

# ***ULTI***POROUS

System aftercare and maintenance  
(including UltiColour Porous)





**The long term performance of an ULTIPOROUS pavement relies on client awareness and good site practice. By preventing misuse and implementing some key house keeping measures, the system will perform effectively for many years.**

Clients who have installed ULTIPOROUS systems are encouraged to return to Tarmac Contracting at any point to ask for support and guidance should they have concerns over any aspect of the system.

We advise the surface is not used or trafficked until it has cooled to ambient temperature. We recommend to achieve this that the area should be left for a minimum of 24 hours.

## AFTER INSTALLATION

- Protect the system from construction and maintenance trades involving heavy plant and equipment.
- Prevent loose building and landscaping materials being dropped on the surface as these will clog the pores of the asphalt.
- Traditional pressure washing equipment should not be used as this forces dirt deeper into the asphalt.

## NEW BUILDING WORK

- Any new building or landscaping works on site may place the system at risk, hence an effective protection method should be agreed with all trades using the system area, in particular those requiring heavy plant, equipment and materials which may damage or clog the surface.

## EMERGENCY INTERVENTION

- Oil and fuel spillages can be cleaned up using absorbent cloths with any residues left for treatment within the pavement itself.
- High levels of spillage or long term deposits of oil and fuel may force minor repairs to the system layers. An experienced contractor should be employed.

## ROUTINE MAINTENANCE

- Litter, leaves and spillages should be brushed or if possible vacuumed off the surface.
- Periodic use of a standard road sweeper is permitted.

## WINTER MAINTENANCE

- Winter maintenance can be undertaken using BS 3247 Fine Grade 6.3mm rock salt however, effective dispersal across the surface is highly recommended and reduces clogging of the asphalt pores. As such, applicators or spreaders should be employed.
- Snow clearance by unmodified or general plant must be prohibited. All clearance equipment such as JCB type loading shovels or tractors should use either plastic/rubber ploughs or buckets protected with rubber sheaths to prevent damage to the surface.





## ANNUAL ASSESSMENT OF SURFACE PERMEABILITY

- During a period of heavy rain, an annual assessment of the surface should be undertaken to identify any areas which over time begin to hold water. Should any areas of ponding begin to show over 50% of the total surface area, we would recommend Hydraulic Conductivity testing is undertaken and an appropriate course of cleaning agreed.
- Trials show that silts and detritus materials build up just 30-40mm from the surface, travelling no deeper. As such they can be easily removed by hydro cleaning, a specialist process detailed below.
- Any systems which comprise flow control devices and other related SUDS components should also be inspected to ensure they continue to operate free from litter or debris.

## RESTORING PERMEABILITY THROUGH 'HYDRO' CLEANING

Under controlled pressure these machines jet water into the surface to agitate the solids back in to suspension and then under intense vacuum draws them out of the surface, restoring hydraulic conductivity levels some thirty times more than that required for a very heavy UK storm event.

Although the speed of silting is largely linked to the number of vehicle movements across the surface and end use, on most 'trafficked' sites cleaning is not anticipated until years eight, nine or ten. Experience thus far shows that even systems subject to constant aggregate spills and high vehicle movements, did not show signs of pooling until year six.

Although more specialist than a traditional road sweeper, this jetting plant is readily available for hire across the UK.

## CLIENT FRIENDLY

The process is performed at walking pace with large areas cleaned in hours and with minimal impact on the client or users.





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