Basant® Betons

www.basantbetons.com

INSTALLATION GUIDE

Disclaimer: This is not an exhaustive guide and not complete in all respects for the purpose of laying Kerbs, Flags & Pavers. This is only a board and brief guideline to help people on site. Expert advice should be sought wherever required. Basant Betons® do not take any responsibility for any results obtained at building sites and therefore would not be under liability.

2nd Edition: 2017

CONTENTS

CHECK LIST

General Instructions for good paving

1.Select pavers of appropriate design, thickness, quality and colour as per the application (expected load, frequency of vehicles & pattern).

2. Care to be taken while unloading to prevent damages to edges and corners of high value, aesthetical products of Basant Betons®.

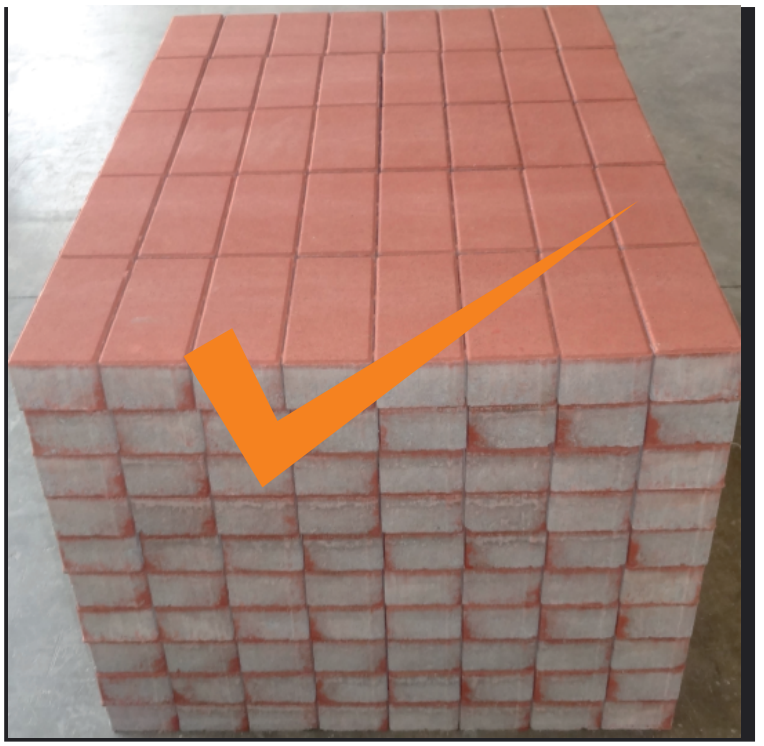
a. The ground on which products are unloaded should be level and even without serious undulations to prevent the stacked products from falling on each other and falling down on the ground.

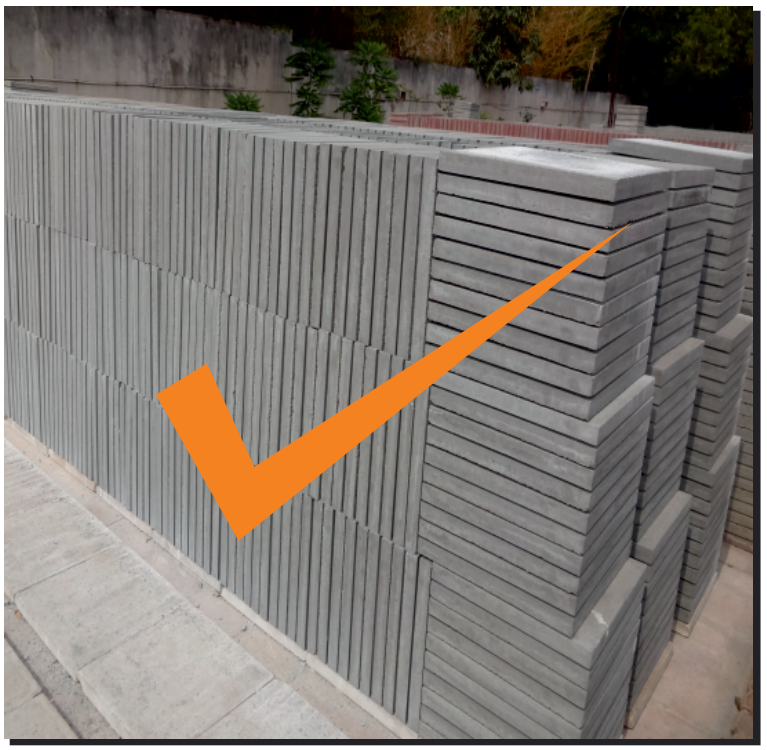
b. While unloading, abundant care and precaution to be taken to prevent damage to all corners and edges of the products.

c. To achieve the above results, the products should be stacked neatly.

Fig. 1

WARNING!!!!





3. All civil work inside and outside the building, plantation, carpentry, fabrication, air conditioning, electrification, painting of external walls, plumbing, sanitation works, tree guards, manholes, drainage etc should have been completed before taking up paving.

4. Site Engineers to approve earthworks for levels and compaction before laying the pavers are laid.

5. Select appropriate kerbing and install while maintaining correct line and level. Kerbs to be neatly laid.

6. Place bedding sand which has correct moisture content on site. The thickness of the loose sand bed should be in the range of 25 to 50mm.

7. .Lay screeding rails on sub-base layer to achieve levels. Spread bedding sand between screeding rails. The thickness of the bedding sand after compaction should be 20mm to 40mm.

8. Fill pockets or depressions in surface with loose sand ranging from 5-10mm and rescreed the area. Remove screed rail and fill recesses with loose sand.

9. Use string lines to constantly check alignment.

10. Ensure that the laying of pavers starts from the lowest point of the level to avoid creeping/ sliding of the pavers. Start laying the pavers in the right angle corner and work outwards.

11. Cutting less than 1/3 of a paver should be avoided. The end gaps should be filled with concrete, ratio of which should be richer than that of pavers and matched with the colour of pavers.

12. Square up the immediate area to be paved.

13. Make any adjustments to line and joint width by using a lever to move sections of pavers.

14. Measure and cut pavers for edge spaces. Orientate pavers at the edge or use the double cut method to eliminate the small edge space.

15. Use fine sand for joints and brush for compacting. Compact pavers with a plate compactor at least two times. Remove excess sand from the surface.

16. Fit temporary restraints at the end of paving if it cannot be completed in one day. Finish paving at an angle. Use plastic sheet to cover the temporary restraint and exposed bedding sand in the event of overnight rain.

17. A coating to enhance the colour and sheen can be provided as instructed in the "Cleaning and Maintenance" paragraph (as in page 31 para 3) for unblasted pavers only.

18. It is advisable to cover the paving with a plastic sheet to prevent dirtying until occupation.

GUIDELINES FOR LAYING PAVERS

The base, Sub base & Compaction

These are the important structural layers of a paver block pavement. The materials used for the base construction consists of graded granular material or lean mixed concrete constructed and compacted in layers not exceeding 225mm and if properly constructed will give a very long useful life.

The sub base surface has to have reasonable slope and falls. Compaction shall be carried by mechanical vibrating compactors to specified California Bearing Ratio (CBR). It is a must to use proper kerbing before beginning to lay paving segments (refer to pg.20 for kerbing instructions). Tolerances should not generally go beyond 2cm in the sub base from the desired levels.

For domestic applications, a competent laying contractor will be able to decide on how to build the sub base. But for medium & heavy traffic the specification should be such that they are in accordance with standards specified by The Indian Roads Congress or similar reputed institutions. It is suggested to consult experts & refer to standard codes (Indian Standard/ European Standard /Australian Standard) for heavy duty and for very heavy duty applications. Also it is suggested to refer to the links on basantbetons.com where you find expert advice from International Institutions who specialize in this.

Laying Course (Sand Bedding)

This is a layer of material on which paving segments are laid. This materials consists of 1 to 5mm natural sand. Thickness of laying course would be between 25 to 40mm. In certain areas like around the Manholes it is suggested to use a lean cement mortar (one part of cement to ten parts of sand) instead of plain sand.

It is very important to have this laying course properly screeded because an uneven course can result in rutting, surface deformation and channelization. Also note that if stone grit is used as laying course material as an inevitable option, only when it is impossible to procure sand, following instructions must be followed without negligence and without fail.

1. Fine particles in the stone grit should be removed before using the same as otherwise the stone grit tend to become rock like layer and does not provide "cushioning" as in the case of sand.

2. Where stone grit is used for bedding, fine sand should not be used in joints of paving blocks as this may settle down into the bedding layer resulting in failure and collapse of pavement. In such case, coarse sand should be used in the joints. Ensure that this coarse sand remains in the joints and if need be a refill should be considered. Success of the pavement depends on this sand in the joints as this is what holds the blocks together allowing vehicular loads and forces to distributed in large area of paver blocks.

Please refer to proper codes and standards for finding out the most suitable laying course material.

Laying of Pavers

Pavers shall be laid to the specified pattern with joint width of approximately 2-5mm with the assistance of a string tied across, in order to maintain line and level. Pavers should be laid hand-tight. Always avoid using cut pieces smaller than 1/3rd size. However, complete perfection in maintaining straight line is not possible due to tolerances in product dimensions.

Colour variations cannot be avoided in the manufacturing process and therefore it is always advisable to mix and use the pavers from different bundles to provide the naturality in appearance. Alternatively, pavers with different shades used in separate areas such that colour variation is not clashing.

Fig. 2

Small pieces as in this picture to be avoided

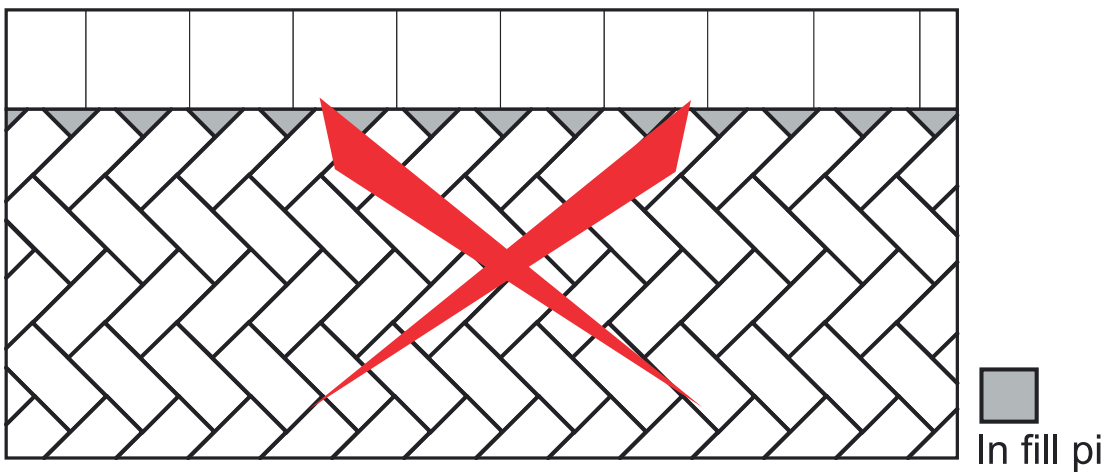
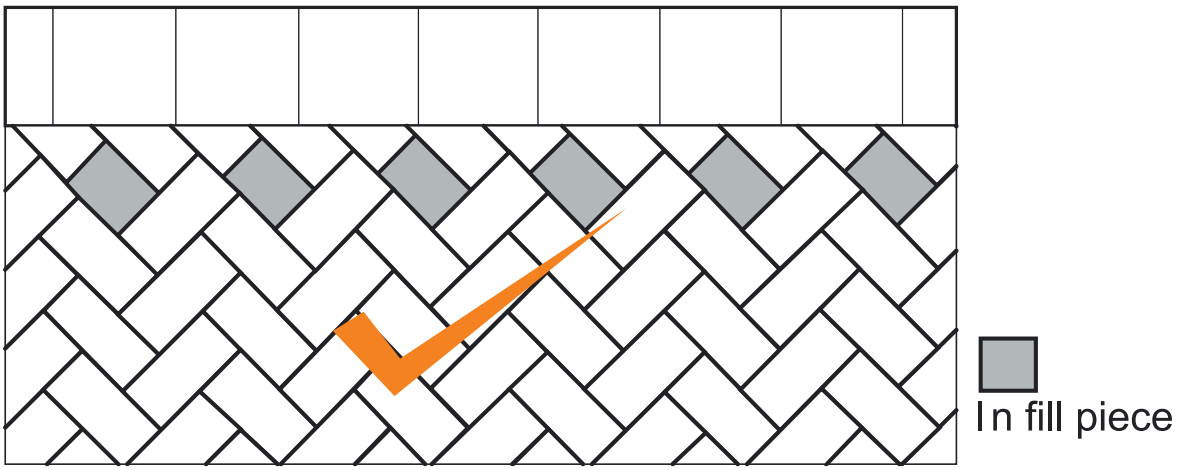


