

## TARMAC THIN SURFACING SYSTEMS FOR HIGHWAYS

### ULTIPAVE-M 10 mm AND WARM ULTIPAVE-M 10 mm THIN SURFACING SYSTEMS

This HAPAS Certificate Product Sheet<sup>(1)</sup> is issued by the British Board of Agrément (BBA), supported by National Highways (acting on behalf of the Overseeing Organisations of the Department for Transport; Transport Scotland; the Welsh Government and the Department for Infrastructure, Northern Ireland), the Association of Directors of Environment, Economy, Planning and Transport (ADEPT), the Local Government Technical Advisers Group and industry bodies. HAPAS Certificates are normally each subject to a review every three years.

(1) Hereinafter referred to as 'Certificate'.

This Certificate relates to ULTIPAVE-M 10 mm and Warm ULTIPAVE-M 10 mm Thin Surfacing Systems, polymer-modified asphalt concretes for use as a surface course on new and maintenance road construction.

#### CERTIFICATION INCLUDES:

- factors relating to compliance with HAPAS requirements
- factors relating to compliance with Regulations where applicable
- independently verified technical specification
- assessment criteria and technical investigations
- design considerations
- installation guidance
- regular surveillance of production
- formal three-yearly review.

#### KEY FACTORS ASSESSED

**Resistance to permanent deformation** — the systems comply with the requirements of PD 6691 : 2022, Annex B, Table B.4 (see section 6).

**Surface macrotexture depth** — the system satisfies the required initial and retained macrotexture depths for an installed 10 mm upper (D) aggregate size thin surface course system for high-speed roads as defined in the *Manual of Contract for Highways Works (MCHW)*, Volume 1, Series 900, Clause 942 Tables 9/12 and 9/14 (see section 7).

**Water sensitivity** — the systems can achieve either category ITSR<sub>min</sub>70 for the hot mix variant (ULTIPAVE-M) or ITSR<sub>min</sub>80 for the warm mix variant (Warm ULTIPAVE-M), and so complies with the requirements of the MCHW, Volume 1, Series 900, Clauses 908 and 942.9 (see section 8).

**Bond to substrate** — the installed systems can achieve a torque bond strength greater than 400 kPa as required by the MCHW, Volume 1, Series 900, Clause 942.30, Table 9/15 (see section 9).

**Noise** — the systems satisfy the requirements for Level 3 as defined in the MCHW, Volume 1, Series 900, Clause 942.34, Table 9/17 (see section 10).

**Durability** — when installed in accordance with this Certificate, the systems will provide a durable surface course for new and maintenance road construction, in accordance with the MCHW, Volume 1, Series 900, Clauses 942.19 Table 9/12 and 942.20, Table 9/14 for high-speed roads (see section 12).

The BBA has awarded this Certificate to the company named above for the systems described herein. These systems have been assessed by the BBA as being fit for their intended use provided they are installed, used and maintained as set out in this Certificate.

On behalf of the British Board of Agrément

Date of Fifth issue: 10 November 2022

Originally certificated on 6 July 2015



Hardy Giesler  
Chief Executive Officer



*The BBA is a UKAS accredited certification body – Number 113.*

*The schedule of the current scope of accreditation for product certification is available in pdf format via the UKAS link on the BBA website at [www.bbacerts.co.uk](http://www.bbacerts.co.uk)*

*Readers MUST check the validity and latest issue number of this Agrément Certificate by either referring to the BBA website or contacting the BBA directly.*

*Any photographs are for illustrative purposes only, do not constitute advice and should not be relied upon.*

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## Requirements

In the opinion of the BBA, ULTIPAVE-M 10 mm and Warm ULTIPAVE-M 10 mm Thin Surfacing Systems, when assessed in accordance with the MCHW<sup>(1)</sup>, Volume 1 *Specifications for Highway Works* (SHW), Series 900, Clauses 908 and 942, and used in accordance with the provisions of this Certificate, will satisfy or contribute to satisfying the requirements of the specified document for a thin surface course system.

