

INFORMER

THE MAGAZINE OF THE FELBERMAYR GROUP 1/2007

NO BOUNDARIES

HOSPITAL TRANSPORT
TO RUSSIA

THE FIRST TIME

AUSTRIA'S STRONGEST
CRANE IN USE

ALL FIRED UP

FELBERMAYR COMPLETES
A 1,000 KW POWER STATION

PRACTICE

LOAD SECURING
MADE PERFECT



PORTRAIT

THE BIGMOUTH OF THE SKIES



"A common medium for all"

Dear readers,

Construction, lifting and transport have been the pillars of our 65-year company history and, if you'll allow me to say so, of our success. And thanks to all of our employees, satisfied customers and reliable partners, these pillars are continuing to grow. This creates an immense demand for information that we hope to address with this cross-divisional magazine that carries the name "Informer". Of course, it is not possible to report on everything and everyone, as the scope and capacity of this magazine does not permit it. However, that is not the intention either. We have made every effort to provide you with an optimum and care-

fully researched mix of content. In doing so, we do not want to confine ourselves to in-house information from Felbermayr, but to venture beyond the garden gate to bring you comprehensive information, perhaps even important tips from our service sectors, hot off the press and straight to your door. With the current issue we would also like to say a special thank you to all of our customers for the many orders we have received, as well as allowing us to prove our performance. Without you, each page would be nothing more than an empty piece of paper. Only through knowing your requirements can we grow and continue to improve.

With this in mind, I thank you for the trust you have shown in us, wish you and your family a happy Christmas and look forward to a successful year ahead for all of us.

Warmest regards,

Horst Felbermayr

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To secure the supply of raw materials to the Gmund cement works, the construction division of the Felbermayr branch in Wels began in mid-April by developing a new quarry in Ebensee (Upper Austria). The task essentially concentrated on erecting a new conveyor line from the quarry to the cement works. Up until completion in August, rock excavation had reached a total of 40,000 cubic metres.

PHOTOS: MARKUS LACKNER (3), ROLF KLEIN

THE FIRST OF ITS KIND CROSSING A BRIDGE WITH A 305-TONNE GENERATOR



After a planning phase of only three weeks, work on a four-day bridge crossing was begun in mid-June. Because of the weight – 305 tonnes – and the insufficient load bearing capacity of the bridge, a unique load bearing system was used, made by Felbermayr-Schwermontage in Hilden near Düsseldorf. The modular system transfers the weight to the bridge piers, thus protecting “suspended” bridge parts from damage.

JUMPING AHEAD New construction of the Olympic ski jump in Garmisch



Since 1921, there has been ski jumping in the German town of Garmisch-Partenkirchen. In order to make way for the new ski jump, the “Old Lady”, along with its judges’ tower, was demolished and new construction was started. On completion in November, the employees at Felbermayr Spezialtiefbau (FST – Felbermayr special civil engineering) will have constructed about 3,000 running meters of piles to anchor the jump-off platform and landing area. The first test jumps will already be made in December. Thus, the traditional New Year ski jump event in Garmisch-Partenkirchen will again be guaranteed for years to come.



RECORD Europe’s tallest Christmas tree is in Bucharest

Employees of the Felbermayr branch in Bucharest erected Europe’s tallest Christmas tree at the end of November using a 250-tonne crane. The 74-metre tall Christian symbol is not made of wood and does not have sharp needles, it is a steel construction. The Christmas tree, made up of seven sections, weighs more than 60 tonnes and will cast quite a shadow over the other pine trees, not least because of its 2 million lights.

SAFETY Felbermayr is a IPAF training centre



Felbermayr has been an officially recognised IPAF training centre since August 2007. That makes Felbermayr the first Austrian company to be a partner of the IPAF, which is an internationally recognised organisation that promotes the safe and effective use of lifting platforms. Felbermayr customers benefit from internationally recognised training in all platform categories. The training is based on European standards and can be held at all Felbermayr branches, as well as at the customer’s location. A so-called “PAL Card” will be issued as evidence of having completed the training. Further information can be obtained at: safeness@felbermayr.cc

NEWS IN BRIEF: LIFTING TECHNOLOGY. In October, more than a dozen cranes and numerous working platforms and forklifts were in use for maintenance work in the OMV refinery in Burghausen, Germany. **Civil engineering.** On October 25th, after only five months under construction, the opening of the completed motorway junction at Weißkirchen (Upper Austria) was celebrated. **TRANSPORT.** Many journeys were made via rail, road and water to transport, install and lay the foundations for the transformers and other plant components at the power stations of Theiss, Simmering and Timelkam (A). **SPECIAL CIVIL ENGINEERING.** In mid-October, employees from the FST division (Felbermayr – special civil engineering) in Salzburg carried out extensive blasting and quarry clearing work on the Gasteiner street in Salzburg.



