

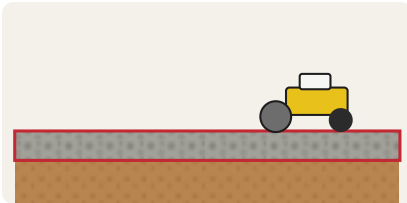
Grid at the GSB/WMM interface, asphalt on top

OC-LW 40 · OC-HD 40 for the heaviest traffic



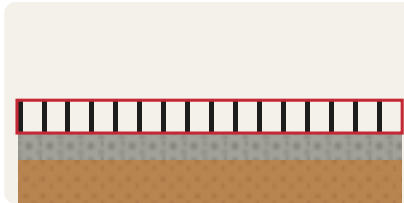
Keep your asphalt: the grid goes into the base, so the layers above it can be thinner. Six steps from bare ground to traffic. Your contractor builds it; we train the team.

1 Subgrade and GSB



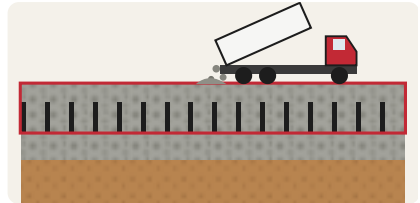
Compacted and level, to the IRC:37 design issued with the GridMats design note.

2 Lay the grid



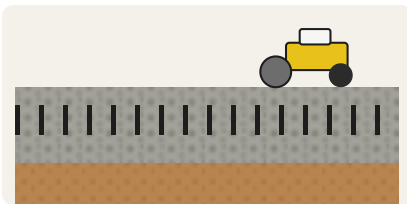
Panels on the compacted GSB, interlocked, joints staggered.

3 Tip the WMM



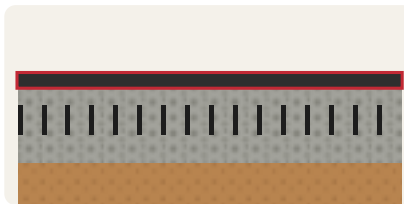
Tip the first WMM layer onto the grid, at least 100 mm above it. No plant on the empty grid.

4 Roll



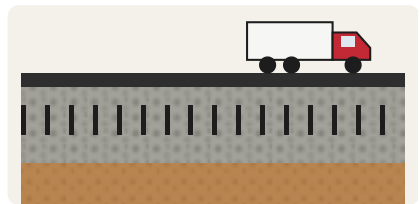
Roll static first, then vibratory.

5 Build up



The WMM and the bituminous layers follow MoRTH and your specification. Nothing changes above the grid.

6 Open



On the contractor's pavement schedule; the grid adds about one shift per 1,000 m².

OPENS Opens on your pavement schedule

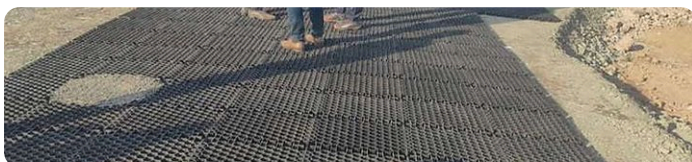
The grid adds about one shift per 1,000 m²

What you need

- OC-LW 40 or OC-HD 40
- The IRC:37 design with the GridMats design note
- GSB and WMM to the design
- Your usual road plant and asphalt crew

Don't

- Run plant on the empty grid
- Cement-treat the granular layer
- Put the grid inside the bituminous layers outside a trial



Laying the grid in the granular base



IIT Hyderabad: panels in the large-scale pavement test tank

This page is the short version. The installation guide comes by email on request. The SOP, the hold-point checklists, the method statement for your site and the training of your contractor's team come with your order. Designs, thicknesses and drainage are set for each site.

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