

INFORMER

FELBERMAYR GROUP MAGAZINE 2/2015

LIFTING

NEW FACE FOR "OLD BRIDGE"

POWER WITH TOWER

382 TONNE COLUMN LIFTED IN WITH TOWER LIFT

REGIONAL DEVELOPMENT

TRANSPORT AND LIFTING TECHNOLOGY
FOR BUILDING MODULES





Dear readers,

In this edition, it is clear to see that 2015 will be a largely successful year for Felbermayr. This result is founded both on the use of advanced technologies as well as the capabilities of our employees - and it is the employees who are of vital importance for a company's success. They drive the continuous development of a company and thus introduce important innovation into the business.

But being good in something does not automatically mean being successful. Success essentially also depends on external conditions, and harsh winds can blow through the market. Consequently we are challenged. It is therefore necessary to rethinking internal processes and question organisational structures. Only

those who manage to reduce fixed costs, will be successful in the future. For this reason, also our management and every employee is encouraged to rethink daily procedures, which have become routine. Short, medium, and long term cost reduction measures are becoming increasingly important and are a growing parameter for the economic success of companies. Internal communication is also important. In this context, we will start with the extension work on the company headquarters in Wels at the beginning of next year. This should help to bind individual organisational units closer together. An additional 2,000 square metres of office space are being provided. In addition, a parking deck for 400 vehicles is planned. The extension of the central workshop in Wels has al-

ready been implemented for approximately 60 qualified staff and apprentices. This has adapted the space to meet the growing needs of the Fire Service for all aspects of vehicle repair and maintenance, and extends the area from around 8,000 to 9,000 square metres.

May we thank all our valued customers, employees and suppliers for your confidence in us and your energetic and high quality collaboration, and we look forward to a further year with you in 2016.

May we also extend our thanks to the families of our employees and their understanding for the often time consuming workload. We wish you all Merry Christmas, good health and happiness, and a successful 2016.


DI Horst Felbermayr


Horst Felbermayr

Content



03 NEWS

Current Felbermayr Holding topics

08 CONSTRUCTION

New face for "Old Bridge"

14 TRANSPORT

TrackNav-Navigations system

16 LIFTING TECHNOLOGY

Hard work for surgery wing

18 NEW LOCATION

Awesome power in Sulzemoos

19 PERSONNEL

Retirement and prize draw

10 IN THE FOCUS

After months of preparation, the bridge support structure of the "Old Bridge" in Bratislava, weighing 2,400 tonnes and spanning 450 metres, is slid into place and finishing touches completed in October. Hydraulic rams were used on the land side for advancing the bridge, with a pontoon being used in addition for carrying the load and for trimming the bridge height.

PHOTOS: HARTWIG ZÖGL, STEFAN OLÁH, MARKUS LACKNER(2)

STRONG PIECE Blade lifter in action



At the holding store location, at 1,200 metres above sea level, components were handled with two mobile cranes.



In October, Felbermayr commenced construction of five wind turbines in north western Romania. Managing Director Peter Stöttinger was responsible for the procedural concept for this demanding, prestige project. The necessary components were received in Constanta on the coast of the Black Sea and transported about 700 kilometres to the

holding store located at 1,200 metres above sea level. The incoming shipments to the holding store were unloaded with two mobile cranes. The road to the 1,800 meter high construction site led through a forest road that had been temporarily prepared for transporting the components. According to branch manager Christian Krieger, a major challenge was transporting the 44.5 metre long wind turbine blades.

The ascent had gradients of up to 16 percent and inclines of 20 percent, but these could be overcome by using a so-called blade lifter. Krieger determined it would not be possible without the blade lifter. In order to achieve the necessary traction, the blade lifter was mounted on a eight-axle self-propelled transporter. However, despite all these measures, a journey of eight hours for the 15 kilometre route had to be taken into account for each blade. The transport of the heavy tower segments, weighing up to 60 tonnes was carried out mainly by a 14 axle self-propelled transporter. The 72 tonne nacelle and the smaller tower sections were transported to the alpine construction site with a 10 axle THP trailer. Joining the five tower sections was carried out with an LR1600. For this, the crane was equipped with a 105 metre main boom and a twelve metre luffing jib, as well as 255 tonnes of ballast. The final hub height of the generators reaches 105 metres.