NEW ADDITION TO THE FLEET Advantages of a modular transport system

Loads of up to 1,000 tonnes can be transported with the new addition to the Felbermayr fleet. It is a self-propelled vehicle made by Scheuerle and has the designation SPMT. A total of 28 axle lines, which can be used in any combination, and two power pack units with a total of 952 horsepower ensure a huge climb rate and a wide range of possible applications even on the most challenging of sites. Another advantage of this special vehicle is that loads can be moved using the following drive options: transverse (using the minimum turning radius possible), circular and lateral.

EUROPEAN FOOTBALL CHAMPIONSHIP 2008 Hotels for a major football event



The structural engineering division at Felbermayr, founded in September, is now constructing three accommodation facilities in Vienna. In concrete terms, the

project will entail a hotel, a boarding house and a youth hostel. All three construction sites are characterised by their innercity space constraints, which are extremely limited. Saturdays have been a working day since the beginning of construction, in order to meet the deadlines for the European Football Championship 2008.

SPEEDY Rail transport for a reservoir power station



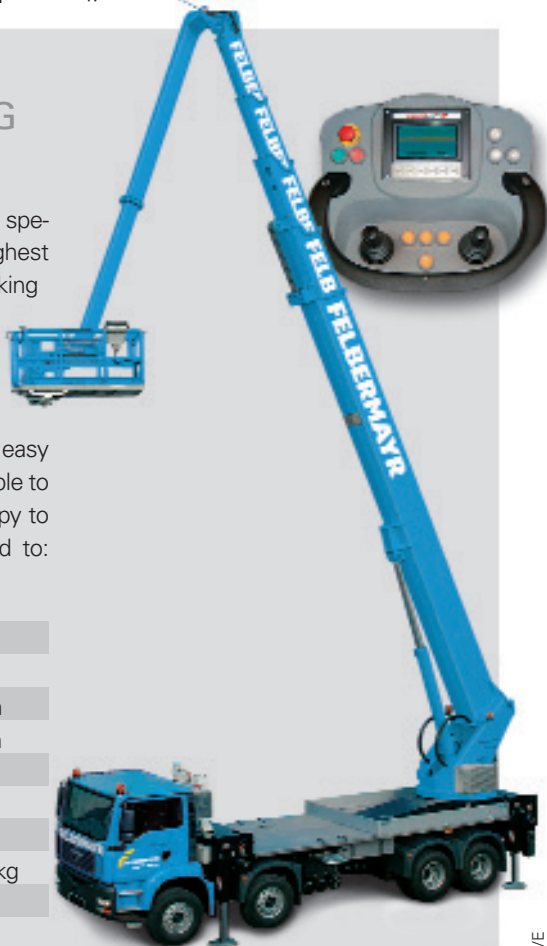
In the case of transformer transport, speed alone is pointless. Even the ICE train that sped past the special ITB low-loaders (Internationale Tieflader-Bahntransporte – international low-loader rail transport) must accept that. Many journeys were made via rail and road to transport the power station components weighing a total of 900 tonnes, for the reservoir power station in Montafon, not far from Blundenz. With the laying of the foundations of the 3rd transformer in mid-September, the order had been fulfilled on the part of Felbermayr and completed on schedule.

A GEM WORKING PLATFORM WITH 61-METRE WORKING HEIGHT

Felbermayr customers can now use a very special piece of equipment to reach their highest goals: The F – 61 LT, with a maximum working height of 61 metres. Equipment features such as an additional telescoping cage boom and a graphic display make it the most effective platform in Austria and it has nothing to fear from international competition. All this plus safe and easy operation. Our sales representatives are available to answer any questions. We would also be happy to receive your queries by eMail – Please send to: office@felbermayr.cc

Technical data

Working height:	61.00 m
Platform height:	59.00 m
Lateral reach – 100 kg:	36.80 m
Overall height:	3.98 m
Overall width:	2.50 m
Overall length:	12.00 m
Gross weight:	32,000 kg
Drive:	diesel



GREATER SKIING PLEASURE RESERVOIR BUILT AT ROTKOGEL

It took eight months for Felbermayr employees to build a reservoir at Rotkogel in the Tyrolean Oetz Valley before the work was completed in October. To do so, dumper trucks and chain dredgers extracted nearly 100,000 cubic metres of rock and earth before the reservoir could be covered with a membrane and filled. The material produced was used on site to make an embankment and for shaping ski-runs. In addition, nearly 10,000 metres of drainage pipes and flowlines were laid for the snow making machines. Skiliftgesellschaft Sölden was the customer for this project.