Fig. 3

Pieces are cut to half length or 3/4th length to produce better result



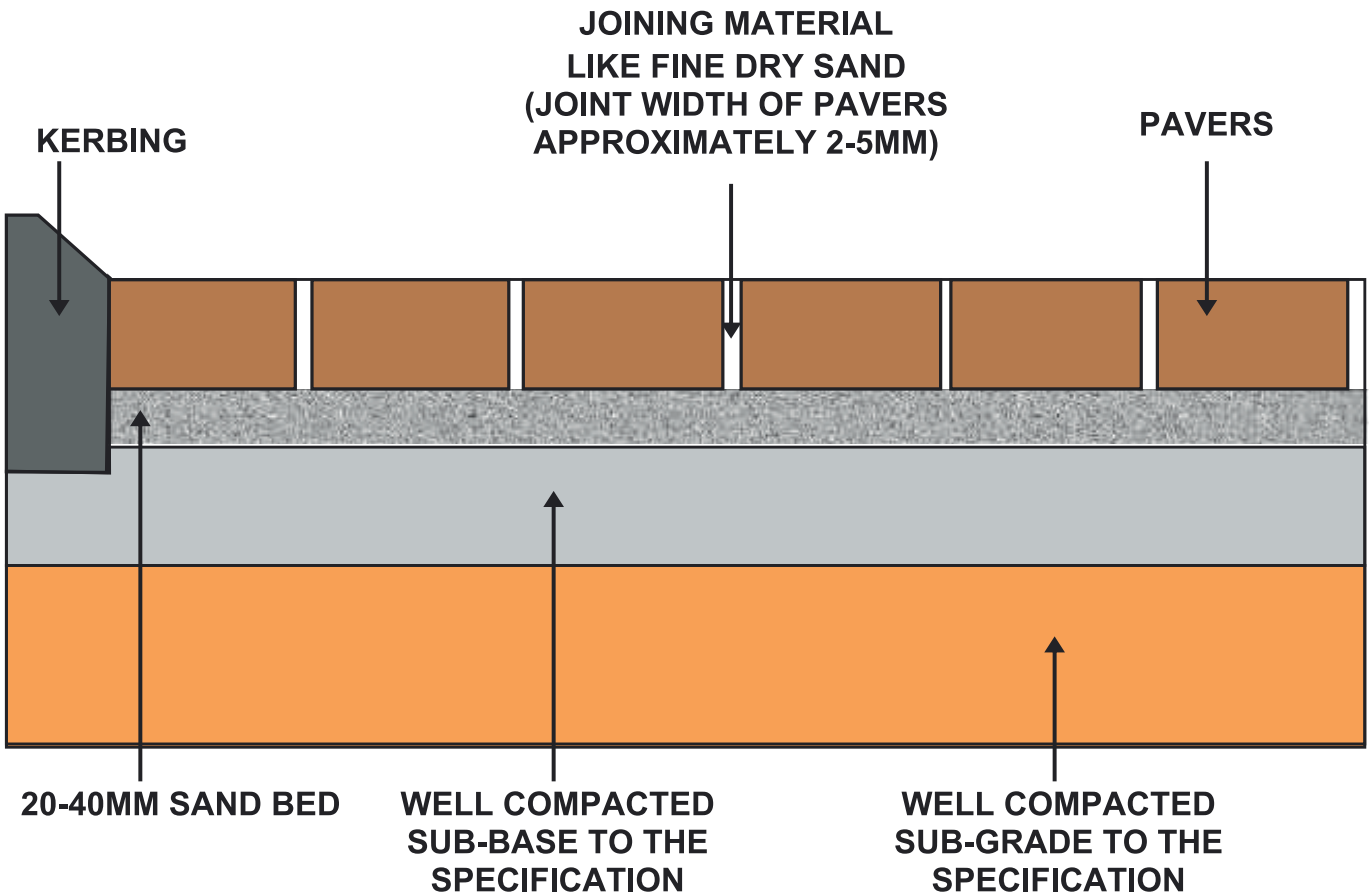
Filling of Joints

Once the pavers are laid, dry, coarse and clean sand should be used to fill the paver joints. The sand can be brushed or broomed into the joints. A vibrating compactor will help fill the paver joints. Repetitive runs of this vibrator would help to complete the job efficiently. It should be noted here that the jointing sand provides a very powerful "LOCK" and make the pavers in large area from a single unit. It is stressed here that sand in the joints is a very important element in functioning of the whole paving and due importance must be given without any negligence. Several months after pavement is completed it is recommended that sand is refilled to ensure its efficient functioning. A consultation with the links provided in the BASANT BETONS website will be a big help.

Block paving can easily handle heavy loads due to the friction provided by sand in the joints of paver blocks and it is this friction which distributes vehicular loads horizontally across the surface of pavements.

Fig.4

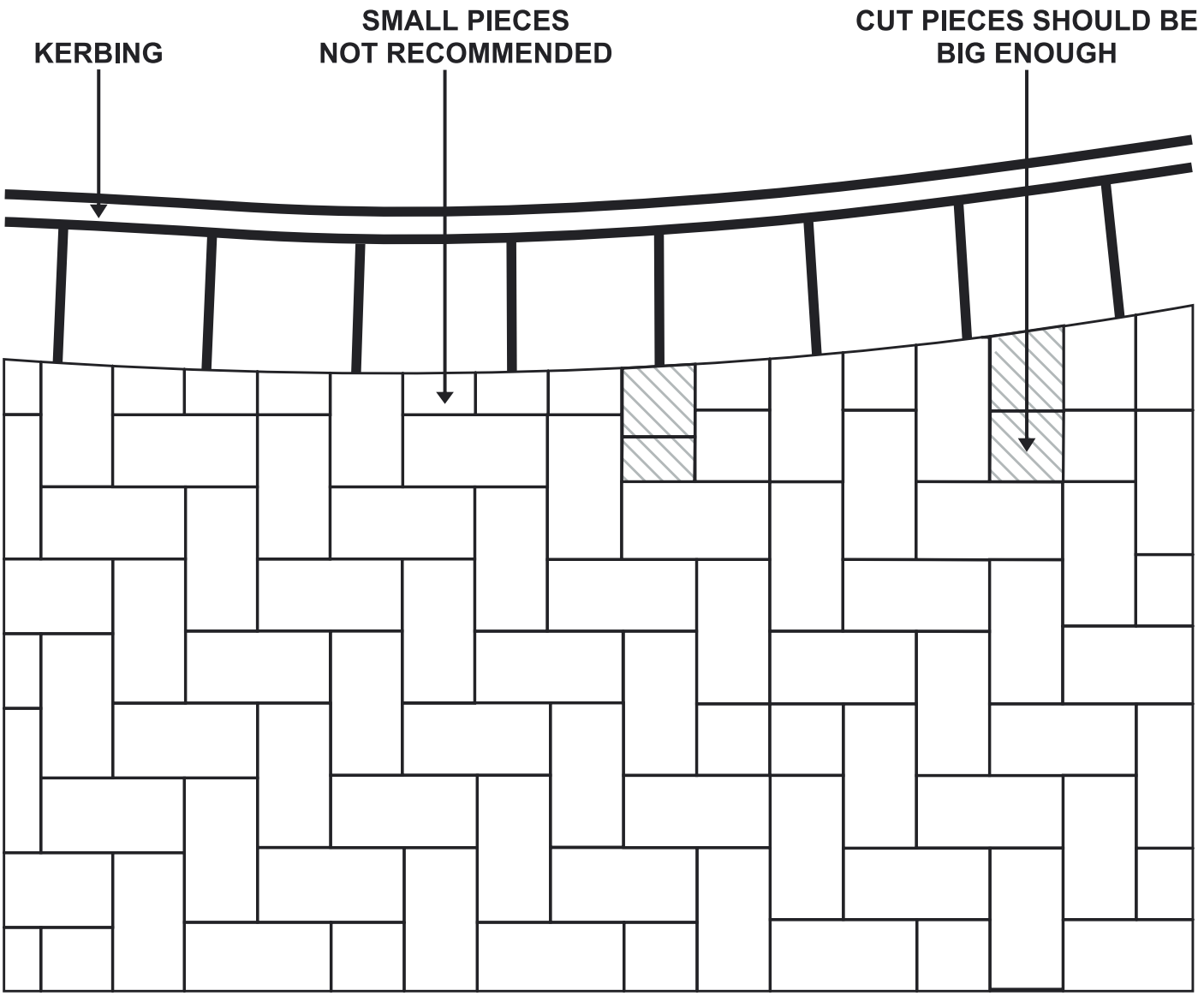
Filling of Paver Joints



Note: Many illustrations are given in the following picture with regard to cutting of pavers at the "ENDS", how to align the pavers on "JUNCTIONS", method of aligning in "CURVES", laying of pavers on "STEEP SLOPES" etc.

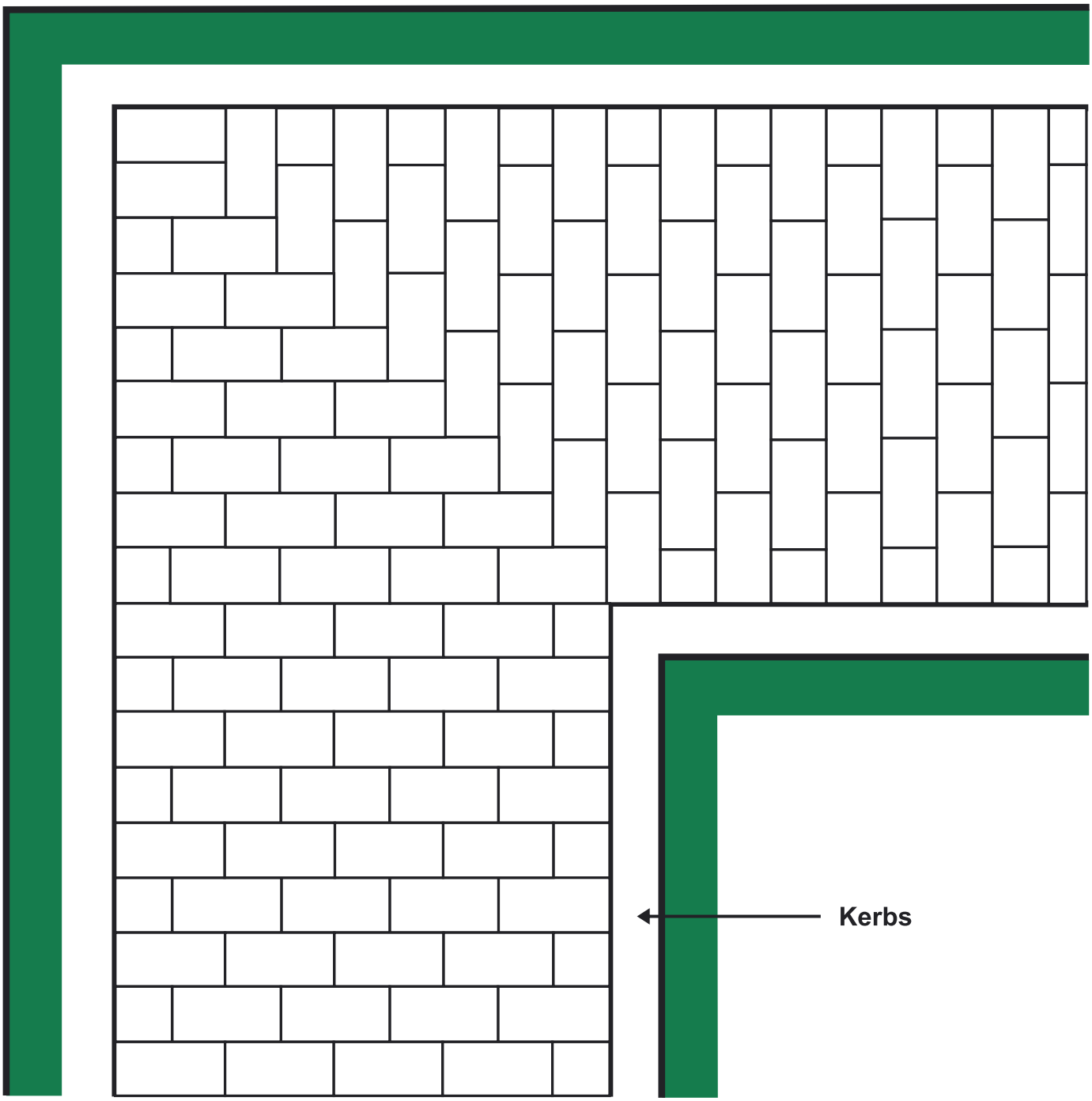
Fig.5

PATTERNS DETAILS AT EDGE RESTRAINTS



Pavers (same or another shape) can be used as a peripheral course for better look, better locking.