(1) The MCHW is operated by the Overseeing Organisations: National Highways, Transport Scotland, the Welsh Government and the Department for Infrastructure, Northern Ireland.

## Regulations

### **Construction (Design and Management) Regulations 2015** **Construction (Design and Management) Regulations (Northern Ireland) 2016**

Information in this Certificate may assist the client, designer (including Principal Designer) and contractor (including Principal Contractor) to address their obligations under these Regulations.

See section: *3 Delivery and site handling* of this Certificate.

## Additional Information

### **UKCA marking**

The Certificate holder has taken the responsibility of UKCA marking the asphalt concrete, in accordance with Designated Standard EN 13108-1 : 2006.

### **CE marking**

The Certificate holder has taken the responsibility of CE marking the asphalt concrete in accordance with harmonised European Standard BS EN 13108-1 : 2006.

## Technical Specification

### **1 Description**

1.1 ULTIPAVE-M 10 mm and Warm ULTIPAVE-M 10 mm Thin Surfacing Systems are asphalt concrete surface courses consisting of a polymer-modified bitumen to BS EN 14023 : 2010, limestone filler, and fine and coarse aggregates to BS EN 13043 : 2002. ULTIPAVE-M 10 mm is a hot mix asphalt and Warm ULTIPAVE-M 10 mm is a warm mix asphalt (WMA). For Warm ULTIPAVE 10 mm, a temperature reduction must be applied by the manufacturer to suit the production requirements and site conditions.

1.2 The systems are used in conjunction with a spray-applied, polymer modified bitumen emulsion bond coat conforming to BS EN 13808 : 2013, or a proprietary polymer-modified bitumen emulsion bond coat.

1.3 Ancillary items used with the systems include:

- joint preparation — hot applied 40/60 penetration bitumen to BS EN 12591 : 2009 or a cold-applied, thixotropic bitumen emulsion, for use on all cut joints
- tack coat — C40 B 4 (K1-40) bitumen emulsion tack coat conforming to BS EN 13808 : 2013, for use on small areas not accessible by machine application.

## 2 Manufacture

2.1 ULTIPAVE-M 10 mm is manufactured using conventional asphalt production methods. Warm ULTIPAVE-M 10 mm is manufactured under the same conventional methods as ULTIPAVE-M 10 mm, however it is produced at reduced temperatures, classified as WMA, by use of chemical additives.

2.2 As part of the assessment and ongoing surveillance of product quality, the BBA has:

- agreed with the manufacturer the quality control procedures and product testing to be undertaken
- assessed and agreed the quality control operated over batches of incoming materials
- monitored the production process and verified that it is in accordance with the documented process
- evaluated the process for management of nonconformities
- checked that equipment has been properly tested and calibrated
- undertaken to carry out the above measures on a regular basis through a surveillance process, to verify that the specifications and quality control being operated by the manufacturer are being maintained.

2.3 The management system of Tarmac Trading Ltd has been assessed and registered as satisfying the requirements of BS EN ISO 9001 : 2015 by BSI (Certificate FM 503516).

## 3 Delivery and site handling

3.1 The systems components are delivered to site in bulk in insulated vehicles.

3.2 Bond and tack coats may be delivered to site either in bulk by tanker or in 205 litre drums.

3.3 The Certificate holder has taken the responsibility of classifying and labelling the systems components under the *CLP Regulation (EC) No 1272/2008 on the Classification and Labelling and Packaging of Substances and Mixtures*. Users must refer to the relevant Safety Data Sheet(s).

## Assessment and Technical Investigations

The following is a summary of the assessment and technical investigations carried out on ULTIPAVE-M 10 mm and Warm ULTIPAVE-M 10 mm Thin Surfacing Systems.

## Design Considerations

### 4 Use

4.1 ULTIPAVE-M 10 mm and Warm ULTIPAVE-M 10 mm Thin Surfacing Systems can be designed to satisfy or contribute to satisfying the relevant installed requirements of the MCHW, Volume 1, Series 900, Clauses 908 and 942 for high-speed roads related to an upper (*D*) aggregate size of 10 mm.