Bigmouth with wings

On its first flight on December 26th 1982, it was the largest aeroplane in the world – the “Antonov 124-100”. Now, 25 years later, the transport aircraft still ranks second and is still indispensable for chartered goods traffic. During the loading of cargo in Linz, we enquired and found out more about the “Condor”.

The reason for the Antonov landing in July at Linz airport was to load a 60-tonne centrifuge, used for the simulation training of pilots, using a Liebherr LTM 1200 with a maximum load of 200 tonnes. Ildar Usmanov from the Russian air freight company Volga-Dnepr Airlines also belonged to the 6 person crew of the Antonov. As radio operator he keeps in touch with the “ATC”, the air traffic-control and provides the captain and first officer with up to date information, such as flight weather, runway composition and so on. He gave us even more details. For example, the “Ah 124-100” was developed for the Soviet Army under the code name



Ildar Usmanov is in the air as radio operator for about 700 hours a year. But as if this was not enough, the 29-year old's profession is also his hobby – he even spends his leisure time at the airports: “To look at aeroplanes”, he says.

“Condor” at the end the 70s and was used by civilian air freight companies only after the disintegration of the USSR.

Robust technology

The success of the Antonov 124 is partly due to its military past. The aeroplane also can cope very well with bumpy runways due to its robust undercarriage and is not choosy with respect to different take-off and landing conditions either: “The runway should be 2.6 kilometres long and 45 metres wide” says Usmanov. This freight miracle is actually more of a modest representative in its class. A further advantage is that loading can take place both on the nose-side and the tail-side, and the nose can almost be completely lowered. “This means that, for example, there is no need for expensive drive ramps and trucks are able to drive unhindered into the gigantic trunk,” declares Usmanov, who is also well informed about the fuel consumption of the transport aircraft: “When fully loaded with 120 tonnes of freight, we need about 80,000 litres of kerosene for a five hour flight”, i.e. 2,000 litres per hundred kilometres. This corresponds approximately to a modern passenger aeroplane with about 400 seats. The “Loadmaster” is responsible for the correct balancing of the heavy freight.

“It makes an individual loading plan for every cargo load. This is then cross-checked by our technical department and approved if everything is in order,” says Usmanov. On the question of whether he finds his job dangerous, he answers spontaneously: Until now, the most dangerous job has been the transport of a killer whale.

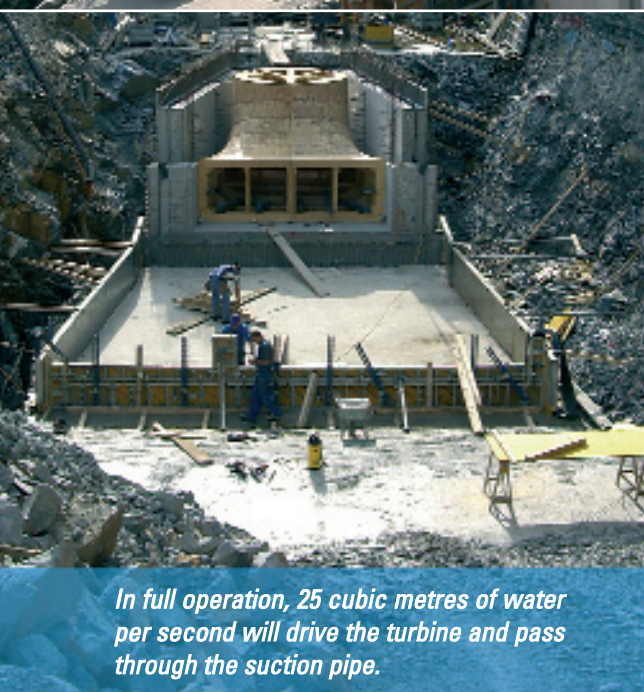
THE ANTONOV 124

In all a total of 56 machines of this type have been built. About 40 of these are still in use. In the coming year the production of this successful aeroplane type will be resumed with some modernisations. Production will again take place in Russia.