Fig.6



Closely observe the laying pattern. Right angles (90 degrees) have been created to arrange and align resulting in a good pattern by providing straight lines (stretcher bond) to align with right angles

Fig.7

Observe Herringbone Pattern in “The T-Junction”

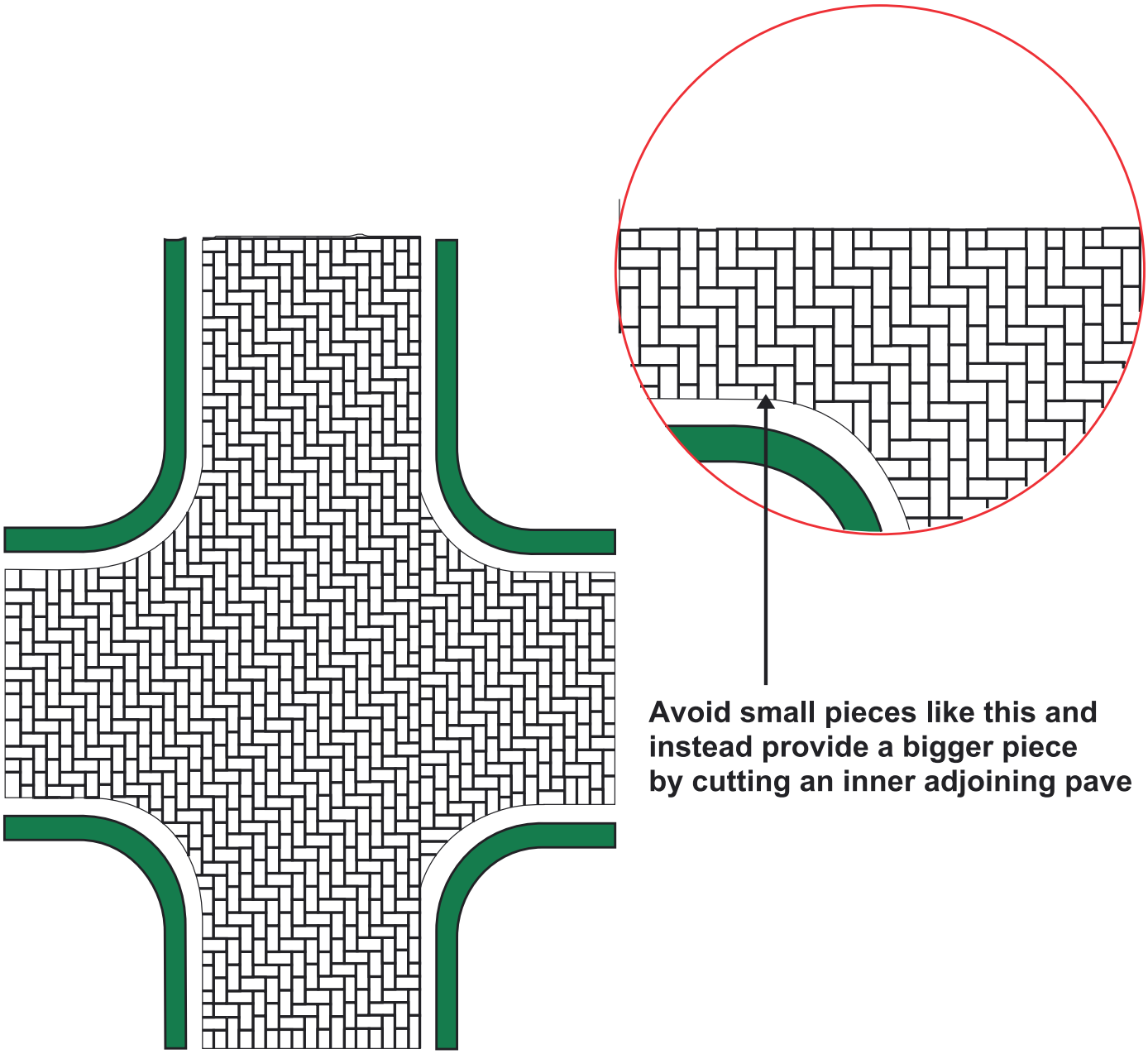


Fig.8

Another Angular “T-Junction”

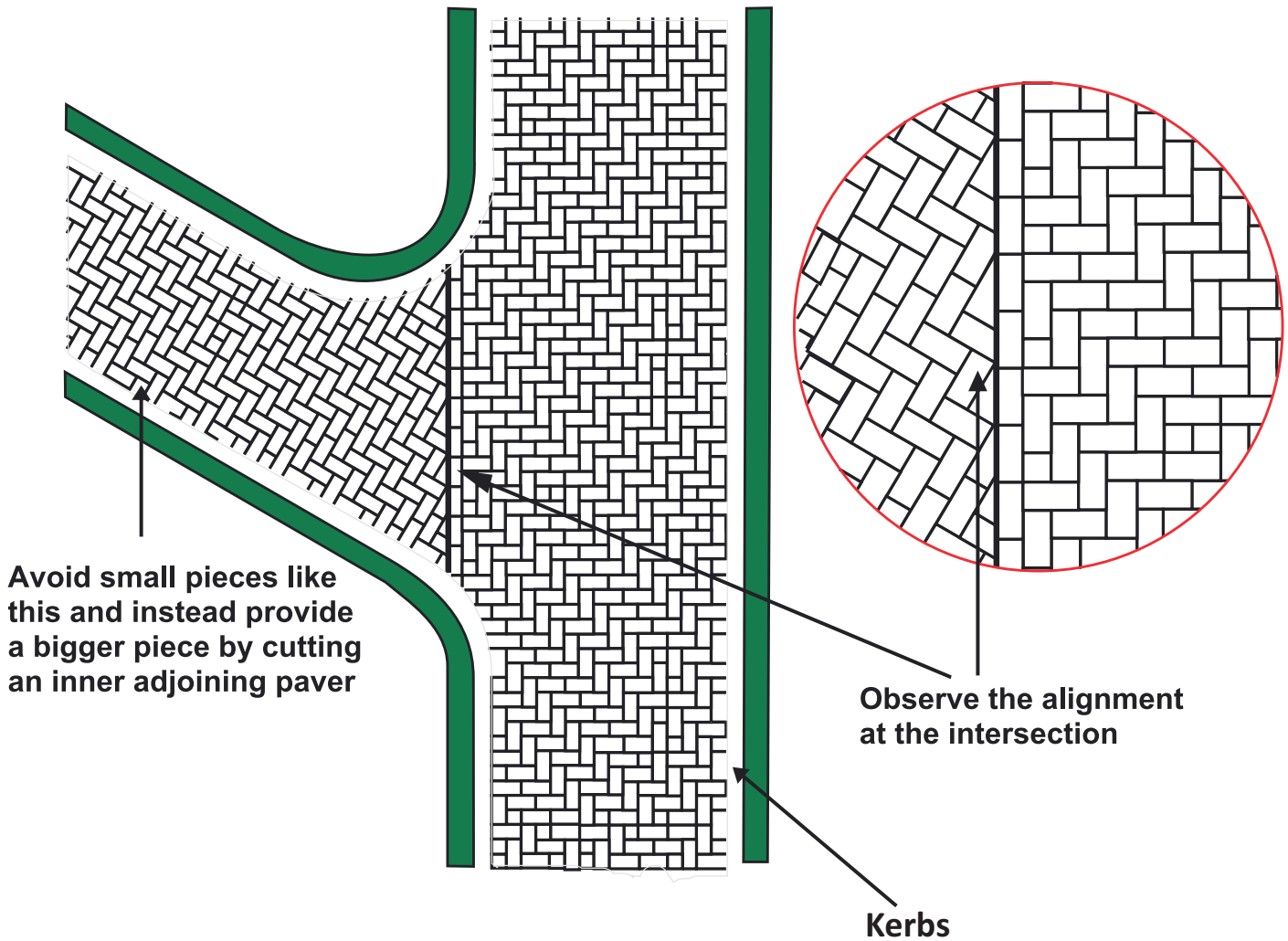


Fig.9

Alignment in Curves

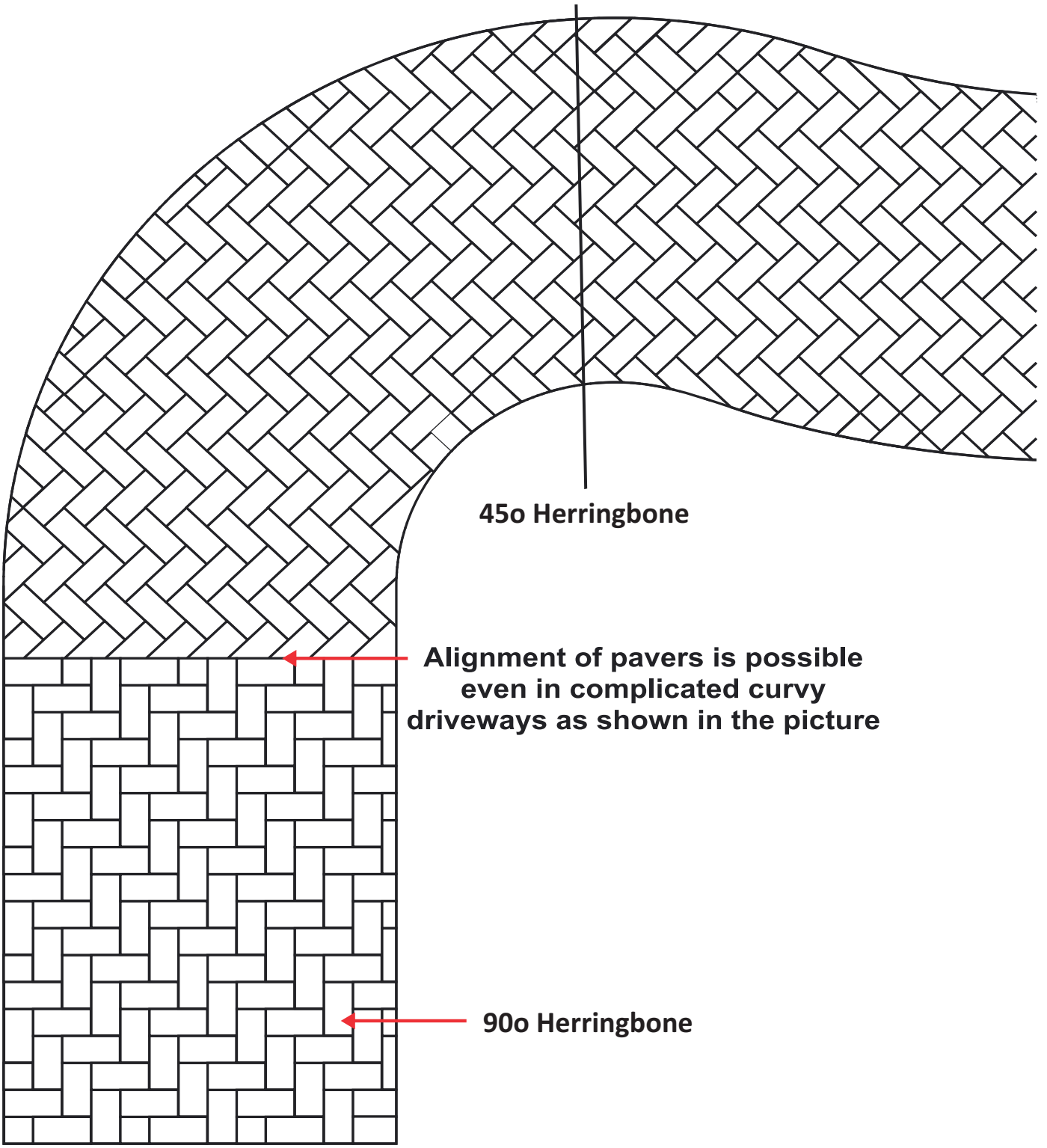
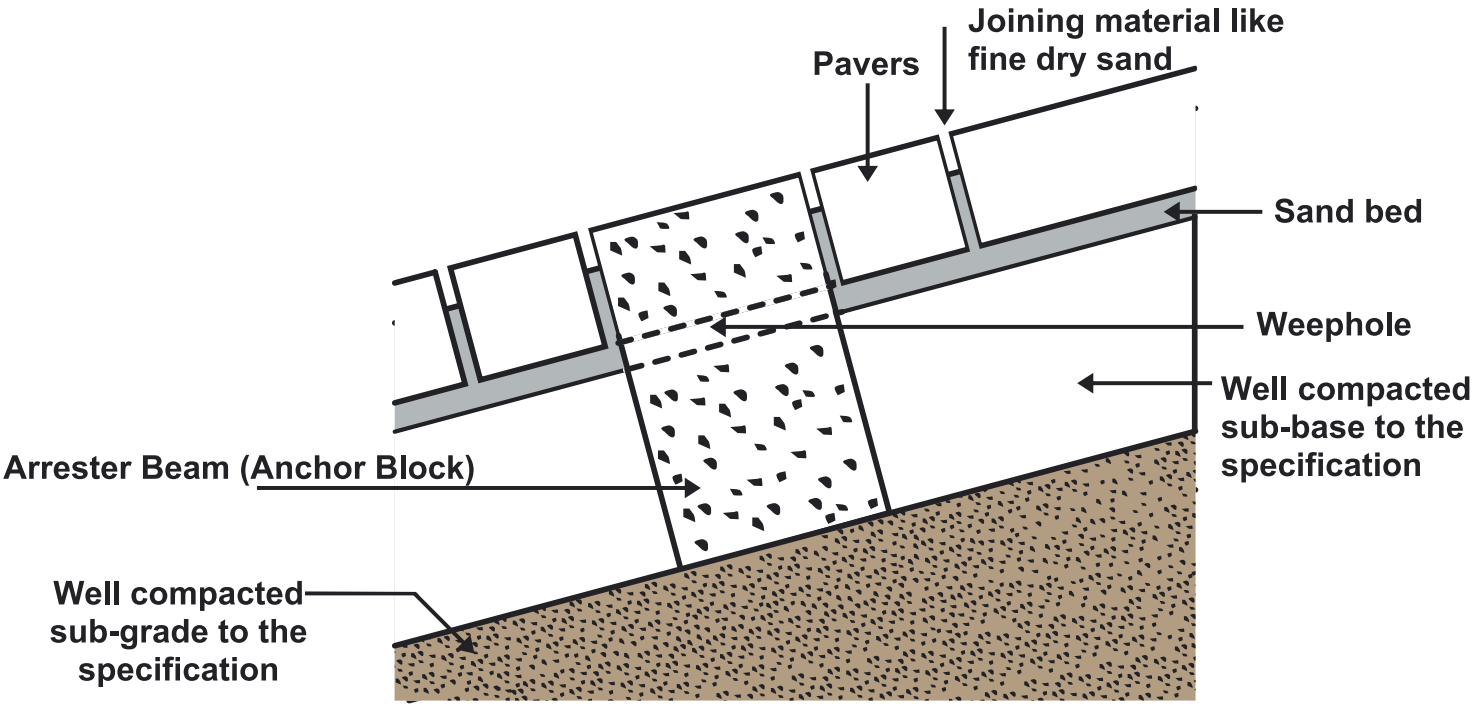
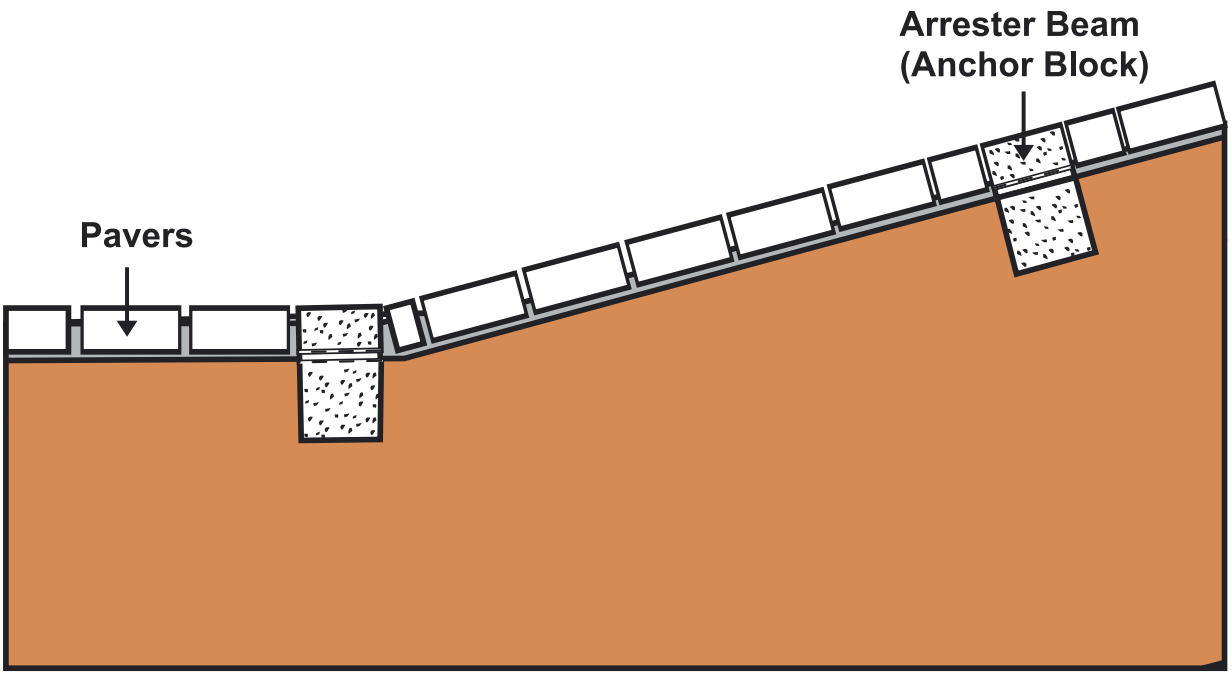


