

Identification and Correction of Deficient Work

Each year Metzger/McGuire inspects literally hundreds of new joint filling installations. Year after year our analysis indicates that more than 50% of these filler installations are deficient, either through ignorance of proper joint cleaning/filling procedures or due to outright cheating. This bulletin will help you identify the most common types of installation deficiencies and provide basic guidelines for their correction.

Shallow Filling

To be effective as a joint edge protector, a semi-rigid filler must rest on the shelf at the base of the saw cut or be well adhered to the joint walls at least 2" (50 mm) deep to compensate for the lack of base support.

Indication: The most obvious sign of less-than-proper filler depth, is when the joint filler is depressed below the surface of the floor or falls into the joint after opening occurs.



Correction: Remove existing filler completely, clean joints properly as outlined in Metzger/McGuire Installation Guidelines and refill properly.

Note: Joint edges may have deteriorated (spalled) as a result of hard-wheeled traffic crossing the inadequately protected joint. If spalling has occurred refer to Metzger/McGuire's Guide to Basic Floor Repair for standard spalled joint repair details.



Inadequate Joint Cleaning

Dry-cut sawing is the best means of achieving a clean joint. If debris or residue from sealers, etc. remain on the joint walls, filler-to-wall adhesion can be compromised.

Indication: Improper cleaning is detectable by inspecting the sides of cured filler removed from the joint. If dirt or debris are embedded in the filler, inadequate cleaning is indicated.



Correction: Remove existing filler completely, clean joints properly as outlined in Metzger/McGuire Installation Guidelines and refill properly.

Concave Material Profile

To be effective as a joint edge protector, finished filler profile must be flush with the floor surface and provide a smooth, interruption-free transition across the joint. A concave or "dished" filler profile leaves joint edges exposed as impact points, and thus subject to deterioration under hard-wheeled traffic.



See [Technical Bulletin T8](#) for discussion of indications and correction of low profile filler.

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