4.2 The systems are satisfactory for use on bituminous or concrete substrates, provided they are stable and have sufficient loadbearing strength to support the loads imposed during installation and service.

4.3 Guidance on evaluating the condition of an existing surface is provided in the *Design Manual for Roads and Bridges (DMRB)*<sup>(1)</sup>, CD 227 *Design for Pavement Maintenance*, Revision 0 (03/20).

4.4 Guidance on appropriate surfacing selection is provided in the DMRB, CD236 *Surface Course Materials for Construction* Revision 4.0.1 (07/21). Local Authorities may have different criteria, which should be taken into consideration.

(1) The DMRB is operated by the Overseeing Organisations: National Highways, Transport Scotland, the Welsh Government and the Department for Infrastructure (Northern Ireland).

### 5 Practicability of installation

The systems are installed only by contractors approved by the Certificate holder using conventional paving equipment (see the *Installation* part of this Certificate).

## 6 Resistance to permanent deformation

The resistance to permanent deformation of the systems complies with the requirements of PD 6691 : 2022, Annex B, Table B.4.

## 7 Surface macrotexture depth

7.1 The initial surface macrotexture depth of the systems was recorded as between 1.1 and 1.6 mm. This complies with the initial macrotexture depth requirements for an installed 10 mm upper (*D*) aggregate size thin surface course system for high-speed roads as defined in the MCHW, Volume 1, Series 900, Clause 942, Table 9/12.

7.2 The retained surface macrotexture depth of the systems has been recorded as greater than 0.8 mm and so satisfies the requirements for an installed 10 mm upper (*D*) aggregate size thin surface course system as defined in the MCHW, Volume 1, Series 900, Clause 942, Table 9/14.

## 8 Water sensitivity

The water sensitivity of the systems satisfies the requirements of the MCHW, Volume 1, Series 900, Clauses 908, Table 9/1B and Clause 942.9. The systems comply with category ITSR<sub>min</sub>70 for ULTIPAVE-M 10 mm and ITSR<sub>min</sub>80 for Warm ULTIPAVE-M 10 mm.

## 9 Bond to substrate

The torque bond strength for the systems measured greater than 400 kPa and meets the minimum requirement of the MCHW, Volume 1, Series 900, Clause 942 Table 9/15.

## 10 Noise

10.1 The road surface influence (RSI<sub>H</sub>) was recorded as -5.5 [dB (A)]. The systems satisfy the requirements of Level 3 in accordance with the MCHW, Volume 1, Series 900, Clause 942, Table 9/17.

10.2 Road traffic noise levels will be affected by several factors, including location, traffic type and the condition of the road.

## 11 Maintenance

The systems are not subject to any routine maintenance requirements. However, any damage must be repaired (see section 17).

## 12 Durability

When installed in accordance with this Certificate, the systems will provide a durable surface course for new and maintenance road construction in accordance with the MCHW, Volume 1, Series 900, Clauses 942.19 and 942.20, and Table 9/12 for high-speed roads with a 10 mm upper (*D*) aggregate size.

## Installation

## 13 General

13.1 Application of the systems, within the context of this Certificate, is carried out by installers approved by the Certificate holder. Such an installer is a company which:

- employs operatives who have been trained and approved by the Certificate holder to install the systems
- has undertaken to comply with the Certificate holder's application procedure
- is subject to supervision by the Certificate holder, including site inspections.

13.2 As part of the assessment and ongoing surveillance of the quality of installation of the system, the BBA has:

- agreed the quality control procedures and testing to be undertaken
- monitored the process and verified that it is in accordance with the documented procedures
- evaluated the process for management of nonconformities
- checked that equipment has been properly tested and calibrated
- undertaken to carry out the above measures on a regular basis through a surveillance process, to verify that the quality control operated is being maintained.

13.3 The systems must be installed in accordance with the Certificate holder's installation procedures, incorporating the guidance provided in BS 594987 : 2015 and this Certificate.

13.4 The systems can be applied to bituminous or concrete substrates at a nominal layer thickness of between 25 and 40 mm in depth on roads installed in accordance with the MCHW, Volume 1, Series 900, Clause 942, Table 9/11.

