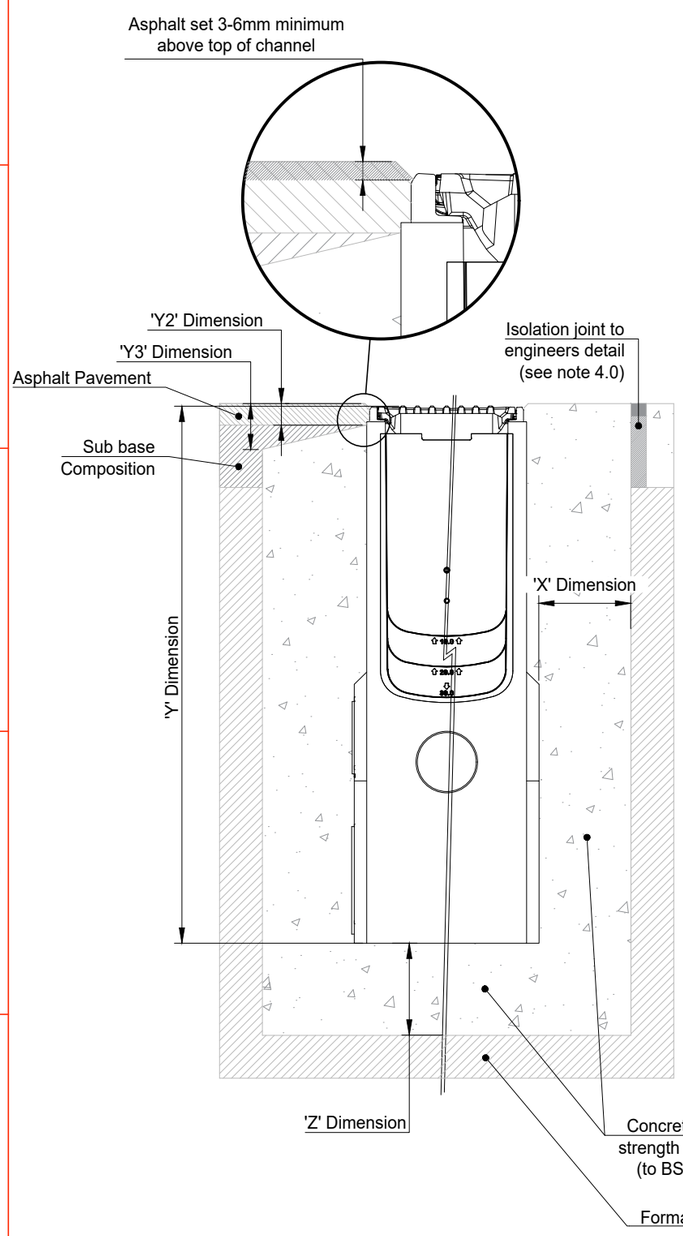
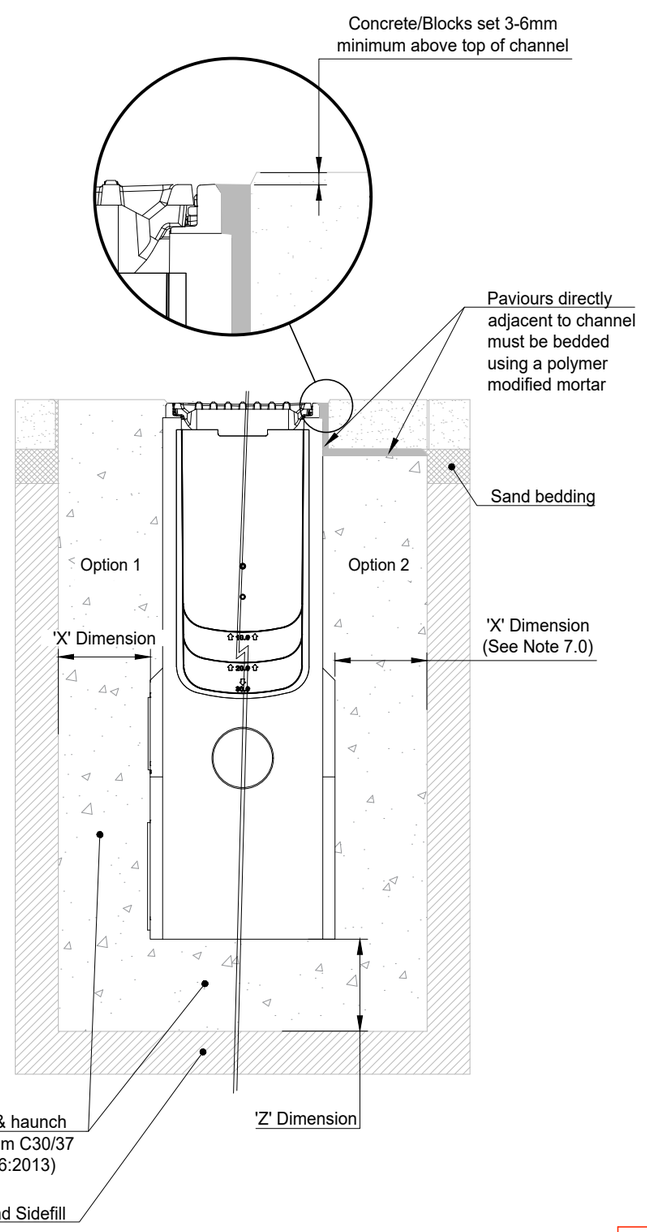
Load Class		D400	E600	F900
Minimum Dimensions (mm)	X	150	150	150
	Y	Full Channel Height (Less Y2 where applicable)		
	Z	150	150	150
Maximum Dimensions (mm)	Y2	35	35	35
	Y3	70	70	70