BUILDING CONSTRUCTION Apartment construction with prefabricated clay block elements

In May, Felbermayr Building Construction commenced construction of a residential building project in Weißkirchen in Upper Austria. The contract includes all the main building work, together with internal plastering, tanking work for all below ground building elements, and parts of the exterior grounds. In total there are 41 residential units divided amongst three properties, with all of them having access to an underground car park, which is also included in the

Felbermayr order book. The project is executed in "REDBLOC prefabricated clay block elements". For the load-bearing walls of the basement and the underground garage, concrete hollow core walls are being used. The ceilings are produced using semi-finished ceiling elements and finished with additional ready mix concrete on site. Work on the building shell was completed in November. The handover of the apartments to the owners will take place in October 2016.



AS QUICK AS LIGHTNING
"Felbermayr Quick Reaction Force" saves transformer shipment

Although the Rhine normally has a navigable depth of around three meters, the depth gauge in November only showed about one metre. This impacted on a transformer shipment setting out from Bad Honnef in North Rhine Westphalia. As a result, a 295 tonne power line transformer, from the company originally contracted, could not be shipped as planned, loaded on a internal loader pontoon of a competitor, because of the reduced

draft. Instead the transformer was loaded by Felbermayr in the Lastdrager 30, using self-propelled transporters, in a RORO (Roll on, Roll off) operation and then transported via the Rhine to the Felbermayr heavy load harbour at Krefeld. Having arrived there, the transformer was transshipped with the LR1750 for onward transport. This therefore ensured on-time delivery at the destination. The Horst 1 served as the tow boat. Just

like the Lastdrager 30 and the self-propelled transporter, the tow boat was also brought to the site at short notice in order that the transformer shipment was not delayed. The organisation of the "Quick Reaction Force" was enabled by collaboration of the Felbermayr subsidiaries Haeger & Schmidt International and Reinhold Meister Wasserbau, with employees of Felbermayr Wels, and masterminded by Felbermayr Krefeld.



"PORTABLE POWERHOUSE"
Transport and lifting technology for new type of turbine

The core components for the new type of under and over current hydro plant consist of the turbine itself, weighing 120 tonnes, and the associated 46 tonne draft tube - with this type of power plant the actual powerhouse is dispensed with. The two parts were shipped via the Danube, from Germany to Enns in Upper Austria, and transshipped directly with a 500 tonne crane (LTM1500) to the Felbermayr transport vehicles. A 10 axle self-propelled transporter and a semi-trailer were used

for transportation to the power plant construction site about one kilometre away. There the turbine and the draft tube were unloaded with a crawler crane (LR1350) and assembled immediately. Together the core component extended to a length of about 20 metres, a width of 5.32 metres and a height of 4.16 metres. Lifting of this steel giant into the designated concrete trough took about half a day. The first trial run of the power plant could be made in early October.



BAUTRANS
Boiler parts transported from Serbia to Germany

Some 1,700 km were covered on the route from Novi Sad in Serbia to the final destination in Hamburg, Germany. The two convoys with 3 and 4 vehicles were loaded with boilers measuring up to 5.85 metres wide and 10.5 metres long. In comparison, the tonnages with a maximum of 25 tonnes were comparatively small. Apart from a few traffic control measures in Novi Sad, further traffic control measures were not required as the driving was mainly on motorways. Each of the convoys was on the road for 4 days and were carried out in April.

PHOTOS: FELBERMAYR (2), TONIMEDIA, BAUTRANS



PERFECT
Loading crane with
highest capacity

Compact dimensions, high reach and maximum mobility with maximum lifting capacity: these are the parameters for a perfect crane. Felbermayr now has a unit just like this in the fleet with the addition of the Palfinger PK 200002L SH. Equipped with eight hydraulic extensions on the main boom and a further seven on the fly jib, the crane achieves a side reach of 45.3 meters. The maximum lifting height is 49 meters with an endless slewing range. At 40 tonnes, the maximum load of this newly developed unit is even more impressive. The lifting unit therefore bridges the gap between mobile and loader cranes. The crane is built on a four axle standard chassis with a short overall length and excellent turning radius.



BLACK THINKERS
4200 tonnes of steel
asphalt for bypass

After 34 years, the 2.3 kilometre "North Gmunden bypass" had reached the end of its technical lifespan. The existing sur-

face lining was removed by milling before asphaltting work could be started. Deep milling was also additionally carried out on some damaged areas. In order to avoid seams, the new asphalt layer was applied using 3 pavers simultaneously. The 3 centimetre thick layer of bitumen

was applied in accordance with the client specification as a rubber granulate and hydrated lime surface. The resurfaced area corresponds to approximately 30,000 square metres or some 4 football pitches. The work could be completed after one week of activity in mid-September.

