

MANUALLY BEFORE FINISHER

Usage – the most commonly used frame, good value for money, suitable for heavy traffic loads.



Product for replacement



1. Cut-out marking

- Size according to the road flatness
- Preferably a circular cut-out ideally 300 mm from the frame edge



2. Road cutting

- Top perpendicular at least 60 mm
- Preferably using a mill with a perpendicular wall through the entire cut-out



3. Demolition around the existing frame

- Leave the lid in place as long as possible
- It is important not to damage other surfaces



4. Removing the hatch

- Protect the shaft from falling debris
- Do not damage the top of the shaft



5. Cleaning the hole

- Remove all loose parts
- Wash out the dirt



6. Calculation of the composition

- Always better to have fewer balancing rings
- Expect 10-20 mm of high-strength material per connection point



7. Mortar bed

- Always a material designed to fit a hatch with chemical resistance
- Can also be fit to the top using formwork



8. Fitting of rings

- Moisten the concrete rings
- The connecting surface must be supported in its entirety



9. Grout

- Always with high-strength and resistance to chemical defrosting agents
- If formwork is being used, the rings can also be connected with grout



10. Hatch height mounting

- According to the slats, in perfect alignment, and the seating surface as well as the rings
- For hinged hatches, pay attention to the directionality of the hatch



11. Grout

- Again, a high-strength, chemical defrosting compound
- After a very short time, the rapidly solidifying mass is ready for further processing.



12. Impregnation

- Apply onto the entire area below the asphalt
- It's faster to use a spray bottle



13. Base asphalt layer

- Better warm asphalt concrete with more aggregate
- Clean the hatch surface



14. Compacting

- Tighten the substrate very well
- Use a hammer with a flat attachment



15. Fusible asphalt tape

- Thorough treatment of new gaps
- Both the connection of the road and the new asphalt and frame with the new surface



16. Top layer

- If the situation permits, use materials for the top road layers
- Clean the surroundings and the hatch again



17. Compaction

- Into the plane with the surrounding road
- Lubricate the plate so that the asphalt does not stick



Resulting work

- Perform a flatness check
- Remove residual dirt