Manufacturer:	Antonov
Length:	69.1 m
Wingspan:	73.30 m
Wing area:	628.00 m ²
Height:	21.08 m
Hold (L x W x H):	36 x 6.4 x 4.4 m
Air speed:	850 km/h
Range with 120 t addtl. load:	4,500 km
Range with 40 t addtl. load:	12,000 km
Range with 0 t addtl. load:	15,700 km
Unladen weight:	172 t
Maximum takeoff weight:	392 t
Maximum cargo capacity:	120 t

Felbermayr in power station construction

For about ten months the employees of the Bau-Salzburg division were commissioned with the construction of a power station in the Lower Austrian community of Sonntagberg. Beginning with the demolition of an existing power station in January, the Salzburg civil engineering specialists were able to complete the concrete work on schedule at the beginning of November. This technically demanding project is for the customer Böhler-Uddeholm.



In full operation, 25 cubic metres of water per second will drive the turbine and pass through the suction pipe.



If you drive along the B121 in the community of Sonntagberg, then pass over the Ybbs towards Waidhofen, you can get an overview of the complete power station construction site. After completion of the construction work at the end of November, the generators will supply up to one megawatt of electrical power. This corresponds approximately to an annual requirement of about 1,300 households. However, the electricity generated is mainly consumed by the production sites of the Böhler-Uddeholm company.

Demolition in three weeks to make way for the construction of the new power station

Since the power station was already dilapidated in the 20th century and no longer corresponded to today's standards in terms of energy efficiency, the decision was made to build a new power station. Demolition of the existing power station began in January 2007. 15,000 cubic metres of material were accumulated during the demolition of the existing power station/for the required building pit excavation. "This includes about 9,000 cubic metres of rock, which, in part, needed to be blasted under difficult conditions," reports site supervisor Herbert Sulzberger from the Salzburg branch. To keep the transport volume small, the material was partially processed on site and integrated into the construction site or used to fill up ground.

Earthworks and ramming technology Hand in hand

After three weeks, the demolition measures were completed and the excavation could be tackled. In the course of this, a dam was built on the upstream side in the inlet area, in order to temporarily divert the water. Since the building pit of the power station drops five metres below the waterlevel of the Ybbs, about 600 square metres of sheet piling had to be placed to seal off the building pit, before excavation work could begin. Only then could the laying of the foundation begin. Upon completion of the concrete work in October, about 4,500 cubic metres of concrete and 300 tonnes of building steel had been used. Facts, which in combination with the scarce storage possibilities presented a particular challenge for the employees of Felbermayr. "On the one side there is the



Construction site clearing for the new power station took three weeks. To keep the construction site traffic as low as possible, the amassed material was recycled on site and used again for the new construction site.

Ybbs, on the other side the vertical rock face," Sulzberger describes the cramped space constraints.

Ecologically and technologically, it is a showcase project

The visual impression of the power station is dominated by the inlet channel leading downstream. The formwork for the up to six metre high walls was carried out using a frame formwork. "That way the entire wall height can be made in one cast," emphasises Sulzberger. Special attention was also given to a concrete which is impermeable to water and optimally compacted. To protect against objects adrift in the water, such as tree-trunks and similar, a rough screen was installed in front of the inlet channel and a fine screen with a screen cleaning system was installed in front of the power station. A fish ladder ensures sufficient migrating possibilities for local fish varieties native to the Ybbs and serves therefore as an ecological measure to operate a power station that is as nature-oriented as possible. But even the natural debris on the floor of the watercourse was included in the planning so that gravel and rubble for example can pass through the power station via a so-called scour outlet and return to the river downstream. Furthermore, the fixed wooden weir was prepared for conversion to a rubber dam system. "The adjustable pressure conditions in the rubber dam make it possible to influence various volumetric flow rates of the Ybbs, thereby guaranteeing optimum operation of the power station even in the event of flooding," explains Sulzberger. The spiral chamber upstream of the shaft turbine was also technically demanding. A 4.40 metre fall height then drives the Kaplan turbine – which generates up to one megawatt of power at a maximum flow of about 25 cubic metres per second. To achieve this,

however, the power station must still be fitted with all electrical components and the hydraulics. Power will probably be fed into the grid of the lower Austrian power provider EVN for the first time at the end of November.

COMMENT



Ing. Thomas Reisinger from ZT-Fritsch GmbH planned the power station

The development of local water power using small hydroelectric power stations is an essential pillar of renewable power generation. Not only does water power have a long tradition in Austria, but national power generation is dominated by water power. In Austria about 2,000 hydroelectric power stations are in operation, which generate about nine per cent of national electricity. This corresponds with the energy needs of around one million average households or approximately the amount of electricity generated by the nuclear power that is imported from neighbouring countries. With the further conversion or revitalisation of "old" existing power stations, further steps will be made towards reaching the goals of the Kyoto Protocol on climate protection. In addition, as part of the conversion to small hydroelectric power stations, ecological measures have been taken in hydraulic engineering that can be seen primarily in the provision of fish ladders and improved flood protection.







