

ULTIPAVE R

An ultimate Clause 942 BBA HAPAS approved thin surfacing system





One kilometre of carriageway laid in Ultipave R would incorporate the rubber of up to 750 waste tyres.

The UK currently exports one in four tyres, equating to 150,000 tonnes annually.

Benefits

Ultimate long-term durability

The rubber addition combines with high quality and high PSV aggregates to maintain its surface texture and skid resisting properties over prolonged periods, even on heavily trafficked routes.

Exceptional reliability

Ultipave R design replaces fibre addition with granulated rubber and continues to deliver all the characteristics expected from the historically used fibre based Ultipave.

High quality

Our stringent quality control processes, from design to laying, ensure exceptional control over the quality and consistency of finished asphalt surfaces.

Ultimate versatility

The Ultipave R range includes 10mm and 14mm products to meet a variety of thickness and texture requirements. It is suitable for most locations, from rural roads to heavily trafficked motorways.

Ultimate quality

Our third-party accredited ISO 9001 Systems and BBA certification ensure a consistently high-quality product is always supplied.

Ultimate support

At Tarmac, technical excellence comes as standard. Ultipave R is only available for installation by accredited contractors who have full access to our expert training, advice, and technical support or by our own expert Contracting division. This ensures it is laid to the highest industry standards.

Leader in building more sustainable roads

Tarmac has become the first company in the UK to secure recognised industry BBA HAPAS Clause 942 approval for its innovative rubber modified asphalt for use across the road network incorporating recycled end of life UK car tyres.

Following a series of successful trials over a number of years, Ultipave R, is the first thin surfacing system of its kind to receive BBA HAPAS Clause 942 approval.



Utilising both waste tyres and our Ultilow warm-mix binder technology for a lower carbon footprint.

Using old tyres to build new roads

Ultipave R incorporates the rubber from up to 750 waste tyres for every kilometre of highway surfaced, depending on the thickness of the road.

Tried and tested performance

In 2019, working alongside
Highways England, recognising that
the economic and environmental
benefits could be significant, a trial
section of Ultipave R was laid on
the southbound carriageway of
the M1, junctions 22 and 23. The
trial was the first installation of
Ultipave R, incorporating a higher
percentage of rubber modification
than the asphalt previously
trialled with local authorities.
This being the first motorway
resurfacing scheme using asphalt
containing granulated rubber
from the UK's tyre waste stream.

Why are waste tyres such a problem?

progress in recycling waste tyres in the UK. However, there is still a reliance on the export of used tyres to North Africa and the Indian sub-Continent. The UK currently exports one in four tyres, equating to 150,000 tonnes annually. Using the waste tyre stream in asphalt provides an additional disposal route in the UK

is part of Tarmac's ongoing commitment to sustainability and the circular economy, with the business recycling approximately 8 million tonnes of waste and secondary aggregates from other industries every year. It also builds on the company's reuse of waste tyres to power its cement kilns and its commitment as a net user of waste.