ACO RoadDrain Asphalt/Concrete Pavement



ACO RoadDrain Block Pavement (option 1 and 2)

Best Practice and Workmanship:
ACO can give guidance with respect to the most suitable methods of installation for each of the products in the ACO RoadDrain® range. ACO RoadDrain® should be installed using levels of workmanship that accord with the National Code of Practice (UK: BS8000-0:2014) and in keeping with BS EN 1433:2002 (Drainage channels for vehicular and pedestrian areas).

Detailed installation statements and methodologies will vary for all sites as each will have different aspects deserving particular consideration, consequently the relevant approvals should be sought from the consulting engineer and/or the installer.

1.0 Load Class
Installation recommendations shown are ACO minimum recommendations for BS EN 1433:2002 load class requirements.

2.0 Ground Conditions
The long term performance of a channel installation to sustain vertical and lateral loads depends upon A) ground conditions B) stability of the adjacent pavement and C) a durable concrete bed and surround. The recommended installation detail may require the minimum dimensions to be revised to achieve site specific load class requirements (referred to in 1.0 above).

3.0 Cutting and Jointing
Mitre joints are formed by cutting the channels to the required angle and butting them together with appropriate sealant (e.g. Sikaflex 11FC or similar) or ACO Repair Kit. Where possible 90° joints and T's should be formed so that gratings do not have to be cut. Angles can be formed by connecting them using proprietary PVCu pipework attached to ACO inlet/outlet endcaps. For further details please contact ACO Design Services Team.
Note: For Load Classes higher than C 250, mitred joints are not recommended in vehicular areas. Where requested ACO can custom manufacture angled junctions to order.

4.0 Isolation Joints
The channel must be isolated from the surrounding environment. An isolation joint must be positioned no closer to the channel wall than the minimum concrete dimension required for the given load class and up to a maximum of 1500mm from the channel wall. Any dowel bars must be located no nearer than 150mm from the channel wall. Other isolation joints in surrounding slab must be continued through the channel. Additional crack control may be required to comply with specifier requirements

5.0 Installation into in-situ Slab
Where a channel is to be installed into an existing concrete slab it is necessary to cut a suitably sized pocket in the slab. The channel will then need to be bedded and haunched in polymer modified mortar of 25mm minimum thickness (this may vary depending on the type of mortar used). Engineering advice may be necessary.