Fig.10

LAYING IN STEEP SLOPES



Picture shows how an Arrester Beam or Block is provided to prevent lateral movement



Arrester Beam (Anchor Block) can be between 25 to 60ft depending on the degree of slope

GUIDELINES FOR INSTALLATION OF KERBS

A good kerbing can be achieved by implementing following guidelines.

However these are only in the nature of guidance. The users are requested to make their own decisions by using these guidelines. Whenever applicable, users are advised to source other expertise available in the market.

A successful pavement is possible only when it is well supported and restrained by a proper kerbing or edging on the periphery of the pavement. It is also necessary to prevent vehicular traffic moving beyond the constructed pavement. The kerbing or edging is necessary also to retain the laying course at the bottom of pavement and to efficiently handle horizontal loads which may cause displacement of paving segments within the overall pavement.

It is necessary to use good quality and durable kerbs as they have to handle vehicular impacts. They should be also installed properly to be efficient and serve the purpose and objective.

It is generally observed that the kerbs are badly unloaded from the vehicles at sites and also handled with negligence by workmen while moving them from stacked lot to the point of fixing thereby causing damage to the kerbs, chipping of edges and corners. This kind of negligence causes poor appearance of kerbs. For good results, efficient supervision is a must.

Appropriate kerbs in terms of dimensions & thickness must be selected depending on application. For very light applications, for example, for residential building, smaller size concrete edgings are available at Basant Betons®.

Please follow the following for proper installation:

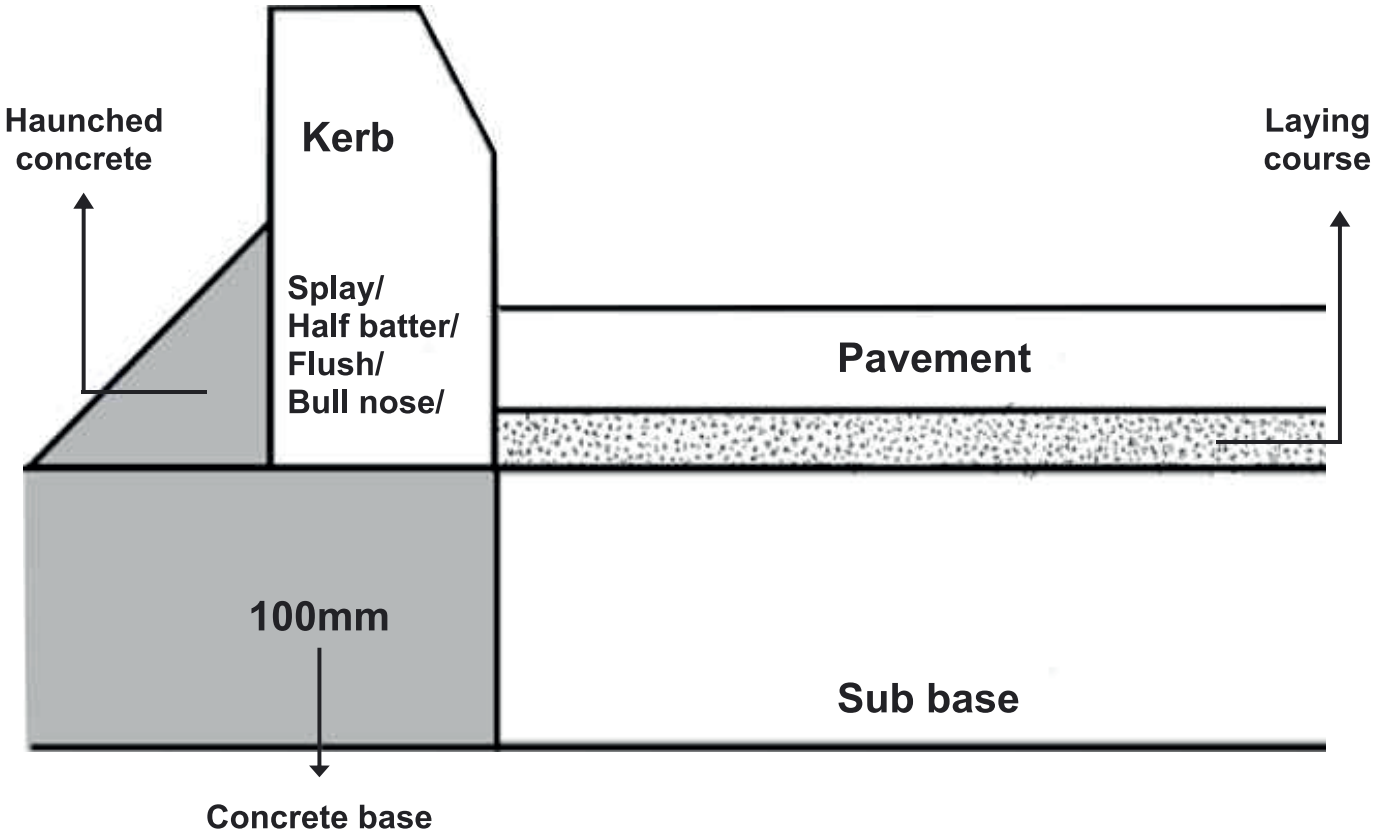
1. A good and reasonable mix of concrete should be laid, measuring at least 100mm height on which the kerbing/ edging units are fixed in such way that the pavement is joined with the kerbs. This concreting is done to ensure that the kerbs are fixed at proper level.

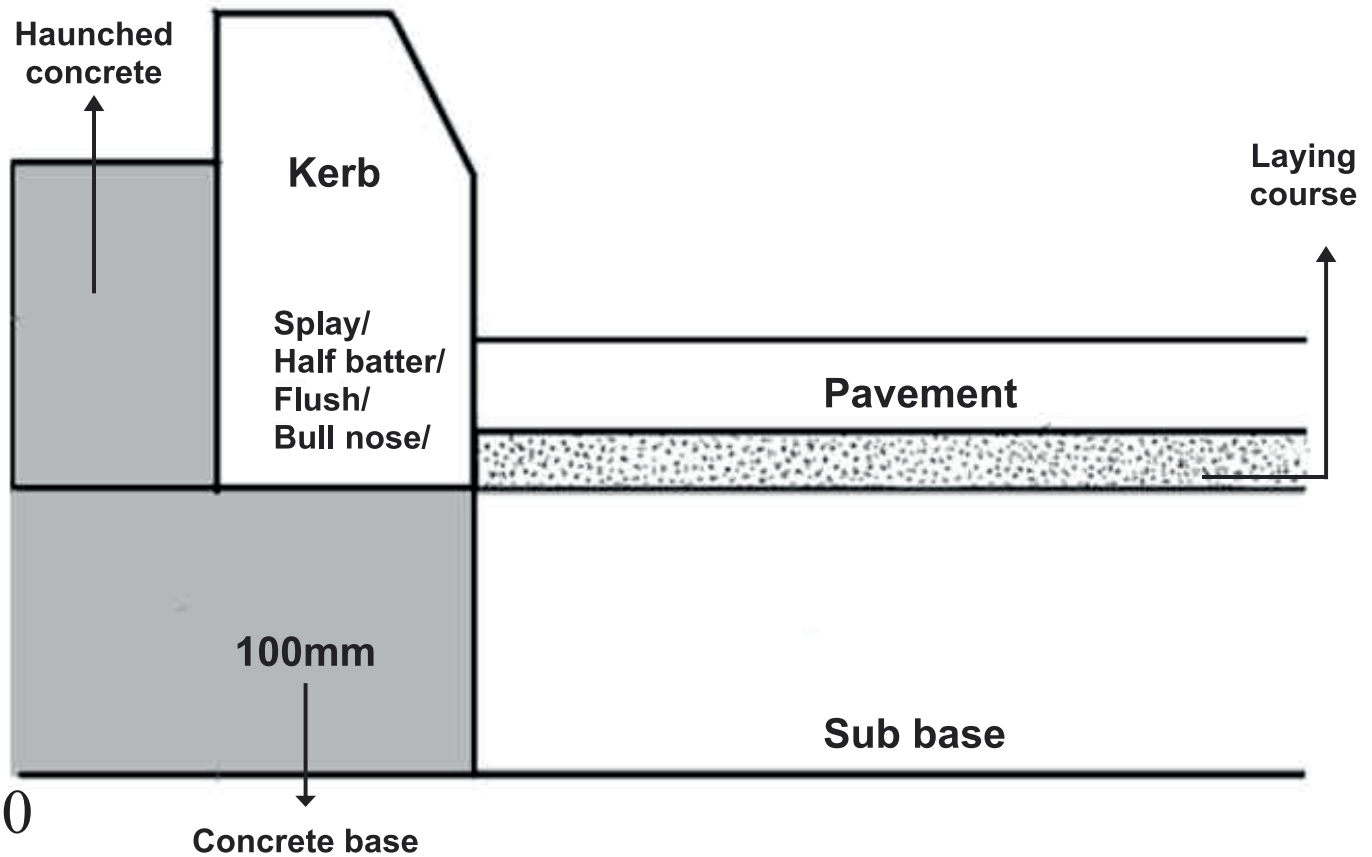
2. To ensure proper alignment, kerbs should be fixed by using string line and tied properly. This method allows to achieve good level and straightness.

3. A concrete haunching on the back of the kerbing is absolutely necessary to provide lateral support. The width of the haunched concrete should be minimum 75mm to maximum 150mm depending on whether it's a pathway or a medium trafficked driveway or highways. The haunching has to be finished well.

Fig.11

Installation of Kerb





4. The kerbs can be fixed either by butt joints (fig 1) in which case there is no mortor filling in the joints or by a spacer joint by a width of 5-10mm (fig 2) where mortor can be filled but it is necessary to ensurethat this mortor remains recessed by atleast 3-4 mm for aesthetic reasons. It should be noted here that while filling the mortor, care should be taken to ensure that the mortor does not stain or stick to the kerb surface as this can spoil the overall look of the kerbing (fig 3 & 4). It should also be noted here that kerbs are held in place by the haunched concrete at the back and at the bottom by the bed concrete. The mortor in the joints has no role to play at all. It may be used for aesthetic reasons if necessary.

