the surface water and allows it to seep. This is also valuable in regard of ecology. Only dry roads can have a high mechanical load capacity for a long term. The value of the roads remains!

The repair costs are carefully calculated and guarantee along with the high working quality over decades, which ensures the economics for our customers.

Compared with the usual touch-up and repair works, we offer a better alternative — ask for references.

The System PÖMA works with the following steps:

- Shoulder dressing
- Mid-back break, grading Material from outside to inside
- PÖMA-Stone-crusher mills, breaks and mixes the material — without pulverize — to 0 - 32 mm grain size
- Profiling with PÖMA-Grader
- Compacting with PÖMA-vibratory-plate or -roller
- With the side movable vibratory-roller also the shoulder area gets well compacted

All used devices are inhouse developments of PÖMA-Maschinenbau and in combination only available at PÖMA. Our road construction experts have many years of experience. They are happy to be available for you.



Gravel road after processing with the System PÖMA

System PÖMA means:

Qualitatively good and ecologically correct road construction helps to ensure values and save money!

The use of recycled asphalt materials by mixing it into the gravel is possible. The quality of the starting material is improved considerably. The binding ability of the resulting mixture improves the wear-off resistance of the coating. Interlocking paving stones or bricks can be crushed and are also recyclable.



What is the difference between an economy-road that was profiled with the PÖMA-System, between one which was built with conventional technology?

By some - here only brief - advantages:

- Reduced consumption of gravel (often possible without new material)
- Shorter construction times
- Improved capacity of the road surface
- Better uniformity of the road (flatter and smoother surface)
- Traffic with higher speed is possible
- Less wear-off on equipment and vehicles
- Less material loss due to erosion

- Ecologically correct road-construction through seepage of rainwater

These advantages gave however not only a positive environmental side effect on the appearance of the road - they have always the consequence of saving costs.

Effects of the System PÖMA after use

For the planners in the forest, on the field, in the community:

- Increased security in planning
- Avoiding of delays and failures

For the staff:

- Working time per object is reduced
- Less days of illness (Compression of the spine is avoided)
- More output per time unit
- Improved conditions at work

For vehicle and equipment:

- Less repairs by less vibration on the roads
- Increased lifetime of the devices and vehicles (less wear-off)
- Lower fuel consumption

For the forest, field, paths and places:

- Timber transport can be done quicker, that means shorter operating times per object
- This causes less damage to the remaining timber (e.g. by bark beetles)
- Crops can be harvested faster and safer
- Road repairs can be done later (Roads are more durable)
- Erosion damage can be avoided

Through better water management on roads with round profile, with correct molded shoulders and thanks to the forming vegetation in the shoulder the seepage of water is possible. This not only means less loss of material damaged by erosion, but also represents a significant contribution to the ecology by reducing the flood looming problems

On a way of 1,000 m, with 3.5 m width, at 600 mm of rainfall annually approximately 2,100 m³ of rain water can seep, instead of flowing into the next runoff ditch.