



# **ULTI**LAYER SAMI

The ultimate surfacing solution for  
concrete pavements



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*ULTILAYER SAMI is a dense and highly flexible pavement interlayer that is proven to offer long-term resistance to thermal and traffic induced cracking in asphalt overlays. As a result it minimises long term repair and resurfacing requirements for a sustainable, cost-effective pavement solution.*

#### PROVEN RESISTANCE TO CRACKING

ULTILAYER SAMI is designed to provide exceptional resistance to cracking in asphalt overlays, caused by movement in underlying concrete or lean mix base layers.

#### LOW PERMEABILITY

ULTILAYER SAMI is designed to achieve low insitu voids thereby helping to protect the pavement from water ingress damage.

#### LONGER LASTING RESULTS

Long term monitoring of completed contracts has shown overlays using ULTILAYER SAMI to outperform conventional asphalt solutions.

#### IMPROVED ASSET MANAGEMENT

Extended pavement life, longer resurfacing intervals and lower maintenance requirements mean improved return on investment.

#### FULLY RECYCLABLE

At the end of the overlay's life ULTILAYER SAMI can be removed by standard cold planing and the arisings can be easily recycled back into hotmix asphalt.

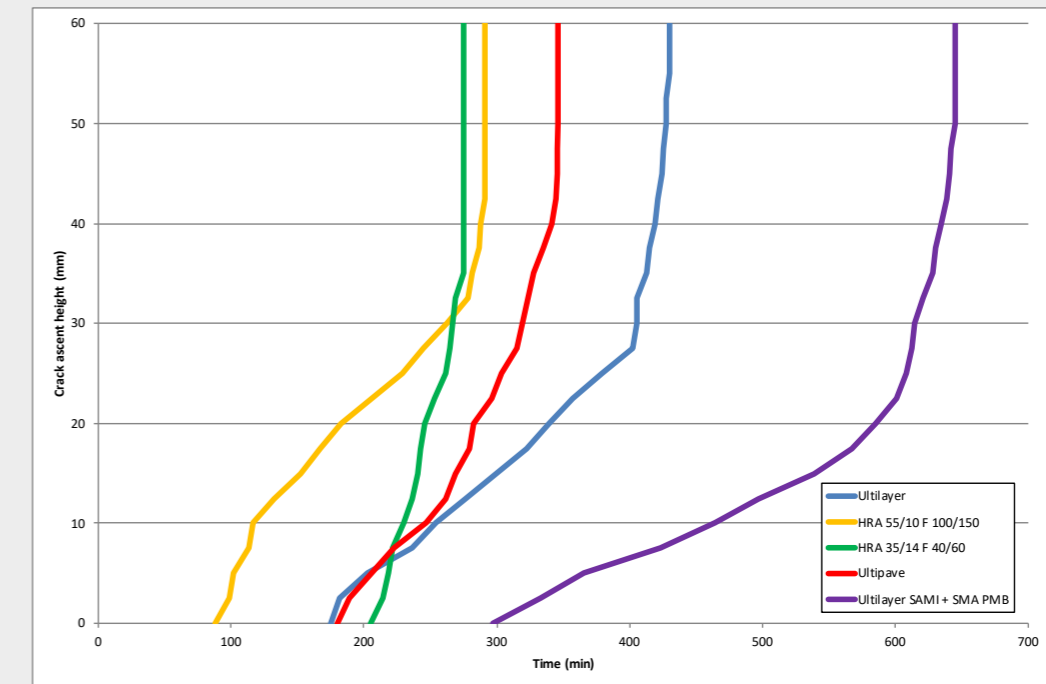
#### MORE SUSTAINABLE

All Tarmac products are manufactured in the UK and certified under BES 6001 Responsible Sourcing. ULTILAYER SAMI is also designed to be more durable than conventional materials making it a more sustainable long-term solution.

#### ULTIMATE SUPPORT

At Tarmac, technical excellence comes as standard. ULTILAYER SAMI 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.

## TECHNICAL DATA



An asphalt test sample is laid on top of a pre-cracked asphalt concrete base layer. The asphalt concrete base layer moves laterally, simulating thermal expansion underneath the asphalt overlay. The asphalt sample is also subject to vertical loading simulating vehicular traffic. The crack reflection test records the minute in which the crack first forms in the asphalt overlay and the time taken for it to propagate throughout the whole sample. The test is carried out at 5°C.

To find your local Tarmac office visit: [tarmac.com/contact](https://www.tarmac.com/contact)



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