FACE CONSULTANTS LTD
Global Flooring Consultants

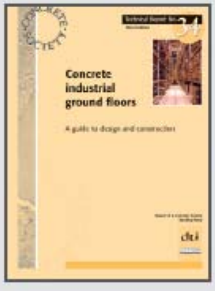
Warehouse & Logistics News

The Expert >>

Tony Hulett of Face Consultants >>

Over the next few editions, I will be giving advice to help in the understanding of the essential performance requirements in floors – in this and the next two edition I will be covering issues on floor flatness, starting this week with standards for flatness and how floors are specified.

The first thing to realize is that flatness costs money. As with any manufactured item, it takes more effort and attention to detail to achieve tighter tolerances. However, be mindful of the fact that one contractor may provide you with a good quality floor at the same price as a rough old floor from another contractor. That is why it is important that contractors work to a recognized standard and that the floors are independently and accurately surveyed so that you can be sure that you get what you have paid for.



In the UK the standards for floors are found in Concrete Society Report No 34 - Concrete Industrial Ground Floors. If you are building a new floor, moving to new premises or you just want to check out your existing floor, then you need to speak to an independent specialist flooring consultant who can advise you on your needs.

There is no point over specifying a floor, it is tempting to go for "Superflat" everywhere, but that is only necessary in very high narrow aisle installations or other very specialized areas. Specialists in the subject will consider a customer's precise performance requirements and then recommend the appropriate grade of floor.

For specification purposes, floors are divided into two groups, Free Movement Floors and Defined Movement Floors. Free movement, means just that, in respect of the trucks and equipment that will run on it. Trucks are free to roam in any direction or in wide aisles. These floors will be found in distribution centres (often alongside defined movement areas), factories and retail outlets. Defined movement floors areas are very specific to guided trucks in very narrow aisle racking installations.

All of the specifications measure flatness – the variability over a short distance and levelness – the variability over longer distances. Flatness could be considered a measure of smoothness, for truck drivers; this could mean the difference between a smooth or bumpy ride. Levelness has more effect on the stability of trucks particularly those in aisles. Variability across the width of the aisle or between the rear and front of a truck can have a significant impact on truck swaying and nodding effects and consequently on efficiency.

In the next edition, I will be concentrating on floors for very narrow aisle installations.

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