Crane giants in tunnel construction

The now third “LR 1750” from Felbermayr had to accomplish a masterful task on its first assignment next to the Inntalautobahn (Inn Valley motorway) in Tyrol. During three months of heavy labour, Austria’s highest-load capacity crane lifted tunnelling machine components weighing several tonnes into the building pit with millimetre precision. The transport of the individual components, weighing up to 160 tonnes, was carried out by Felbermayr’s subsidiary “BauTrans”, based in Lauterach, Austria.

Since 1996, the ÖBB (Österreichische Bundesbahnen – Austrian Federal Railways) has been working on the implementation of the Brenner railway axis. As part of a European transport project, the aim is to enable the north-south traffic from Berlin to Naples to travel across the Alps. The implementation of contract section eight at Jenbach requires the use of a tunnelling machine. Felbermayr Hebetchnik, together with its Vorarlberg-based subsidiary, BauTrans, was responsible for the transportation and loading of the 3,200-tonne beast. However, before actual transport could begin, numerous authorisation procedures were required and various transport-related problems needed solving.

18-axle special low loader used for transporting tunnelling machines

A total of 90 transport journeys were required to carry the individual components of the tunnelling machine across a distance of about 500 kilometres, from Schwanau (Germany), near Strasbourg, to Jenbach in the Inn Valley, Tyrol. Comprehensive planning was required in order to deal with the transport widths of up to 6.5 metres. Despite having chosen the optimum route, it was still necessary to temporarily remove several traffic installations. Furthermore, height-critical parts had to be transported on 16-axle low loader combinations. Only in this way was it possible, for example, to drive

under very low obstacles. In order to prevent unnecessary traffic delays, the larger parts were transported over six nights using four trucks each night. However, one particular obstacle had to be overcome just before reaching the destination: “In order to get to the construction site, the Inntal motorway had to be closed. To achieve this, it was closed in both directions”, comments Christoph Nüßler, Managing Director of BauTrans, who also played a significant part in the operational planning of the transport project. The assembly of the heavy high-tech tunnelling machine took place directly at the construction site – painstaking precision work for the Felbermayr crawler crane.

PHOTO: MANFRED KAPPELLER



Between July and September, "BauTrans" completed about 150 transport journeys for the tunnelling machine, with individual weights of up to 140 tonnes.

COMMENTARY – LR 1750



Mag. Ing. Peter Stöttinger manages the Felbermayr project department for transport and lifting technology and is therefore very familiar with the possible technical applications of the LR 1750 crawler crane.

The LR 1750 is not only Austria's high-est-load capacity crane, but it is also uniquely versatile. The crane can be fitted in a wide variety of configurations with a ballast of up to 715 tonnes and boom systems up to 196 metres in length, which makes it the best solution for a wide range of loading conditions. Moreover, all Felbermayr machines can optionally be provided with additional supports, which on the one hand increase the maximum load capacity and on the other hand significantly lower the soil pressure during lifting operations. This is often one of the arguments in favour of using our equipment, particularly for heavy lifting in existing industrial plants. Also worth mentioning is that the LR 1750 is still able to manipulate loads, even at maximum loadbearing capacity, by means of its crawler track. In addition, for two of its machines, Felbermayr has chosen crawler tracks with a width of two metres. This also reduces the soil pressure, compared with the standard 1.5 metre chassis.

Cranes like skyscrapers

It really is an impressive sight when the blue steel giants, with load capacities of up to 1,000 tonnes in special loading cases, tower up into the sky, fully assembled, and wait for the colossal tasks ahead. However, it is often overlooked that this also requires comprehensive transport logistics and a lot of manual work. "The Liebherr LR 1750 crawler crane requires about 35 transport journeys just to carry the crawler tracks, ballasts and other components", explains Günther Wimmer of the Felbermayr project department in Wels. But he emphasises that that's not the end of it. "Depending on the configurations required, as many as four days can pass before the crane is fully constructed and ready for use", though with the LR 1300, the effort required for transport and construction is considerably reduced.

