

A Superior Solution Compared to Bar Joist

Background

VP's new secondary member, WideBay Trussed Purlin, was developed to offer an easy-to-install, cost-competitive alternative to bar joist. While VP has previously offered WideBay secondary material, this latest product has advantages in material, design and production that give VP Builders unique selling features to compete with bar joist or other long-span options. Builders should review the WideBay product sheet (Item #2031) to see the selling features and benefits for building owners. The intent of this "Builder Benefits Bulletin" is to give VP Builders additional insight to the advantages that WideBay offers to contractors and erection crews.

Design Advantages

VP's WideBay has better weight to strength efficiency than bar joist. On average, this new secondary member is 15% to 20% more efficient than bar joist. WideBay's unique cross-section chord allows for greater panel point spacing while using economical gauge members. The chord cross-section allows for greater lateral stability while reducing rows of bridging required. The diagonal webs are made from tubes to provide superior strength and reduce buckling.

Manufacturing Advantages

WideBay uses G-30 Galvanized members with acrylic coating to provide long-term performance without field or factory painting. This material choice reduces painting costs and offers low VOC impact. The product doesn't require welding during manufacturing or installation, giving builders a cost advantage during fabrication and erection.

WideBay production will begin in the St. Joseph, MO manufacturing facility in April, 2014. Additional manufacturing resources for WideBay will be added in Laurinburg, NC and Monterrey, Mexico.

Installation Advantages

Along with the fact that WideBay bolts together and requires no welding, bridging is designed to attach in place quickly with the advantage of self-drilling fasteners.

Builders will also find shakeout easier with less double handling because members are bundled and loaded in "by bay" erection sequence. Also, these durable, yet lightweight members make staging materials from a forklift or skytrac possible. With its rigid design, WideBay can be assembled on the ground for superset erection.

Brace rods can be installed either below the WideBay member or through the web.



A Trussed Purlin Designed for Varco Pruden Builders

- Manufactured to meet exacting industry standards
- Available in 30", 34" and 40" depths
- Bridging locations are ink-jet marked

- All G-30 material means no field painting and allows long term, trouble-free performance



- Bolts factory tightened for correct torque

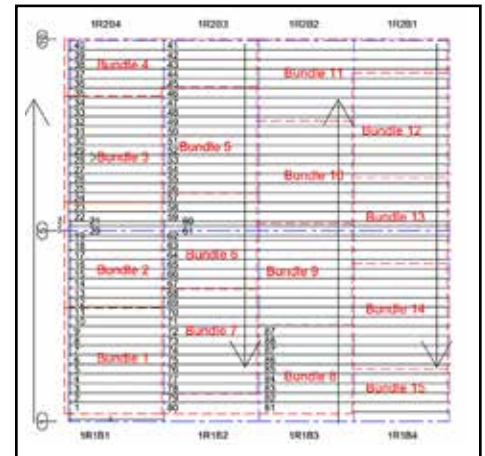
- Bundled in erection sequence "by bay" for faster shake out



No welding in the shop or in the field!

- WideBay arrives at the job site ready to install

- Bridging pieces install using self-drillers



Answers to Builders' Questions

Can you ship the chords and webs loose, so we can assemble in the field? No. This product requires a "shop environment" to control joint quality and the use of specialized tools to ensure proper joint clamping force and consistent camber.

Can you design a splice in the middle of the joist, so we can easily fit these into a 40-foot container to ship overseas? We do not have a splice detail at this time. We encourage you to evaluate other shipping options for full length parts.

Is there potential for the bolts to loosen on their own and fall out? No. These high-strength bolts are torqued to extreme tensions and utilize the same technology and methods used on bolts for truck bodies/frames and automotive engine bolts.

When can we deliver this new product? Both St. Joe and Laurinburg will produce the product. Shipments of WideBay will begin in June.

Can we provide a white tint finish and a G-90 finish? No. These two finish options are going to be rolled out later, after thorough product testing. The only finish option available initially will be the G-30, clear acrylic coating (same as our Cees and Zees).

Can we paint this product in the field? Yes, but you need to follow the same recommended primer and finish coat specifications as provided with our Cees and Zees.

Can these members be ground-assembled in "mods"? Yes, it is quite easy to set up a jig on the job site and assemble a group of these trusses on the ground. Pre-punched holes in bridging and bridging marks on the chord make ground-assembly easy and fast.

Can this product handle large point loads or collateral loads? This product leverages 3 different depth options and 5 different chord-gauge combinations to meet project-specific loading. Use heavier trusses where needed and modify truss-spacing as needed to address the loads, just as you would do for a bar joist project.

How much does this product cost? This product is targeted to be competitive with bar joist solutions. The G-30 raw material is more expensive than raw material used with joists, however the elimination of paint and welding, plus the weight savings help off-set the material disadvantage. Also, the erection costs of this new product are much lower than bar joists.

Will you add manufacturing out west to cover this market? We are confident that we can offer competitive shipping options from Monterrey and St. Joe to the west coast. As the market grows, we will evaluate other manufacturing locations.

Can you move bridging? Yes, +/- 12" either way to help conflict with other trades.

Can you hang piping? Yes, standard hangers can be used.



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