Recessed mortar joints running from rear top edge to the bottom

Fig.12

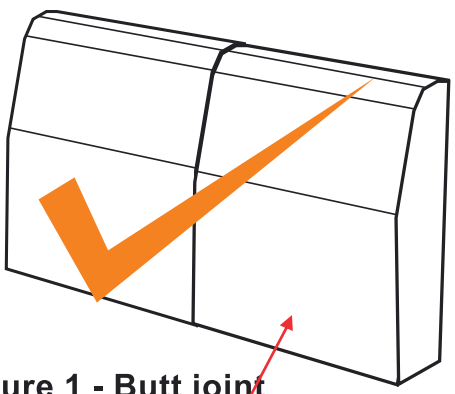


Figure 1 - Butt joint

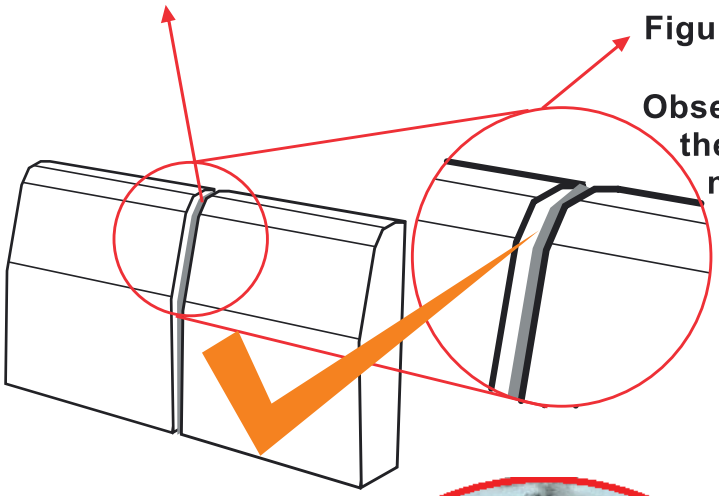


Figure 2 - Spacer joint

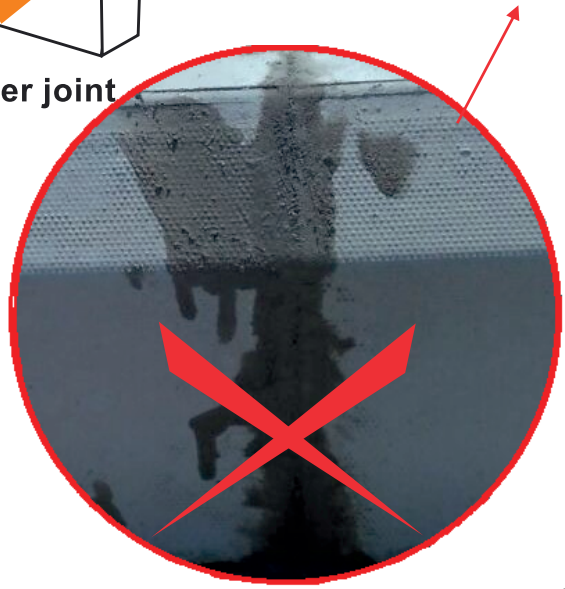
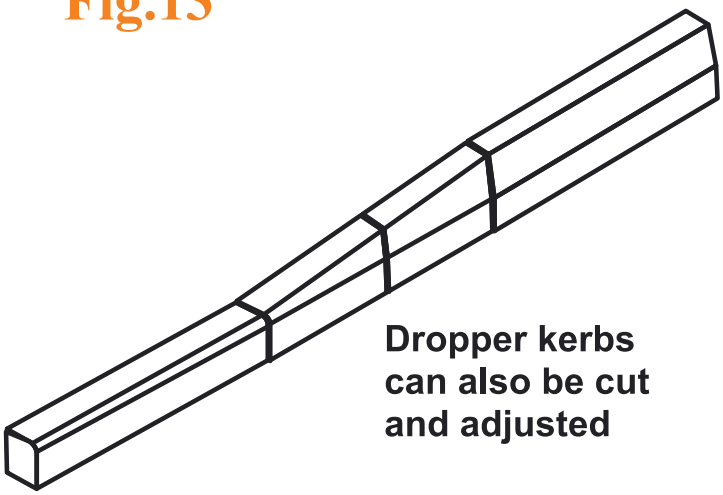
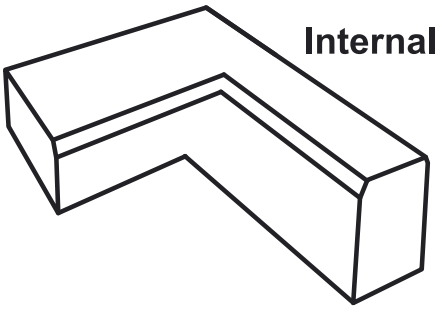


Fig.13

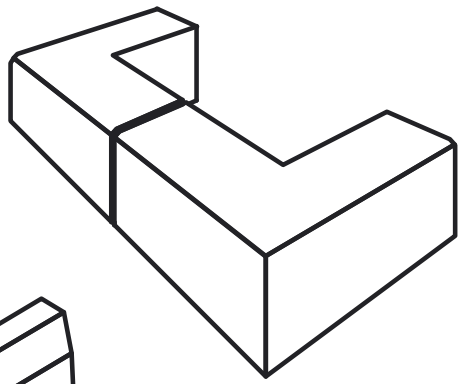


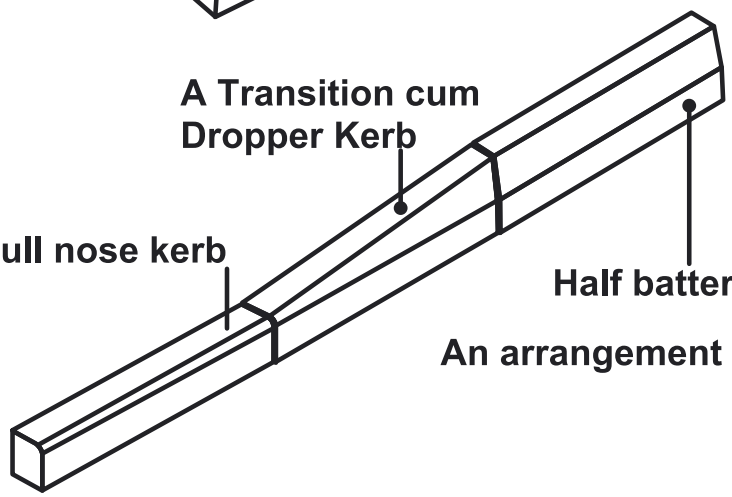
Dropper kerbs
can also be cut
and adjusted

Radius kerb



Internal and external angle





A Transition cum
Dropper Kerb

Bull nose kerb

Half batter kerb

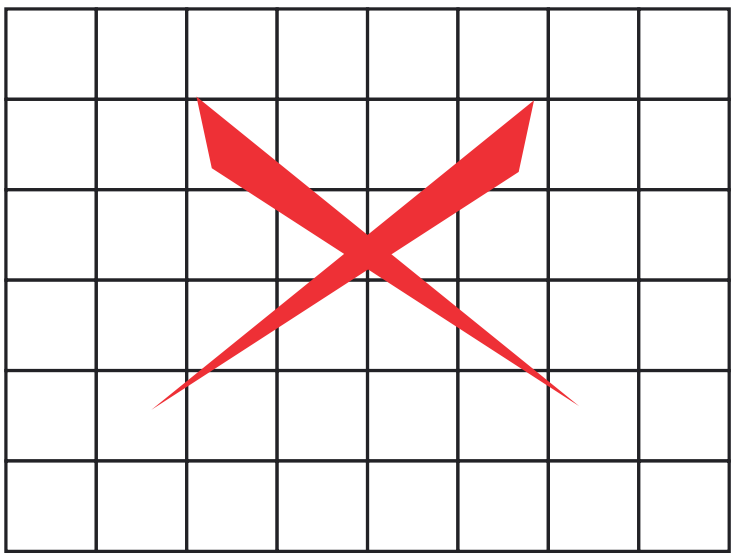
An arrangement of kerbs

GUIDELINES FOR LAYING FLAGS AND PAVING TILES

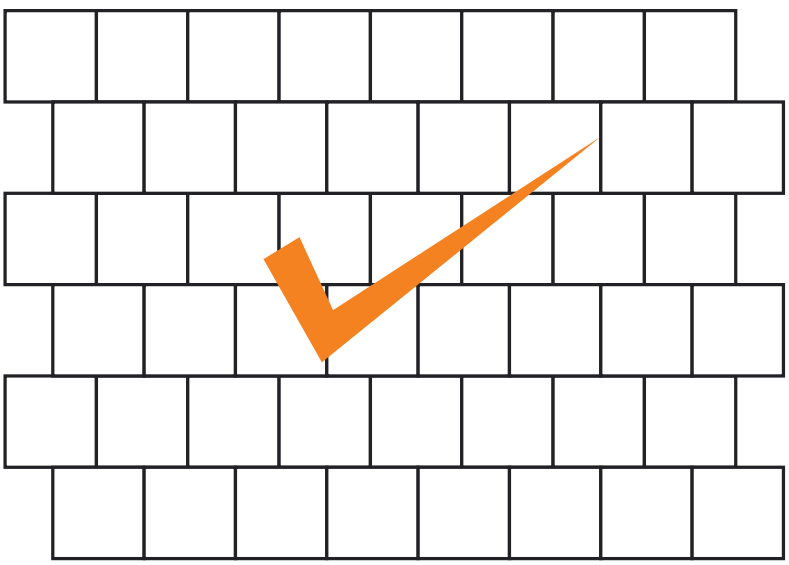
Flags:

Flags can be laid in so many different patterns. Depending on the usage any of the following patterns can be chosen. For flags, the most advisable would be a Broken Bond pattern as in this case the Flags tend to move the least. This pattern becomes more necessary especially when vehicles travel over the flags occasionally. Please note here flags are not ideal product for use where there is vehicular movement. For vehicular movement, smaller paving blocks are the ideal solution.

Fig.14

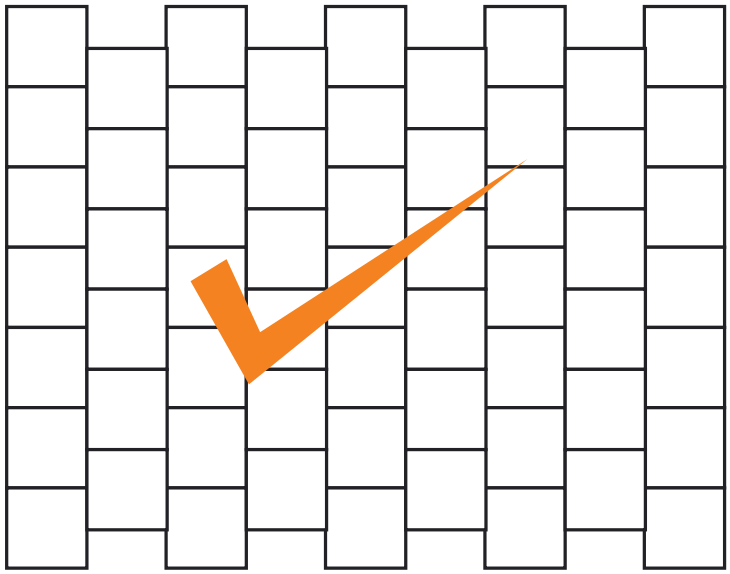


A standard pattern not recommended



A broken joint arrangement which is more effic ti eto prevent lateral movements (recommended)

Fig.15



Another such broken arrangement which is more effective to prevent lateral movements (recommended)

Paving Tiles:

Similarly, if paving tiles are square (400x400x38mm), they have to be fixed in a broken or staggered joint for better interlocking (see above).

However, if paving tiles are rectangular (250x500x38mm) they have to be fixed longitudinally to the light vehicular drive way.

Fig.16

The Base & Sub Base

It should be constructed depending on the loads that a particular site would need to handle. Thickness of these and materials required to construct definitely depends on the kind of traffic a particular site has to handle. Please comply with the design provided by Engineers/ Structural Engineers on site to have suitable base and sub base to handle the necessary loads.

We recommend laying flags & tiles on mortar be to avoid any breakages. If no vehicular traffic occurs, products can be laid on a sand bed as it can provide a flexible and less expensive mode of pavement.

Joints

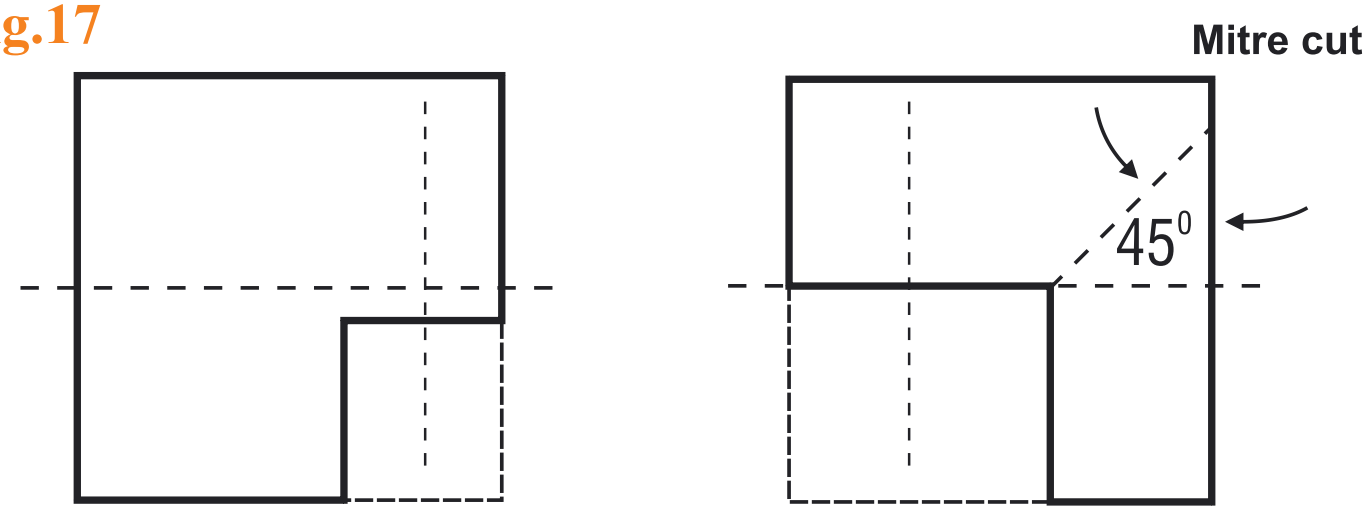
For flags, a width of 5 to 6mm is recommended.The joint must be filled with mortar and recessed by a minimum for 2-3mm below the surface. To futher enhance the beauty, the mortar can be mixed with colours pigments to match the tiles for a seamless look. Please ensure that the flag's surfaces are free of mortar as it may cause staining and bad patches otherwise.