PHOTOS: FELBERMAYR, WOLFGANG STRÖBL, SIEGFRIED GANSCH



The façade elements with integrated thermal insulation weigh as much as 16 tonnes.

New Centre of Excellence for vehicle manufacturer

Vehicle manufacturers Iveco, Case and Magirus, part of the CNH Industrial concern, recently awarded Felbermayr Building Construction the contract to construct a Centre of Excellence for Upper Austria. The work will include all the general contractor services. The company site in Hörsching should be largely completed by April.

An ambitious project for the employees of Felbermayr Building Construction commenced with the ground-breaking ceremony in early August. They only have some eight months to raise the new Service and Centre of Excellence for CNH Industrial. "Quite a sporting challenge," remarks site manager Gerhard Schelmbauer. But with the right partner companies everything can be achieved. Moreover, in selecting the companies involved, great emphasis was placed on regional companies. For example, the pre-cast concrete elements are supplied by the Upper Austrian manufacturer Oberndorfer.

Commercial building in record time with pre-finished parts

After completion of the ground works around 50 columns, up to ten metres in height, were fixed into the prepared sleeve foundation. The partition walls are made with hollow wall panels and the façades of the hall with sandwich elements. The ceilings are produced using pre-cast ceiling elements and pre-stressed hollow core slabs. According to site manager Schelmbauer, the short construction time is only possible at all through the use of concrete pre-finished or semi-finished components. The 3,000 square metre hall will contain a total of eight service pits with brake test stands and can accommodate warehouse, service and maintenance areas.

Approximately 1,200 square metres of office space, distributed over two floors, will have a façade of glass mullion and transom construction, for the best possible use of daylight. A further space of the new location is a 400 square metre large presentation room, of timber construction,



which is fitted with movable partitions and can also be used as meeting rooms.

"Finishing operations will already be carried out at the beginning of 2016, before the spring, with the exterior landscaping and the final asphalt work following," comments Schelmbauer. Some 60 employees will therefore already be able to take-up their workplaces in sales, service and spare parts logistics at the end of April and thus contribute significantly to strengthening the Iveco, Magirus Lohr and Case Construction brands in Upper Austria.



Eight service pits constructed in total.

Rockfall protection constructed for Inn power station

By 2018, the third power station on the upper Inn will go into operation in the Swiss-Austrian border area. Felbermayr Special Civil Engineering was commissioned to carry out the rockfall protection works above the weir system in Nauders.

"Before starting the work, it was necessary to secure the entire area as far as possible, so that the work could be carried out on the slope," comments construction manager Markus Winkler. For this purpose, boulders at risk of falling or loose were initially removed manually or by controlled explosion. "It was an enormous effort of some 6,000 working hours for our specially trained skilled workers," notes Winkler, who gave further specific details of the approximately 600 metres of securing anchors and 5,000 metres of safety cable installed in the wall. It was only after this that the geologist gave clearance for carrying out the rockfall protection construction on the 600 metre high rock face.



Adventurous - the way to work above the Inn.

Challenging logistics

The actual work began in summer 2014 and was carried out in continuous operation, seven days a week. During this, up to twelve employees worked simultaneously



Special rope training is a prerequisite for the deployment of skilled workers in high alpine terrain.

on the wall. Even then the protection work and the logistics were a great challenge, as Winkler reports: "We could only access the hillside by foot, so all equipment and materials were transported to the rock face by helicopter." Overall, it amounted to around 400 tonnes of anchors, steel and securing materials, and for everything that could not be immediately installed, appropriate platforms had to be built on the steep terrain in advance. An immense task which could only be accomplished by applying great physical effort, with a high degree of skill and substantial safety awareness. As Winkler clearly points out, in admiration of the performance of his fellow employees, "One false move and there is no longer any grip". In total, 1,260 metres of six meter high protective fences were constructed by this method. This required approximately 800 anchor holes and installation of 5,000 metres of anchors. The constructed

rockfall protection can firmly retain an impact load of 3,000 kilojoules, which Winkler describes impressively as, "equivalent to an eight tonne rock falling into the fence at a speed of 90 kilometres per hour". By the end of September, the stabilisation works were sufficiently completed to be able to commence construction of the weir system below. Upon completion in 2018, the power plant will supply approximately 90,000 households with green electricity. ■



Using helicopter for transporting materials



„Facelift” for „Old Bridge”

