

Gap-Graded Asphaltic Concretes

UL-M[®]

Thin Surfacing for Every
Situation





UL-M[®] THIN SURFACING SYSTEM

Applied on four continents worldwide, the UL-M[®] thin surfacing system has a pedigree second to none.

The BBA HAPAS approved thin surfacing system incorporates polymer modified binder technology which can be tailored to meet specific performance criteria.

► KEY BENEFITS

- Durable - whole life performance
- Safe - excellent friction qualities
- Noise - reduction of between 5-7dB (A) compared to HRA
- Excellent resistance to permanent deformation
- Spray reduction
- Sustainable - thin construction maximise the conservation of natural resources

► KEY FIGURES

3 types of solution
to match applications

Installed at depths of
between 15 and 50mm

Over **100 Million m²**
applied worldwide

Over **20 years** of
technical success

VERSATILITY COMBINED WITH PERFORMANCE

► A MULTI-PURPOSE PROCESS

UL-M[®] is suitable for all types of traffic and can be used for maintenance and new construction projects. It can also be used to overlay existing surfacing. The main purpose of UL-M is to improve the surface characteristics of pavements that exhibit no structural weakness.

UL-M[®] is typically applied using conventional paving equipment; at ultra-thin layers specialist equipment, which includes pavers with an integrated spray bar for applying the bond coat are utilised.

An integral part of the UL-M[®] thin surfacing system is the use of a bond coat. The application rate is adapted to the type of substrate excellent bond and waterproofing characteristics ensure a concise service life for the surface and the underlying pavement.

► ONGOING VERSATILITY

Developed in France during the 1980's UL-M[®] uses high performance polymer-modified bitumens which have high cohesion, low thermal sensitivity and excellent resistance to aging. Different degrees of modification make it possible to adapt the choice of binder to the performance requirements, nature and characteristics of the substrate, traffic loadings and weather conditions.

UL-M's gap-graded formulation, along with the binder give the products excellent resistance to deformation and surface characteristics.

UL-M[®] is 100% recyclable, thus reducing the amount of material being sent to landfill.



Texture Retention

UL-M® retains its texture on the most densely trafficked sites: greater than 5,000 commercial vehicles/lane/ day for stress levels 1 and 2 and greater than 2,500 commercial vehicles/day/lane for stress levels 3 and 4.

Skid Resistance

Excellent levels of skid resistance can be expected due to the rapid exposure of the aggregate micro texture. Combined with the quality, high PSV aggregates used in UL-M®, excellent SCRIM levels can be maintained.

Deformation Resistance

UL-M® meets BBA HAPAS Level 3, the most stringent requirement for deformation resistance. This permits its use on the most densely trafficked roads without fear of rutting.

Noise Reduction

UL-M® is designed to give excellent noise reduction, measurements of between 5 and 7 dB(A) below that of a Hot Rolled Asphalt surfacing making UL-M® one of the quietest surfacings available.

Normal Installation Thickness

| | |
|------|---------|
| 0/14 | 30-50mm |
| 0/10 | 20-40mm |
| 0/6 | 15-25mm |

Initial Texture Depth

| | |
|------|-------|
| 0/14 | 1.3mm |
| 0/10 | 1.3mm |
| 0/6 | 1.0mm |



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