For paving tiles, the joint can be about 2-4mm wide and can be filled with sand or can have a butt joint, essentially with no space in between the tiles. During the use of the paving, over time, the sand in the joints needs to be topped up as sand would have settled down or been removed by suction.

Cutting for the end pieces

Where cutting of flags is a must, it should be carefully done and laying of small pieces should be avoided. Cut pieces less than a quarter should be avoided. Concrete mortar (not exceeding 25mm in width but for full depth of the flag) can be used to fill the gaps at the end so as to provide the perfect locking. Care should be taken not to let any side open without locking as otherwise flags will start moving thereby causing loose pavement & breakages.

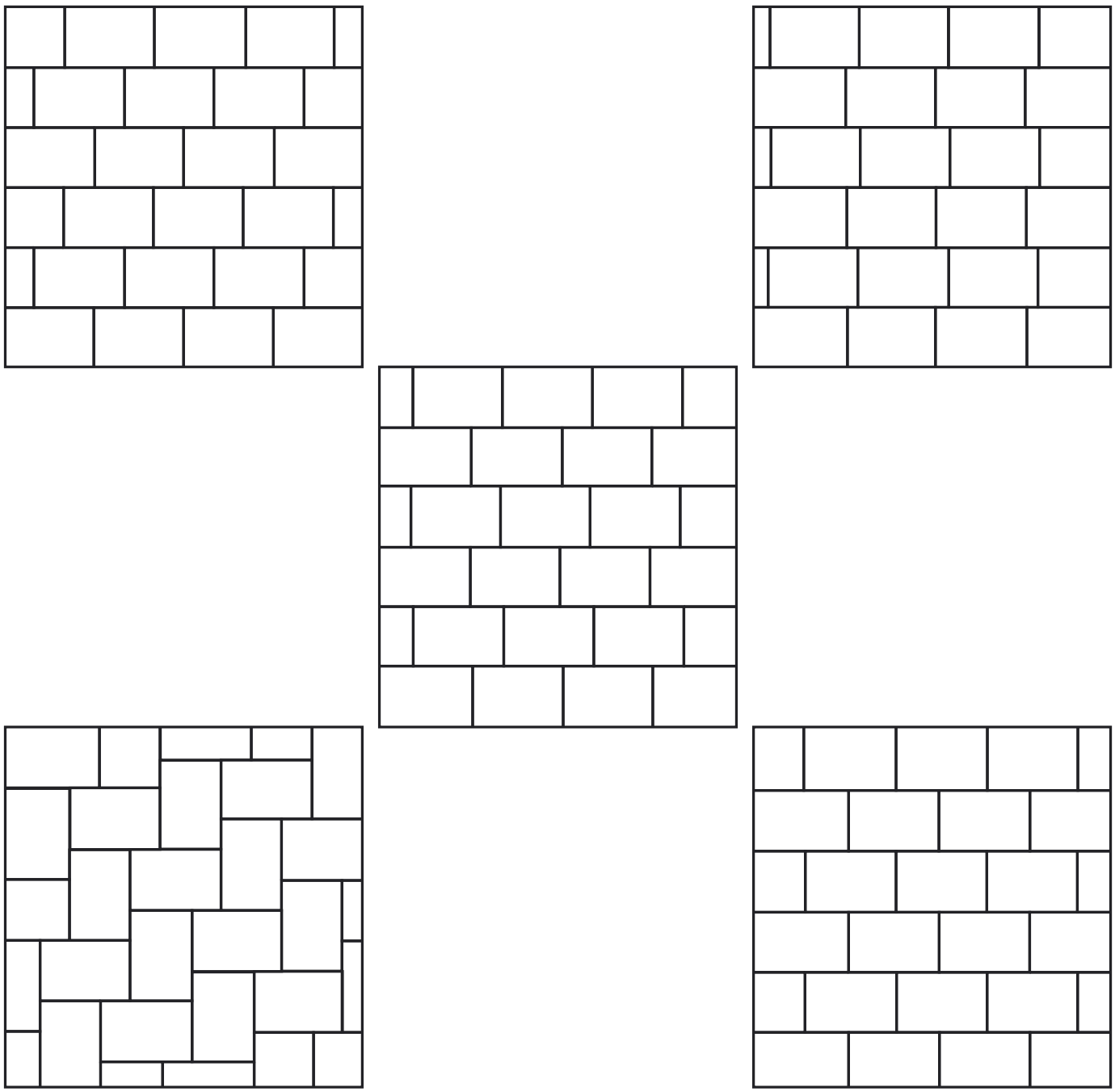
Fig.17



Cutting of flag

Fig.18

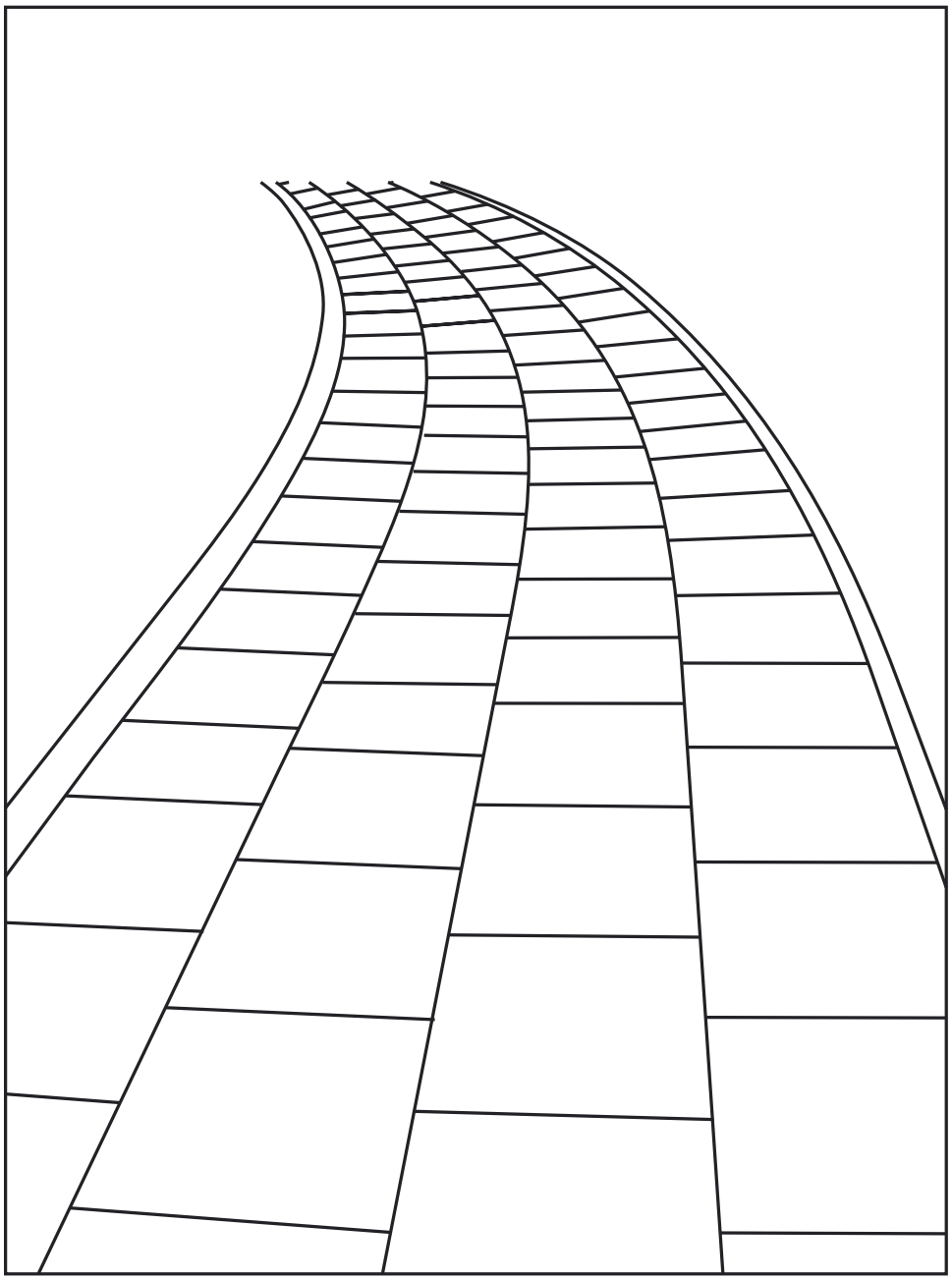
Various pattern for flags



It is always good to use kerbing/ edging or a natural wall to ensure the flags are kept contained in the planned area by preventing lateral movements. It is very clear that flags tend to move, thus causing many problems, including damages which can be prevented by proper kerbing and edging. Kerbs and edges provide a virtual lock to the flags.

Fig.19

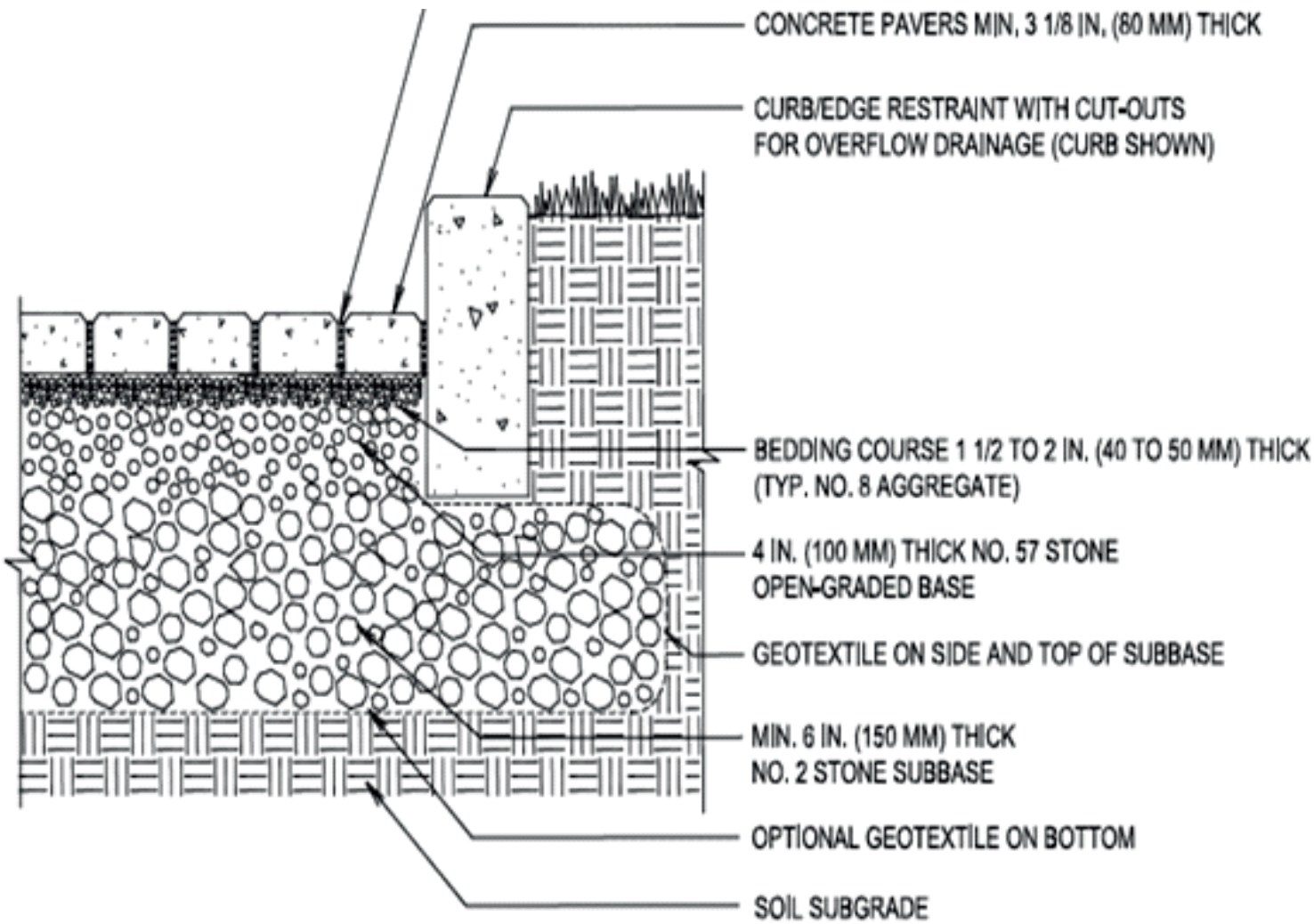
Flags with Kerbs



Permeable Pavers/ Grass Pavers

Pervious concrete pavement is a unique and efffecte means to address important environmental issues and support green, sustainable growth. By capturing stormwater and allowing it to seep into the ground, porous concrete is instrumental in recharging groundwater, reducing stormwater runoff. The surface consists of solid concrete pavers with small, stone-filled or grass filled joints that allow water to flow into highly permeable, open graded bedding, base, and subbase aggregates.

Fig. 20



Refer fig.20

a. Verify that subgrade preparation, compacted density and elevations conform to specified requirements.

b. Keep area where pavement is to be constructed free from sediment during, stagnant water and and excess soil entire job.

c. Place geotextile on bottom and sides of soil subgrade. Secure in place to prevent wrinkling from vehicle tires and tracks.

d. Compact aggregates without crushing them.