However, the advantage of compactness brings with it a lower maximum load capacity of 300 tonnes. The LR 1300 started to construct the tunnelling machine on 23rd July 2007, by lifting the first components for the rear carriage into position. This is used to remove and bring to the surface the accumulated material from the tunnel tubes. Equipped with a 38-metre main boom, 104-tonne superstructure ballast and a 57-tonne central ballast, the crane was able to lift loads of up to 60 tonnes at a jib length of twelve metres. Once the rear carriage was complete, the now third LR 1750 in the Felbermayr fleet could also get down to business. In unloading an 80-tonne component for the drill head, the "Big One" found the perfect warm-up job. Over 30 other components, weighing between 15 and 160 tonnes, followed. "In all, the new crawler crane handled a total of 1,600 tonnes during its first use on a construction site", says Wimmer, which in no way means that the steel colossus was ready for a holiday. Immediately after the job was complete, it was on to the Alberner Hafen in Vienna, where this powerhouse was able to prove its ability again by unloading generators and gas turbines for a power station project in Simmering. ■

Together, the LR 1750 and its smaller brother, the LR 1300, lifted individual components for the tunnelling machine. These so-called "tandem lifts" require much experience, both on the part of the crane operator and the signaller.



Felbermayr's largest individual job in Russia to date

With locations in Moscow and St. Petersburg, the Wels-based heavy transport and lifting technology company has been on the road in the CIS states for a number of years already. However, with one current haulage job, all previous challenges handled by Felbermayr in Russia were surpassed in terms of scale and volume: By the end of October, 662 modules for two prefabricated hospitals were transported from Germany to Russia.

Complete high-tech centres for treating heart and circulation conditions – this is what the hospitals in the Russian towns of Penza and Astrakhan are to become. At first glance, there is nothing at the prefabricated unit specialists, Cadolto, in the Bavarian town of Cadolzburg to suggest that this is the case. The components, measuring up to 5.4 metres wide, 22 metres long and four metres high, look much more like oversized shoe boxes. But by the time the modules are loaded onto the Felbermayr low loader vehicles, it becomes clear that there is more know-how behind the silver cubes: A shoe weighing 43 tonnes would likely be too heavy for anyone.

Comprehensive preparations for transport

With meticulous precision, the heavy transport experts from Felbermayr were on the way. Starting with the production at the Cadolto factories in Krölpa/Thuringia and Cadolzburg/Bavaria, as well as a Turkish supplier in Ankara, everything for this most complex of logistical projects had to be perfectly coordinated. Even small hold-ups could have huge repercussions with month-long delays. "Just carrying out the route check and customs and licensing procedures took 6 weeks" says Nuremberg branch manager Boris Albl,

who carried out the project together with colleagues in Russia. But even despatching the trucks for the 600 odd road journeys in less than 3 months was no routine job. "We had over 30 trucks in constant use – that requires sophisticated fleet management", comments Albl before adding: "so it was reassuring to know that Felbermayr has more than 200 semitrailer vehicles available and just as many low loader trucks". In addition, for the project to be carried out successfully, several coordination meetings had to take place with the official representatives of the town of Lübeck and the local police. These were organised by the north German branch of Felbermayr in Verden a.d. Aller, so that all shipments were able to be completed on schedule, thanks to the close cooperation of all parties.

Across Germany, then onto the water

How do you transport two hospitals, measuring a total of 38,000 square metres, across several thousands of kilometres from south Germany to the towns of Penza and Astrakhan, southeast of Moscow? This was the question to which the Felbermayr branches of Nuremberg and Moscow not only found the answer but also put it into action. Starting from the two Cadolto production plants in south



More than 600 road journeys were required in less than three months to deliver the hospital modules on time.



Germany, an initial journey of about 800 kilometres had to be travelled by road to reach the harbour in Lübeck. The transport operations were mostly carried out at night, when the volume of traffic is low. Due to narrow turning radii, parts of the journey could only be driven at walking pace. "Unfortunately, we were not given permission to drive through the centre of Lübeck", says Albl. It was therefore necessary to travel through the height-restricted Herrentunnel and build an emergency road of about 100 metres in order to drive round a toll station. Once at the harbour, the components were unloaded by a reach stacker and temporarily stored at the "Konstinkai" terminal of Lübecker Hafengesellschaft. For the next stage of the journey, the modules were transferred to



motor coasters. One 100-metre long ship can take up to 20 modules per journey. It took approximately twelve days to transport the unusual cargo via St. Petersburg, through the Russian canal system and the Volga river, to the destination harbour of Ulyanovsk. For the remaining sections of the journey into the towns of Penza and Astrakhan, the mobile hospital components were transferred back onto Felbermayr low loaders. In total, the prefabricated components were on the road for about four weeks before reaching the hospital site. The efforts of all parties involved in the project may not have been enough to create the perfect hospital, but it was certainly a significant contribution towards improving medical provision in Russia.

