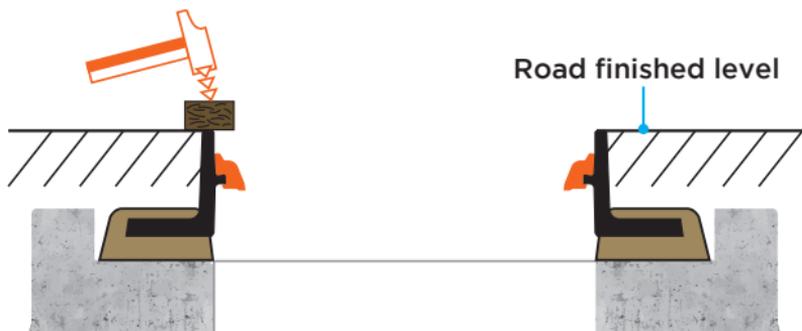
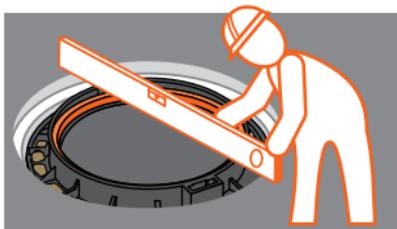


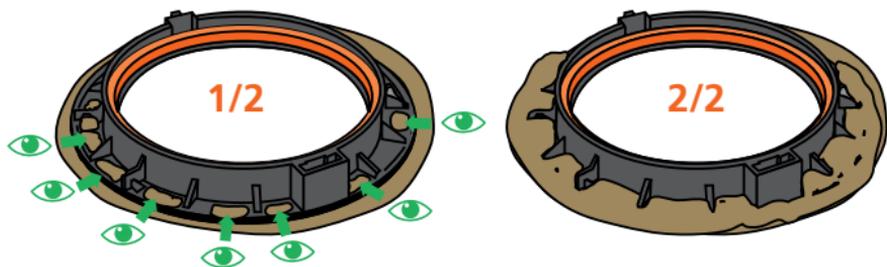
- 9 Lay the frame, well-centered and horizontal, directly on the bedding material, gently hammering (using also a wooden block) the frame to make it progressively sink into the bedding material.



- 10 If the frame sinks too deeply into the bedding material, remove the frame, add another layer of bedding material, and proceed again according to n°8 and n°9.



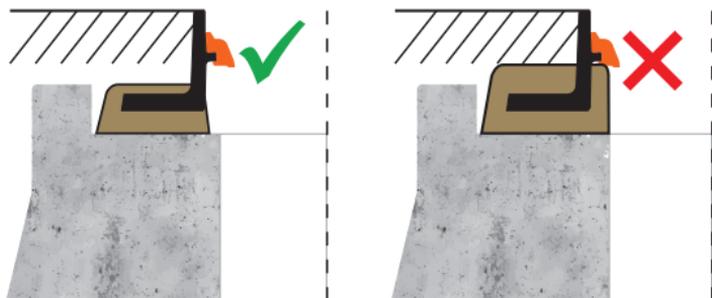
- 11** Check that the bedding mortar has entirely filled the frame slots.



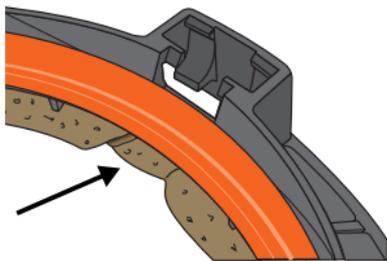
- 12** Lay a second layer of bedding product, trowelled or finished, but keep a to 3 to 5 cm space free to allow the further laying of asphalt up to the road level.