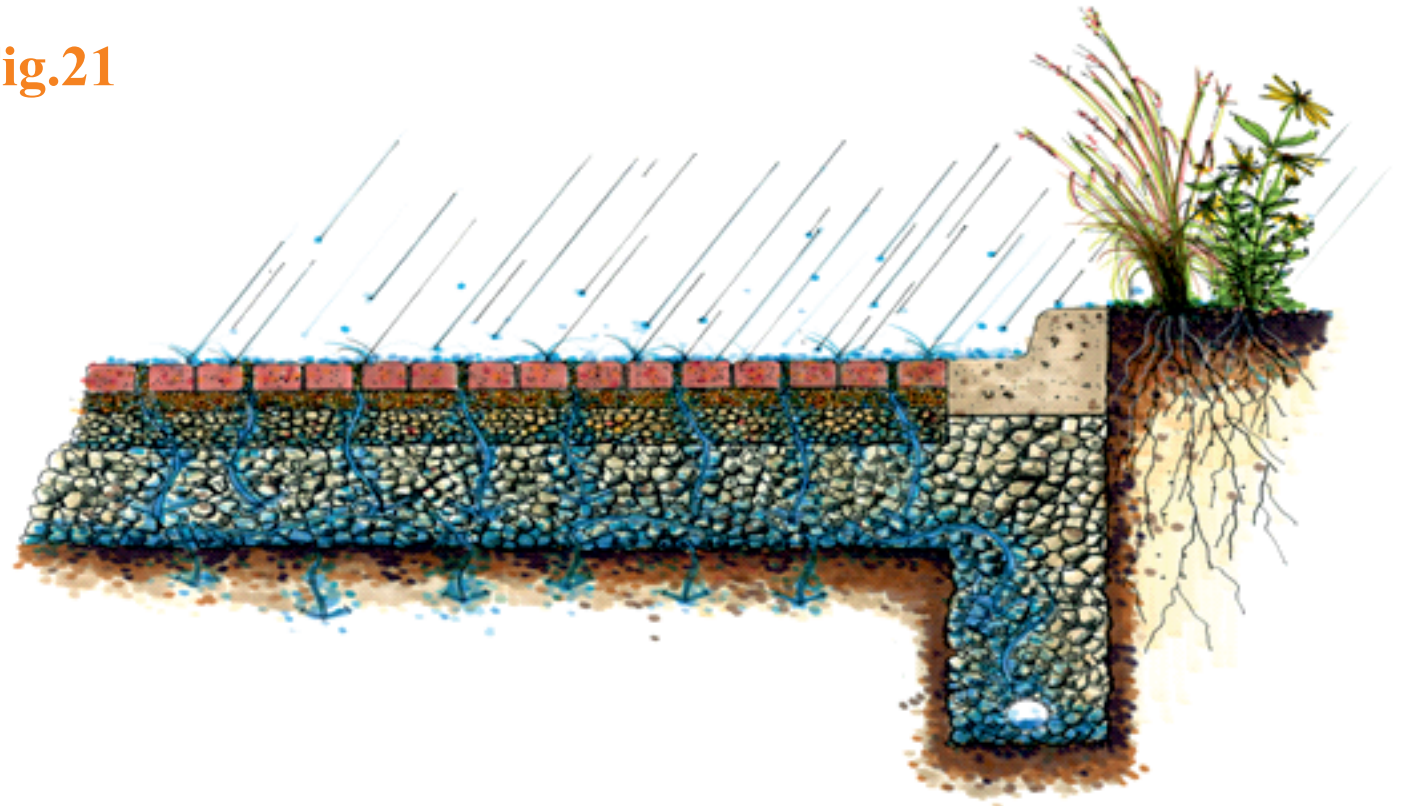
e. Moisten, spread and screed the stone bedding material.

f. Lay the paving units in the pattern(s) and joint widths according to the drawings.

g. Fill the openings and joints with stone or grass.

h. Remove excess aggregate on the surface by sweeping pavers

Fig.21



Guidelines for Cleaning & maintenance
(Refer to Tools for handling, laying and cleaning section)

1.A regular brushing with water and if necessary along with soap (ordinary less concentrated soap) may be good enough for periodical maintenance. However a very dirty pavement is easily cleaned up by washing away the dirt by a power hose. Water jets are available in the market (Bosch, Black & Decker) “at affordable prices” and may be kept permanently for use when required. If required an ordinary less concentrated soap may be used. When this process is followed, pavement generally looks quite fresh and nice. Care should be taken to prevent use of excessive pressure while operating the hose to avoid erosion and damage to surface of the pavers. While performing this process, if sand is removed from the joints, replacement and refilling of the sand in the joints is a must for the pavement to be efficient in terms of sustaining vehicular loads. When cleaned as above, the colours on the surface which are subdued due to dirt get enhanced.

2. Tyre Marks can also be generally removed by following the cleaning process with a soap solution and water as explained above ref 1. In this case a concentrated detergent soap solution may be used.

3. Unavoidable efflorescence (white chalky substance) can appear at times depending on conditions due to weathering. It does disappears in due course. However it can be substantially reduced by washing away with a lean hydrochloric acid solution – 1 acid to 20 portions of water. Care should be taken to thoroughly rinse the pavement to remove the traces of acid as this acid can cause corrosion and damage to paver surface.

Efflorescence can also be masked by using certain harmless substances like “Touch wood”, by Asian Paints or similar chemical which is an acrylic polymer. A coat of this polymer can substantially mask the efflorescence and provides sheen while enhancing the colour of the paver surface. This is a very economical coating which should be done only after completion of paving and after the site is clear from all the debris and dirt due to construction. Also it is a must to clean the paver surface thoroughly before applying this coat as otherwise the dirt will permanently appear below the coated surface. Additionally ensure that there is adequate sand in the joints. If sand is lost due to rain, traffic etc., re-sanding is needed prevent tilting of pavers under traffic which cause spalling.

Guide to Laying

The following links will guide you to very detailed information with regard to good earth work to get the right results through proper laying of kerbs, pavers and flags. You can also find these links on our website on the Resources tab.

- https://basantbetons.com/guide2_laying.php#C1
- https://www.pavingexpert.com/blocks.htm
- https:/www.icpi.org/paving-systems/concrete-pavers/installation
- https://www.cma.org.za
- https://www.icpi.org
- https://www.paving.org.uk
- https://www.cmaa.com.au
- https://www.concretenetwork.com

Tools for Handling, laying and cleaning

BOSCH
Invented for life

probst | bosch

probst
the better solution

55 YEARS
1961–2016

Paver Laying and Handling
Economic solutions for more efficiency and ease of work.

made in Germany

Know- how | Quality | Innovation | Service

news online: www.probst.eu

Paving installation - more than just a job!

Making good economic sense!

About 70% of the time taken during the laying process is spent on paving and material transport. This number makes it obvious that even with manual installation there is a huge potential for savings. At the beginning all stone packages are within easy reach and this increases as the job advances row by row. Less walking means more laying performance - Probst has the economical solution for every application.

Paver Transport Cart VTK-V

Designed to transport steel strapped or loose pavers, kerb stones, slabs or other stone material quickly, safely and much more ergonomically than with a barrow.After only 900 square meters this investment has normally already paid for itself and the benefi ts are there to see.

- Easy and labour- saving handling, thanks to low weight (only 68 kg) and large pneumatic tires
- Blocks can be easily moved from pack to working area
- Can use vertically strapped or loose packages without any problems
- The clamping force is achieved by a small 90° turn of a hand lever Integrated overload protection
- Favorable load balance with a narrow width (115cm) Operates purely mechanically, always adjustable without tools
- High quality and the benefits are there to see.

The VTK-V can be retrofi tted with a supporting wheel and thereby relieving the operator additionally. Proven fact the VTK-V signifi cantly reduces the physical workload, and improves laying performance. Two paver workers can be easily provided with materials. With a large additional storage tray that allows tools and small machines to be easily transported.

Makes the job a lot easier – Hydraulic Slice Grab HSZ

Whenever pavers cannot be installed layer by layer mechanically (not readyto- install confi guration, color mix is required, etc.) this attachment for laying machines, small loaders or mini excavators can be used to transport complete rows (slices) from the pack of pavers to the place of installation effi ciently. One row of pavers can be picked-up quickly and fail-safe followed by pinpoint positioning close to the laying face.
Allows for effi cient one-man operation when using an additional hydraulic rotator with the carrier. Optional extra equipment: Wide range of special grippers available, such as rotating grippers to turn concrete elements from horizontal to vertical position.

Powerful, professionally and economically: The Pallet-Cart PW by Probst.

Test it - you won't want to miss out any longer. It is no problem to transfer a pallet with stones on site quickly. It is really simple with the Pallet- Cart PW which was particularly designed for working on building sites. The large wheels run easily and smoothly on uneven ground – unlike with the exhausting pulling and dragging with conventional lift trucks.

Powerful, professionally and economically: The Pallet-Cart PW by Probst.

PW I and PW II: the fork ends have to be positioned under the pallet, and the rear wheel set is attached. The complete unit is then lifted by means of a hydraulic cylinder.

PW III: the pallets are approached sideways.

No compromises during manual labour. Professional tools from Probst offer a long service life, are ergonomic and are guaranteed to be suitable for all everyday applications.

The right tool for every need.

Nothing can ever be done without at least some manual effort. But if you are going to work manually, the job should be as economical, precise and easy as possible. With its comprehensive program of professional tools, Probst offers real problem solvers for daily work. Practical, well thought out, quality products provide a long service life. These professional tools make your job easier on a day to day basis. Based on practical experience, for practical applications – you can count on Probst products.

Kerb Stone Handles BZ – manageable, lightweight, gripping across

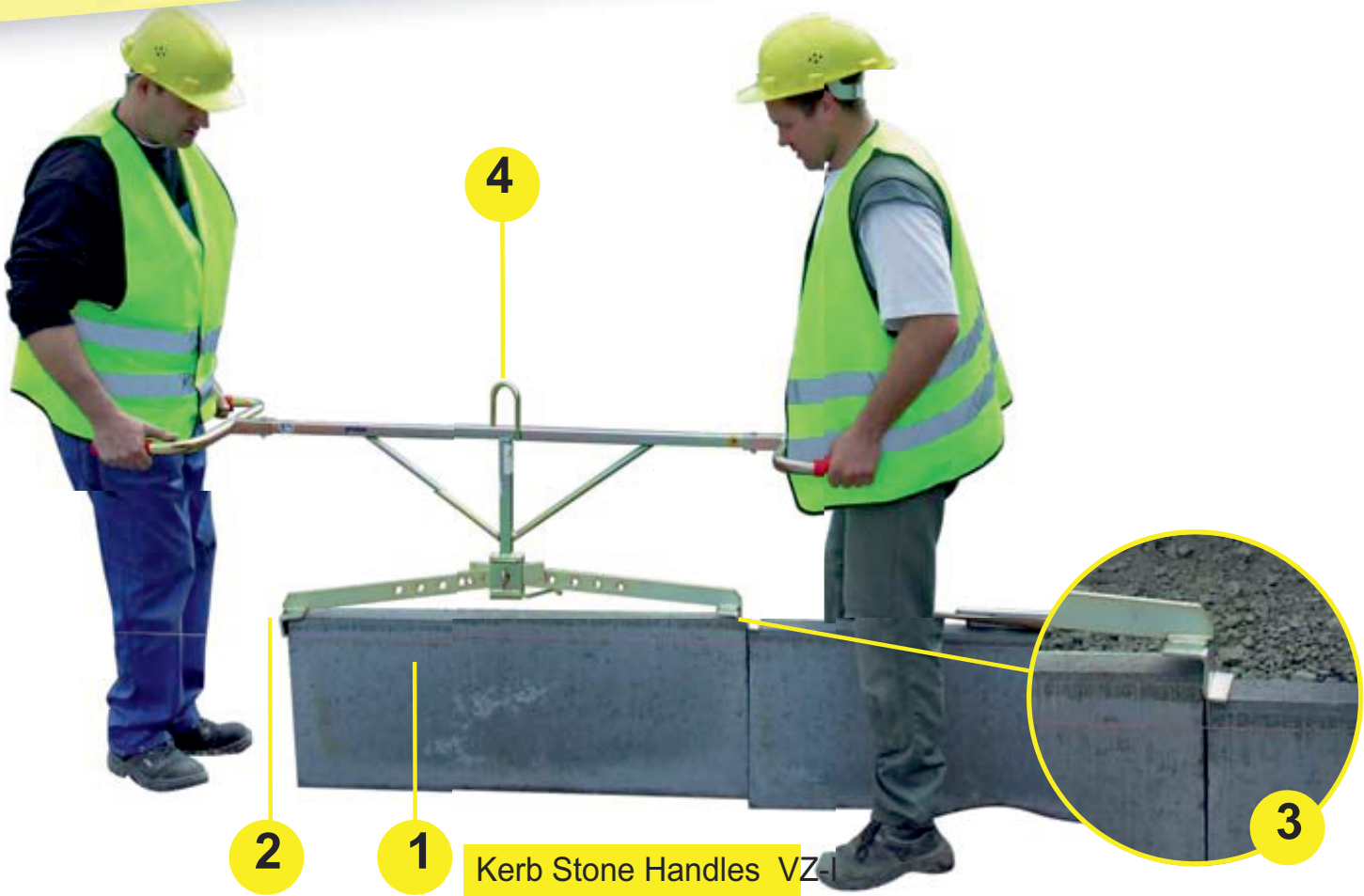
1. Laying concrete and natural stone kerbing, including variable lengths. The plump line remains completely free through a short intervening.
2. Large gripping range from 0–400mm. Also suitable for steps.
3. Interchangeable, light coloured, non-staining rubber clamping jaws.