13.5 Provided the substrate is free from standing water or ice and that the minimum rolling temperature can be achieved, the systems can be installed at a minimum ambient temperature of -1°C measured on a rising thermometer.

13.6 The systems can also be satisfactorily applied at thicknesses of up to 50mm, but such installations fall outside of the scope of the MCHW, Volume 1, Series 900, Clause 942.

## **14 Substrate preparation**

14.1 The substrate must be prepared in accordance with BS 594987 : 2015, Section 5.

14.2 Polymer Modified Bitumen emulsion bond coat is spray-applied to achieve a minimum  $0.3 \text{ kg}\cdot\text{m}^{-2}$  residual bitumen on concrete and  $0.15$  to  $0.35 \text{ kg}\cdot\text{m}^{-2}$  on bituminous substrates. A polymer-modified bitumen emulsion bond coat must be used when the nominal thickness is less than 30 mm on bituminous substrates.

14.3 For small areas and detailing, bitumen emulsion tack coat can be applied leaving a uniform coating, using appropriate hand-held equipment.

14.4 The emulsion must be allowed to break (change from brown to black) prior to the application of the systems.

## **15 Laying and compaction procedures**

15.1 Machine and hand installation must follow the requirements of BS 594987 : 2015, Sections 6.3, 6.4 and 6.7.

15.2 Compaction must follow the requirements of BS 594987 : 2015, Sections 9.2 and 9.3.

15.3 Rolling and compaction must commence as soon as possible above the minimum rolling temperature.

15.4 For ULTIPAVE-M 10 mm, the minimum rolling temperature must not fall below 130°C. This must be identified by the Certificate holder prior to the commencement of installation.

15.5 For Warm ULTIPAVE-M 10 mm, the minimum rolling temperature must not fall below 115°C. This must be identified by the Certificate holder prior to the commencement of installation.

## **16 Joints**

16.1 All joints must be prepared in accordance with the requirements of the MCHW, Volume 1, Series 900, Clauses 903.21 to 903.25, BS 594987 : 2015 Sections 6.8.1 and 6.8.2, and the Certificate holder's Installation Method Statement.

16.2 Hot longitudinal joints may be hot matched, provided that the temperature of the earlier laid mat is at least 120°C for ULTIPAVE-M 10 mm and at least 90°C for Warm ULTIPAVE-M 10 mm.

## 17 Repair

Any damaged areas must be cut back to sound material by planing or other suitable means and replaced with a material appropriate to the location, traffic and area of re-instatement. Materials must be selected in agreement with the Certificate holder and the purchaser.

## Technical Investigations

## 18 Product characteristics

Data supplied as part of the Assessment and test data from the System Installation Performance Trial (SIPT) have been evaluated against the requirements and in accordance with the MCHW, Volume 1, Series 900, Clauses 908 and 942. See Table 1 of this Certificate.

*Table 1 Installed performance characteristics*

Property	Parameter	Requirements met
Durability	Initial Surface macrotexture depth	1.1 – 1.6mm at opening to traffic
	Surface macrotexture depth(trafficked)	> 0.8mm 2 years after opening to traffic
Bond to substrate	Torque bond	≥ 400 kPa
Resistance to permanent deformation	WTS <sub>AIR</sub>	PD6691:2022 Table B.4
Sensitivity to water	ITSR <sub>MIN</sub>	≥ 70 (ULTIPAVE-M 10 mm)
		≥ 80 (Warm ULTIPAVE-M 10 mm)
Visual Inspection	Visual Condition at opening to traffic	Good or Excellent
	Visual Condition 12 months after opening to traffic	Good or Excellent
	Visual Condition 24 months after opening to traffic	Good or Excellent

## 19 Investigations

19.1 A SIPT was carried out to assess the practicability of the installation and on-site quality control procedures. A visual inspection of the site concluded that it was free from significant faults. Results from the installation confirmed that it complied with the MCHW, Volume 1, Series 900, Clause 908 for Warm ULTIPAVE-M 10 mm and the requirements of Clause 942, Table 9/15 for ULTIPAVE-M 10 mm.