FINISH AND CONTROL

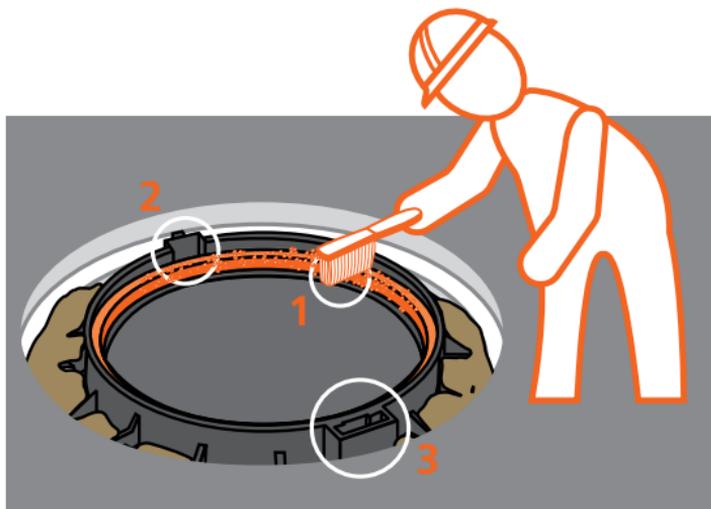
- 13** Check and make sure that the bedding product is never in contact with the joint, allow space under the joint for further change if necessary.



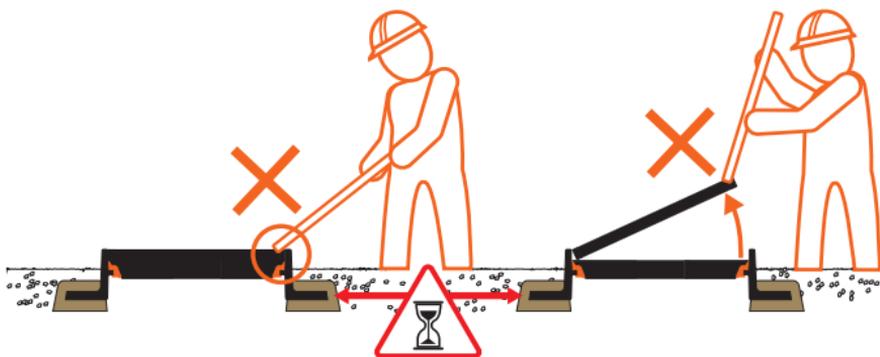
- 14** When specified for some frames, manually **shape** a trough in fresh bedding product underneath the hinge box, to facilitate its further cleaning.



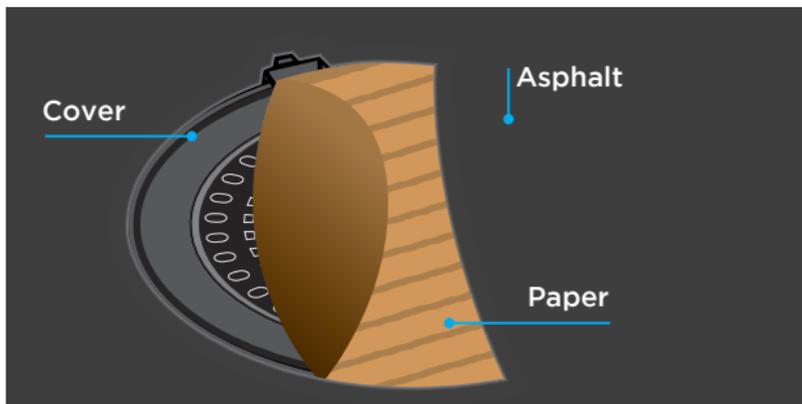
- 15** Remove and clean any traces of bedding product on joint, on hinge and locking areas.



- 16** During the mortar setting time, just **lay** the cover on the frame to safely close the chamber hole, but don't install, hinge, close or lock the cover into the frame until the bedding mortar has completely set.



- 17** Prior to asphalt laying on road, **protect** the cover with a sheet of craft paper or a fine layer of sand. This will prevent asphalt from penetrating into hinge & opening boxes, and from filling the chequer plate and raised studs surface.



18 To ensure water-tightness, use appropriate emulsion or use expanding protection tape between the road and the bedding material, and between the top of frame and the road.



PRECAUTIONS ON NON-FINISHED WORK

In order to avoid any potential damage to bedded frames and covers, **avoid any vehicle rolling on them,** until the asphalt layer has been applied up to the final level.