Stone Handles VZ – easy to carry, lightweight, longitudinally gripping

Type❶	Gripping Range W mm (in)	Inside Height E mm (in)	Gripper Length L mm (in)	Carrying Capacity kg (lbs)	Dead Weight kg (lbs)	Order-Number
BZ	0-400 (0-15 3/4")	200 (7 3/4")	150 (6")	150 (330)	4 (9)	5320.0084
Spare Rubbers BZ						4320.0006

Tested in over 100,000 applications!

Rugged, lightweight, durable and with corrosion resistant galvanizing



Kerb Stone Handles VZ-I

1. Ideal for kerb stones and larger, f xed length panels.
2. No lateral overhang, precise alignment with the plumb line.
3. Seamless alignment thanks to an angled support on one side.
4. All models equipped with a crane attachment eyebolt.

n Durable surface protection by galvanizing

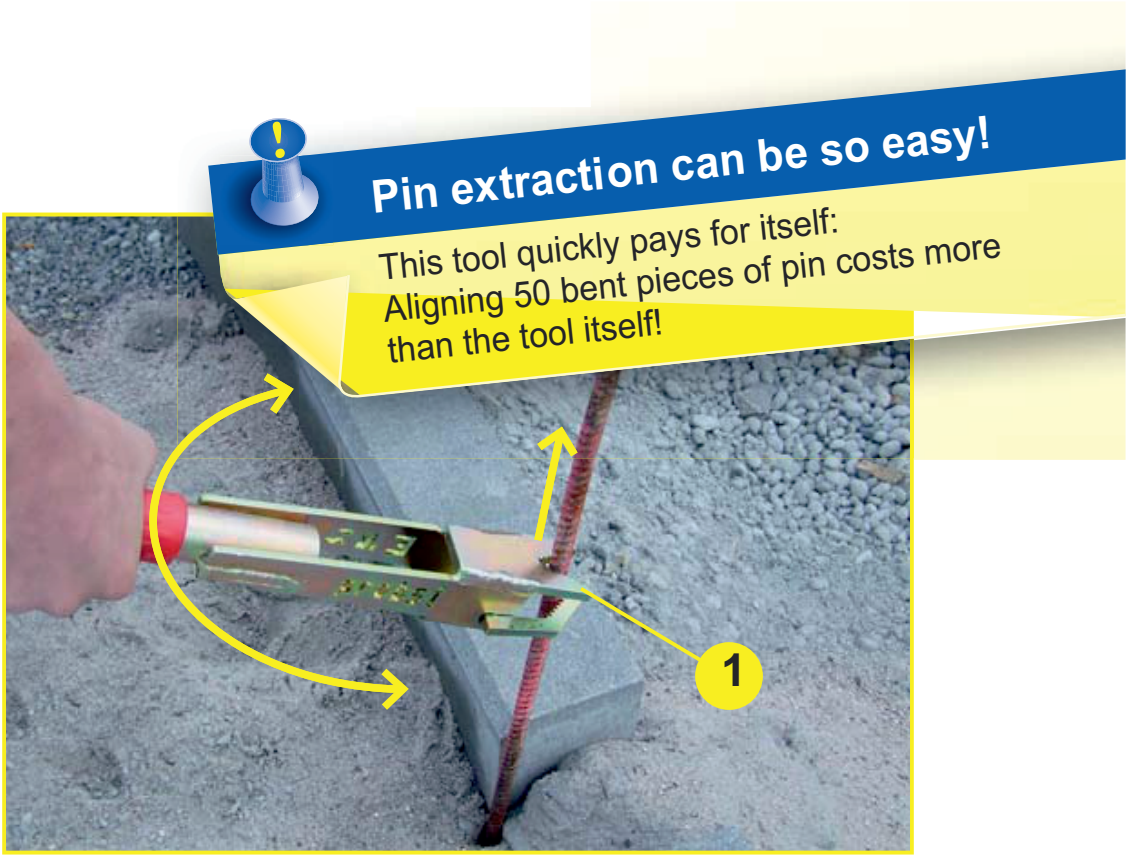
Efficient laying of concrete elements and economic pin extraction

Universal: fits all concrete elements. Large, adjustable gripper range from 0-550mm. Fits practically every design element employed in the field of urban, open and green space construction. Interchangeable rubber clamping jaws.

Kerb slab Lifter KSH

Can be employed individually or in pairs.

We recommend the employment of two lifters.



Pin Extractor ENZ

When liftin , the ENZ's hardened teeth mesh, so that the pin is simultaneously twisted and extracted.
Simple but highly efficient tool extracts any pin without bending it
Avoids injury-prone methods such as those employing ring wrenches, hammers and pliers, etc.

Manual paver moving can be this simple.

Adjustable Paver Transport Cart VTK-V –moving individual portions from the packaging to the laying site

Combines an enormous number of potential productivity improvements! Work can be performed more quickly, more simply and more eff ectively. Both individuals and materials are protected!

- The integrated roller simplifi es removal from the pallet
- Lightweight and easy handling thanks to low empty weight (only 68 kg) and large pneumatic tires (290 mm diameter)
- Simply rotating a handle 90 degrees exerts enormous tension on the lowest paver layer; this allows loose pavers without vertical strapping to be safely transported Also suitable for tile, kerb stones, sandstone panels, etc.
- Durable surface protection thanks to galvanized finish
- Support wheel, extension and support panel optionally available

Type ❶	Gripping Width W mm (in)	Block Height max. E mm (in)	Gripper Length L mm (in)	Carrying Capacity kg (lbs)	Dead Weight kg (lbs) Best.-Nr.	Best.-Nr.
VTK-V	550-1,050 (21 3/4 41")	900(35 1/4")	200(7 3/4")	400 (880)	68 (150)	5100.0004
VTK-V with supporting wheel; technical data see above					74(160)	5110.0010
Supporting wheel; for easy handling on even ground. Can be additionally attached at any time					74(15)	4110.0041
Retrofi t Kit: Special grippers and wider load support max. 1.350 mm						4110.0056
AT; insertable storage tray for transporting tools, small compactors, etc.					74(15)	4110.0010

Quickly and easily extract pavers with the right tool - saving time and energy!

The easy way to extract individual pavers from uncompacted paver coverings. If, for example different coloured marker stones are to be installed, or damaged pavers need to be removed prior to compaction-the AH does it, while allowing you to maintain a relaxed and back saving posture.

Paving Block Extractor SZ -the only one with an adjustable locking mechanism

lndispensible for anyone who lays pavers or is responsible for their maintenance

Multiple Alignmen t Bar MRE: For faster work on larger surfaces

The "turbo accelerator"for alignment work: Instead of merely shifting a single row of pavers, this tool allows4 to 5 rows to be shifed simultaneously

With four, interchangeable, rugged, sharp-edged splayed blades made of hardened spring steel

The remaining equipment is the same as for the RE, and is also galvanized.

Rubber Hammer GH - lightweight with a long handle to promote ergonomic posture

Uncompacted pavements can be quickly and easily aligned along their edges.
Light-weight available with long or short handleforworkin optimal position.
High resistance, rubber/metal elements can be quickly replaced.

Whatever the job Probst has it in hand.

Easy and secure transport and precision placement of boulders and blocks.

Quickly adjustable to any boulder size, without the need for tools.

With lifting yes (please note permissible weight limits!) to constantly bend over to pick it up

Hollow Slope Block Handles FSZ

Specially designed to move hollow slop blocks and other hollow core slop retainers.

Column Handles PVZ

Optimal or trransporting and consolidating oncrete and wooden bollards.

Brick Handles KKT for quick transport to the laying site.

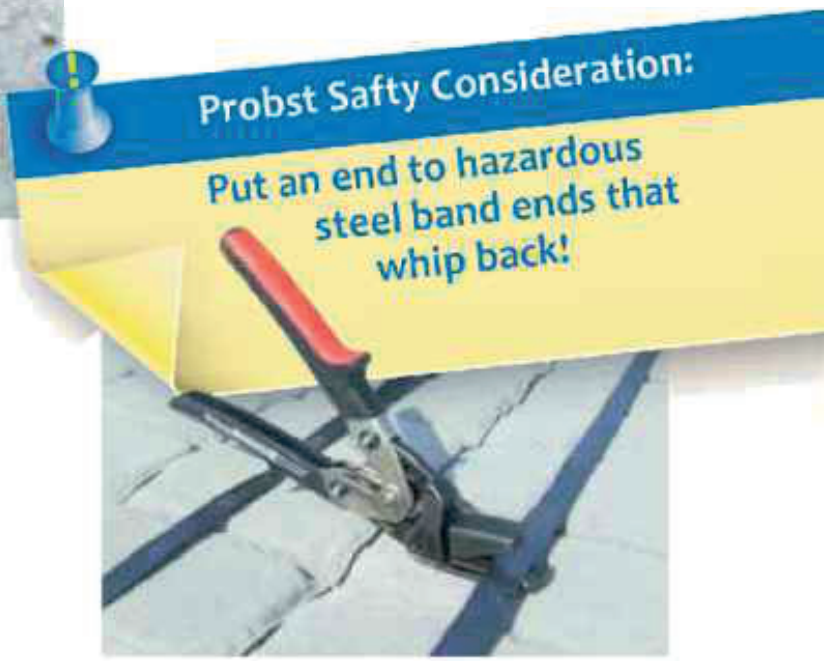
Reliably gripping tool for manual transport of bricks and similar items from the pallet to the site.

Turf Stone Handles RVH

Used in pairs, specially designed to fi t 100 x 100 mm gaps. (Other dimensions available on request)

Safety Steel Strap Scissors SSS

- During cutting, the ends of steel bands are secured by a special clamping system
- Problem-free, wedge-shaped lower blades "dive below" the rigid straps



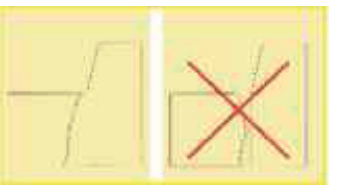
Type[1]	Dead Weight kg (lbs)	Order-Number
RVH (Pair)	3(6.5)	5180.0021
SSS	0.9(2.0)	5180.0013

Cutting borders – wherever a clean line is needed. Naturally, using Probst block cutters.

Mechanical slab and block cutter AL with fixed blades – probably the best block cutter available!

A clean cut can frequently replace expensive work with stone saws. This cutter is very eff

1. Tilting support table to allow undercuts for precise fits without large, irregular gaps



2. Clean cuts thanks to precisely guided rectangular blades
3. Versions also suited for kerb stones up to a height of 300 mm

Mechanical block cutter AL/S with segmental cutting teeth – able to cut through clay bricks and natural stones

The hardened carbide cutting teeth are fl exibly spring-loaded. Height diff erences up to 4 mm can be overcome.

Type	Splitting force t	Blade rigid	Blade flexible	Cutting Length mm (in)	Cutting Height mm (in)	Cutting Height mm (in)	Order Number
AL 33		X		330(13")	10-120 ($^1/_4$-5$^3/_4$)	40(88")	5120.0001
AL 33		X		430(17")	10-120 ($^1/_4$-5$^3/_4$)	60(130)	5120.0002
AL 33		X		430(17")	10-300 ($^1/_2$-11$^3/_4$)	65(140)	5120.0003
AL 33		X		650(25$^1/_2$")	10-120 ($^1/_2$-5$^3/_4$)	80(175)	5120.0004
AL 33			X	50-320(2-5$^1/_2$")	10-135 ($^1/_2$-5$^3/_8$)	70(155)	5120.0010
AL 33			X	180-430(17-17")	10-135 ($^1/_2$-5$^3/_8$)	75(165)	5120.0011
AL 33		X		650(25$^1/_2$")	10-300 ($^1/_2$-11$^3/_4$)	87(190)	5120.0006
AL 33	14		X	180-440(7-17$^1/_4$")	10-200 ($^1/_2$-8")	125(275)	5120.0035
AL 33	21	X		50-440(2-17$^1/_4$")	10-200 ($^1/_2$-8")	125(275)	5120.0038

Mechanical slab and block cutter AL with fixed blades – probably the best block cutter available!

- Integrated battery with charger unit
- Available with a fi xed (for pavers with a more than 4 mm thickness diff erence) or flexible blade made of hardened metal (for height diff erences of less than 4 mm)

Mechanical slab and block cutter AL with fixed blades – probably the best block cutter available!

- Professional alignment surrounding manhole covers (exterior diameter, approx. 700 to 800 mm)
- Easy to use – simply mount the RSA between the two blades on the block cutter.No additional fastening needed less than 4 mm)

Type	Cutting Length mm (in)	Required inside width of the cutter mm (in)	Cutting Height mm (in)	Dead Weight kg (lbs)	Order-Number
RSA 25	250 (9 3/4")	355 (14")	50-100 (2-4")	4,5 (10)	4120.0016

High-pressure Washer

Bosch AQT 35-12 Professional

Bosch high-pressure washers have been developed with the aim of removing stubborn dirt under tough working conditions. fficient cleaning results are achieved using high flow rates and high pressure.

Easy handling thanks to quick-connect fittings and an tegrated accessories holder.

Key product features:

*Innovati e 3-in-1 nozzle delivers state-of-the-art cleaning performance.
*Sturdy wheels and Easy-Fold handle for easy mobility and space-saving storage.
*Auto-stop function ensues energy efficiency

It cost approximately Rs. 9,500/-

High-pressure Washer
Bosch AQT 35-12 Professional

Powerful and easy to move

1. Convenient: easy to transport
2. Durability: stainless steel pistons and sturdy brass pump for long service life
3. Low-noise operation: auostop technology switches the motor and pump o ffautomaatally when the switch is released

Basant® Betons

www.basantbetons.com

Email: info@basantbetons.com
Tel: +91-80-4089 7474 Fax: +91-80-2286 1371