19.2 A user/specifier survey relating to existing sites that were at least two years old was carried out to confirm the systems' performance in use.

19.3 The manufacturing process was evaluated by inspection of a typical coating plant, including the methods adopted for quality control, and details were obtained of the quality and composition of the materials used. The inspection confirmed that the plant operated in accordance with the requirements of the Quality Plan and Quality System agreed with the BBA.

## Bibliography

BS 594987 : 2015 + A1 : 2017 *Asphalt for roads and other paved areas — Specification for transport, laying, compaction and product type testing protocols*

BS EN 12591 : 2009 *Bitumen and bituminous binders — Specifications for paving grade bitumens*

BS EN 13043 : 2002 *Aggregates for bituminous mixtures and surface treatments for roads, airfields and other trafficked areas*

BS EN 13108-1 : 2006 *Bituminous mixtures — Material specifications — Asphalt concrete*

BS EN 13808 : 2013 *Bitumen and bituminous binders — Framework for specifying cationic bituminous emulsions*

BS EN 14023 : 2010 *Bitumen and bituminous binders — Specification framework for polymer modified bitumens*

BS EN ISO 9001 : 2015 *Quality management systems — Requirements*

CD 227 *Design Manual for Roads and Bridges : Design for Pavement Maintenance, Revision 0 (03/20)*

CD 236 *Design Manual for Roads and Bridges : Surface course materials for construction, Revision 4.0.1 (07/21)*

Manual of Contract Documents for Highway Works, Volume 1 *Specification for Highway Works, Series 900 Road pavements — bituminous bound materials (07/21)*

PD 6691 : 2022 *Guidance on the use of BS EN 13108, Bituminous mixtures - Material specifications*

### 20 Conditions

20.1 This Certificate:

- relates only to the product/system that is named and described on the front page
- is issued only to the company, firm, organisation or person named on the front page – no other company, firm, organisation or person may hold or claim that this Certificate has been issued to them
- is valid only within the UK
- has to be read, considered and used as a whole document – it may be misleading and will be incomplete to be selective
- is copyright of the BBA
- is subject to English Law.

20.2 Publications, documents, specifications, legislation, regulations, standards and the like referenced in this Certificate are those that were current and/or deemed relevant by the BBA at the date of issue or reissue of this Certificate.

20.3 This Certificate will remain valid for an unlimited period provided that the product/system and its manufacture and/or fabrication, including all related and relevant parts and processes thereof:

- are maintained at or above the levels which have been assessed and found to be satisfactory by the BBA
- continue to be checked as and when deemed appropriate by the BBA under arrangements that it will determine
- are reviewed by the BBA as and when it considers appropriate.

20.4 The BBA has used due skill, care and diligence in preparing this Certificate, but no warranty is provided.

20.5 In issuing this Certificate the BBA is not responsible and is excluded from any liability to any company, firm, organisation or person, for any matters arising directly or indirectly from:

- the presence or absence of any patent, intellectual property or similar rights subsisting in the product/system or any other product/system
- the right of the Certificate holder to manufacture, supply, install, maintain or market the product/system
- actual installations of the product/system, including their nature, design, methods, performance, workmanship and maintenance
- any works and constructions in which the product/system is installed, including their nature, design, methods, performance, workmanship and maintenance
- any loss or damage, including personal injury, howsoever caused by the product/system, including its manufacture, supply, installation, use, maintenance and removal
- any claims by the manufacturer relating to CE marking.

20.6 Any information relating to the manufacture, supply, installation, use, maintenance and removal of this product/system which is contained or referred to in this Certificate is the minimum required to be met when the product/system is manufactured, supplied, installed, used, maintained and removed. It does not purport in any way to restate the requirements of the Health and Safety at Work etc. Act 1974, or of any other statutory, common law or other duty which may exist at the date of issue or reissue of this Certificate; nor is conformity with such information to be taken as satisfying the requirements of the 1974 Act or of any statutory, common law or other duty of care.