PHOTO: ROLF KLEIN/LÜBECK HARBOUR, ARCHIVE

FELBERMAYR RUSSIA

A total of 35 employees work for the Felbermayr subsidiaries "Europe Lloyd" and "Felbermayr Project-GmbH" in Russia. The Moscow and St. Petersburg sites carry out about 500 transport journeys each year. Journeys of 6,000 kilometres are not uncommon, due to the great distances involved. In terms of multimodal transport, there is also a wide range of equipment. From church bells through to transport jobs for Russian space travel – from time to time there will be a job that excites a lot of media interest; for example, the transport of one of the largest glass reflectors – at over seven metres wide – for a space telescope, right through the Caucasus mountains.



Irina Sivkova has been in charge of "Felbermayr Russia" as Managing Director since 2000.

Accident prevention by properly securing loads



About a quarter of all heavy goods accidents are caused by not properly securing loads. The most important things to look out for in terms of this often underestimated issue, and how to avoid such accidents is explained by police chief inspector and writer of technical manuals, Alfred Lampen from Lower Saxony in Germany.

Secure the load properly? Of course I do that! Many people have this opinion, but the list of misjudgments is very long. They range from "It's so heavy, it won't move", through "I drive carefully, so I don't need to secure the load", to "I've been driving like this for twenty years and nothing has happened so far". However, from the point of view of the legal authorities, every load must be secured, even heavy loads, in case of slamming on the brakes, sharp evasive manoeuvres and bad road conditions. What many people fail to consider can suddenly become bitter reality, because a heavy load can fall from the truck even at low speeds. Many drivers rely on their experience when securing loads, and as they have never learnt properly, they guess at what measures need to be taken, because after all, nothing serious has ever happened to them. However, it is precisely when it comes to transporting heavy or large loads that securing the load properly is very important, and you can

only be on the safe side if you secure the load based on the recognised standards and codes of practice. In order to understand and implement the complex requirements for truck superstructures, load securing devices and their sufficient dimensions, it is certainly advisable to attend an appropriate training course. Incidentally, these training courses are not

If you have an idea of how the cargo could move, then you also know how you need to secure it.

only useful for heavy goods vehicle drivers and licence holders; those responsible for assembly in the company where the goods are to be loaded should know how their load can be properly secured. But even then, the day to day assessment of load securing measures is still very difficult and will therefore only very rarely be done. This is where computer programmes and tables are useful. Another important point is fastening the load securing device to the load. In this

respect, it is absolutely essential that the manufacturers of machines, structures, components and other parts attach lashing points that are sufficiently able to cope with the relevant loads. The same naturally applies to manufacturers of transport vehicles. Load securing equipment is only as good as its weakest point – and in no way should that be the lashing point. In conclusion it can be said that the best motivation for securing loads is that all parties understand and accept that it is actually necessary.



THE AUTHOR

Anyone who is serious about the issue of load securing can't avoid Alfred Lampen. As a certified moderator at the Deutsche Verkehrssicherheitsrat (DVR/German Road Safety Council) and registered trainer for load securing at the VDI (Verein Deutscher Ingenieure – Association of German Engineers), as well as a member of various committees relating to this subject, he is the first port of call for this controversial issue. However, as police chief inspector with the highway patrol, Lampen also has daily practical experience of the issue. Besides writing in numerous publications, he has also brought together his experiences in a book: "Ladungssicherung – Der Leitfaden für die Praxis" (Load securing – a practical guide) has been released by the Verlag Günter Hendrich publishing house.



According to Austrian standard ÖNORM EN 12195-1, the load should be secured as follows: 80% of the loading weight in the direction of travel, 50% of the loading weight to the rear, and 50% of the loading weight to each side.

PROMOTION

Konrad Vollmann made Division Manager

With effect from 1st October 2007, Konrad Vollmann was given sole responsibility for the management of the Styria division. A crucial factor in making this decision was the excellent development of the Graz branch, which Herr Vollmann, assisted by his professional and dedicated team, has been managing since the start of the year.



