

MANUALLY AFTER FINISHER

The best type of frame, not connected to the shaft, use in heavy traffic load.



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 used, the rings can also be connected with grout



10. Impregnation

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



11. Installation of formwork

- The formwork is attached to the carrier
- The formwork on the carrier is placed into the prepared hole to ensure the correct height and directionality



12. Base asphalt layer

- Warm asphalt concrete required
- Clean the hatch surface



13. Compacting

- Tighten the bedding very well so that the formwork holds even without the carrier
- Use a hammer with a flat attachment



14. Remove the carrier

- If the base layer is tightened, the carrier is removed and the formwork holds the height by itself
- Opens access across the entire surface



15. Fusible asphalt tape

- Thorough treatment of new joints
- Both the connection of the road and the new asphalt and the 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



18. Remove formwork

- Re-connect the carrier with the formwork
- Extrude the formwork out of a very well-compacted surface



19. Hole

- Prepare the hatch, impregnation, but watch out, it must not be frozen
- Clean the hole



20. Set-up of the set

- Insert the self-levelling frame exactly into the prepared hole
- Add a slight stomp if required



21. Push the frame in

- The self-levelling frame must be pressed into the warm packing
- Use a heavy plate or roller vibrations



Resulting work

- Perform a flatness check
- Remove residual dirt