

TEN REASONS: WHY YOU SHOULD CARE WHAT FLOOR JOINT FILLER IS USED IN YOUR NEW FACILITY

Technical Bulletin 8



1. THE FLOOR IS THE MOST IMPORTANT PART OF YOUR BUILDING

The reason you are building is to add operational floor space. In today's highly competitive environment, you must be sure that the floor will allow you to operate at maximum productivity. The durability of your floor will be a major factor in your productivity.

2. ALL FLOORS HAVE A BUILT-IN PROBLEM ... THE JOINTS

The ideal concrete floor would be one that offers a continuous surface with no interruptions. Unfortunately, floors must have joints to help prevent random cracking as the concrete shrinks. Each joint is a potential impact point as vehicles cross the floor.

3. JOINTS ARE VULNERABLE TO DAMAGE FROM VEHICLES

Despite concrete's relative hardness, it's actually vulnerable at its edges, especially at joint edges where impact from hard material handling vehicle wheels can cause breakage or wear. This process of deterioration is called spalling. Joint edge deterioration accelerates rapidly if left uncorrected and can seriously compromise the functional utility of your facility floor.

4. SPALLED JOINTS CAUSE MHV PROBLEMS

Once joint edges spall they cause severe damage to vehicles. Wheel/tire wear becomes dramatic. Vehicles suffer damage to wheels, axles, bearings, wiring connections, etc. You can't be competitive if your material handling vehicle maintenance and repair becomes a major expense.



Deteriorated joints can cause extensive damage to material handling vehicles, resulting in reduced operational productivity and excessive MHV maintenance and repair costs.

5. SPALLED JOINTS CAUSE SIGNIFICANT PRODUCTIVITY LOSSES

Every time you pull a vehicle from service, for repair, it costs you productivity. Every time a vehicle driver slows down or detours to avoid a deficient floor joint, you lose productivity. Every time a load is tipped, you lose. If you multiply each incident by the number of vehicles you operate, and by the hours you operate, your productivity losses can be huge.

6. THE FUNCTION OF A FILLER IS TO SUPPORT AND PROTECT

A proper joint filler will support material handling vehicle loading without deflecting. In supporting the loads, the filler also supports and protects the relatively weak joint edges from impact-related damage. A proper filler will restore the floor surface continuity lost when the joints were created.

7. ALL JOINT FILLERS DO NOT SUPPORT AND PROTECT EQUALLY

The American Concrete Institute (ACI) guidelines call for a filler to have a minimum hardness of Shore A80. It should be noted that this is a "minimum." If your facility will run high rack stockers/pickers, or if vehicles have small, hard wheels, A80 may be insufficient. The proper joint filler for your facility is the one that will accommodate your operations, and not deflect under load.

8. CHEAP FILLERS ARE OFTEN THE MOST EXPENSIVE

When you decide to build you likely assumed your facility would serve you for many years. It is therefore logical that you will need a filler that will last for many years. The reason some fillers are cheaper is that they use cheaper raw materials which deteriorate sooner. When cheaper fillers become brittle or break down, they must be replaced. Two "cheap" installations are far more expensive than one quality

installation. Choosing a quality filler now will pay dividends for many years to come.

9. WHO WILL DECIDE WHICH FILLER IS USED?

With the durability of your floor and the productivity of your operations at stake, who will make the critical decision on which filler will be used? All too often it will be made by the joint filling contractor. That often happens when the architect/engineer specifies "Lesa Spall Pro or Equal." There are other so-called "or equal" fillers on the market and they vary dramatically in quality and performance. If you want the protection that only Lesa Systems products offer, then insist upon them.

10. YOU HAVE ONLY ONE CHANCE TO PROTECT YOUR INDUSTRIAL FLOOR JOINTS ... BEFORE YOU BUILD

Selecting the right joint filler is a "dollar and sense" issue. The cost of filling joints with a Lesa Systems polyurea joint filler is generally \$30-40/LM, 3mm to 6mm wide x 30 to 40mm deep. The cost of repairing joints that were filled with a cheap or inadequate filler, or not filled at all will run between \$90-140/LM, in addition to your productivity losses and vehicle damage. Caring about the joint filler to be used is a wise investment of your time. Don't hesitate to call on us if we can be of any service in making the right decision.



Joint deterioration is gradual but inevitable when an inferior filler is chosen or if a filler is installed poorly or no joint filler is installed at all. As the deterioration increases, the cost of repairs increase and your productivity decreases.



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