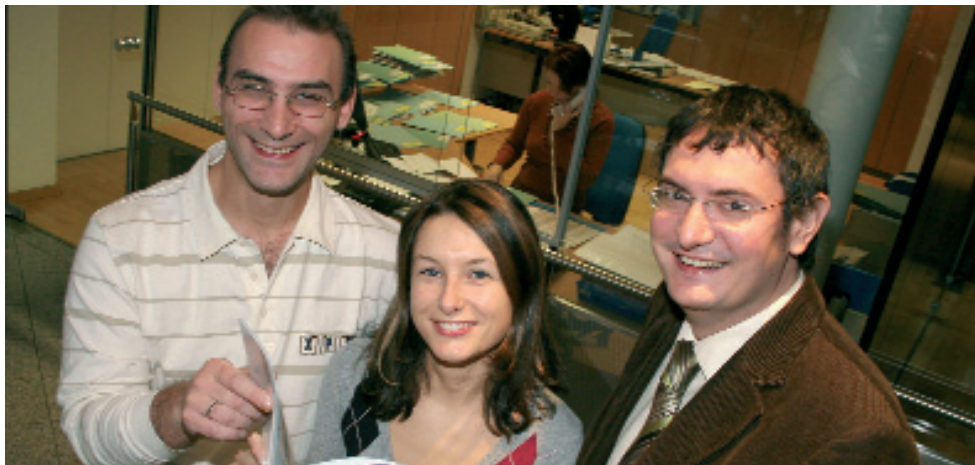
Konrad Vollmann

ANNIVERSARIES

CONGRATULATIONS

More than 1,650 employees now work for the group of companies. Each and every one of these employees contributes to the performance of the company. However, the long-serving employees are particularly important. Their experience and consistency are the foundations of Felbermayr's success.

40 YEARS Franz Gratzner, Matthäus Kugler – Construction Wels **35 YEARS** Franz Nimpf – Lifting technology Wörgl ■ Franz Stöttinger – Lifting technology Wels **30 YEARS** Miroslav Jevtic, Johann Miessbacher, Radoslav Radojkovic, Erich Ringer – Construction Wels ■ Heinz Stecher – Lifting technology Wörgl ■ Günter Gaubinger – Transport Wels ■ József Boronyák, Gusztáv Varga – BauTrans Lauterach **25 YEARS** Günther Kaiser – Construction Wels ■ Alois Sageder – Administration Wels ■ Walter Steiner – Workshop Wels **20 YEARS** Franz Rossenegger – Construction Wels ■ Kurt Gmeilbauer, Karl Obermayr – Transport Wels, Miroslav Bijelic, Karlheinz Braumann, Franz Hobetseder, Franz Schmid – Construction Wels ■ Hubert Schauer – Workshop Wels ■ Manfred Kapeller – Lifting technology Linz ■ Thomas Teply – Hebetchnik Lanzendorf **15 YEARS** Herbert Wiesinger – Lifting technology Wörgl ■ Gisela Cservenka – Administration Linz ■ Franz Brunbauer – Lifting technology Linz ■ Helmut Geismayr, Elek Nemeth – BauTrans Lauterach ■ Wolfgang Mayr, Johannes Eder – Transport Wels ■ Norbert Gius, Razim Harcevic, Salih Karabasic, Walter Zitzler – Construction Wels ■ Thomas Fasching – Workshop Wels ■ Zlatka Prosic – Administration Wels ■ Karl Friedrich Filter, Harald Jägers, Hans-Gert Schaupp – Transport Hilden ■ Friedrich Zoidl – Technodec ■ Elfriede Fischer, Reinhold Binder, Inge Thaller – Sareno Ulrichsberg



Fresh impetus at the Felbermayr headquarters in Wels: Thomas Zotter, Heidemarie Stütz, Ing. Thomas Brunmair

NEWCOMERS

ADMINISTRATION TEAM EXPANDED

In June, the team was joined by a new member, Heidi Stütz, who supports Anja Schwab in the chief secretariat with great dedication and a friendly voice. Thomas Brunmair has been responsible for managing the central purchasing department at Felbermayr since August and Thomas Zotter has been implementing his knowledge of accounting and book-keeping as the manager of the central accounting department since July.

COMPETITION

Prize question:

How many LR 1750 crawler cranes by Liebherr are included in the Felbermayr fleet?

You can find the answer in this booklet. We will draw winners of the fifteen non-cash prizes from amongst the correct entries. For further information, please see www.felbermayr.cc/informer – Click to enter!

Please send us the correct answer by fax +43 (0) 7242 / 695 – 144 or e-mail informer@felbermayr.cc.

The closing date for entries is 31.03.2008. There is no legal recourse.



1st prize

A Nooteboom semi low loader with towing vehicle on a scale of 1:50. This truck model is a special limited edition, which is not for sale.

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