6.0 Temporary Installation
A channel installation is not complete until the final surfacing is laid. In any temporary condition, i.e. with the channel walls projecting above adjacent ground, site traffic should not cross channels. Loose boards, stone fill or cover plates will not protect the channel walls or grating. A temporary channel crossing should be formed by raising the ground level locally, to 3 - 6mm above top of channel, either side of a channel for a distance of 750 to 1000mm, to form ramps. Note that the channel load class should be adequate to carry the site traffic.

7.0 Block Pavements
The channel must be supported laterally. Blocks laid directly against a channel must be laid as a soldier course and restrained from movement by bedding securely on the concrete haunch e.g. by using a polymer modified mortar for bed and perpendicular joints (e.g. Ronafix bedding mortar or similar). Blocks or slabs bedded on sand remote from the channel should be set at a higher level to compensate for possible settlement of the paving in service.

8.0 Grate Locking System
Gratings should be securely fixed to the channel, where required, using an appropriate grate lock system (where available).

9.0 Channel Protection
Avoid contact between compaction equipment and top of ACO channel. The installer must ensure that the finished surface level lies above the top of the channel (by at least 3-6mm). Covering or protecting the channel, before concreting the haunch or laying blocks, removes the time and cost associated with cleaning the channel of cement material and embedded stones.

10.0 Watertight Installation to BS EN 1433:2002
Where ACO channel joints/fittings and channel/pavement interfaces are to be sealed, an appropriate sealant should be used (e.g. Sikaflex 11FC or similar). Guidance on the necessary surface preparation and/or priming should be sought from the sealant manufacturer.

For Guidance a typical method of application follows:
- The end faces of the channels are to be sound and free from dust, oil, and grease, with any loose material or dirt removed, e.g. by mechanical wire brush. No water drops should be evident.
- Using a standard cartridge gun, apply the sealant evenly and with no flaws. The detail on the ends of a channel varies from one product to another:
- Products with a basically flat face - apply the sealant in a layer approximately 5mm thick to one face of the joint.
- Products with a sealing groove within the end face - apply the sealant in a bead of approximately 10mm diameter into the sealing groove.
- Products with a sealing groove following the inside shape of the channel - apply the sealant to the end face of the channel and to the sealant groove, such that when the joint is completed, the sealant will both cover the end face and fill the groove.
- The channel unit should be placed on the prepared concrete bedding and pressed against the previously placed channel unit. A sealed joint of approximately 1-2mm width should be formed between adjacent channel units.
- Excess sealant should be wiped from the inside face of the channel to leave a smooth finish.
- The sealant is to be left to cure for 24 hours, during which time the sealant should be kept as dry as possible.

Note: Galvanised steel and iron products have good corrosion resistance to concrete and mortar products but may experience corrosion if high chloride and/or sulphate content is present. Use only good quality concrete and consider using corrosion inhibitors where necessary. The use of protective coatings, such as paint, can minimise the risk of corrosion.
Black polymer will lighten slightly within the first year after installation, in the same way and to a similar level commonly experienced with asphalt. The aesthetic change will not affect the long term performance of the product, but may need to be taken into account when installing in colour co-ordinated or aesthetically demanding high end locations

Version	Date	Description	Name

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Title:
ACO ROADDRAIN PD200F SUMP INSTALLATION DETAIL DRAWING

Created by: IM	Released by:	Projection: ISO-A	Units: mm / Format: A3
Created at: 15.10.2025	Released at:		Scale: 1 : 10
Replacement for:	Replaced by:		Sheet: 1 of 1

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