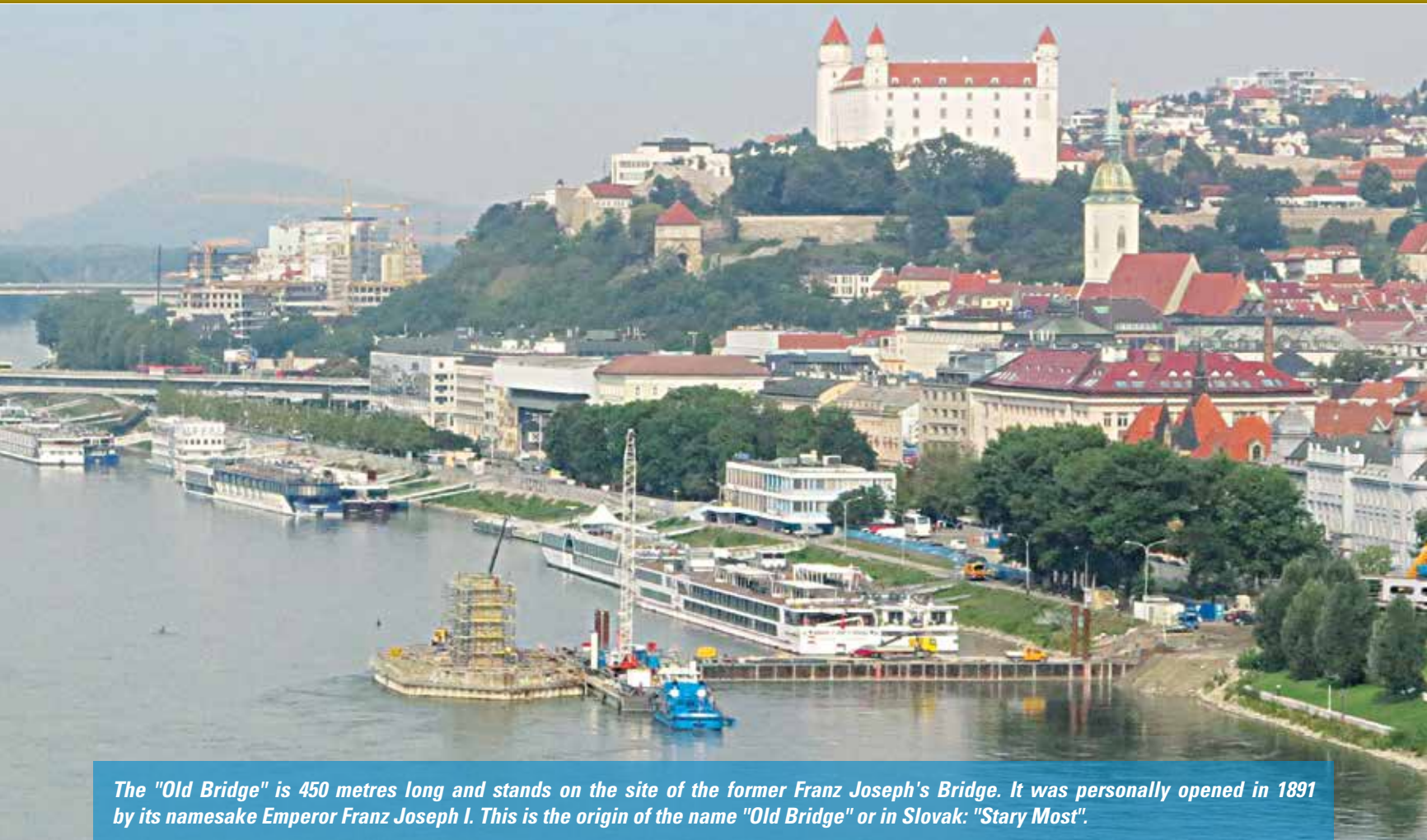
Felbermayr Hydraulic Engineering first started restoration work on the 124 year old bridge over the Danube in Bratislava in October 2014. The work is to be completed by the end of 2015. By then, the pillars of the bridge, which spans 450 metres, will be reduced for better navigability and in addition to footpaths and cycle paths, the bridge will have two tram lines.

The skills applied by Felbermayr Hydraulic Engineering to the radical modernisation of the Starý Most, which in English translates to "Old Bridge", have ranged from dredging to underwater chiselling and milling work. Extensive hydraulic engineering capabilities were required both for sinking and ramming of piles as well as for finally floating in the new bridge construction. In reality, only a few of the original bridge piers constructed under Emperor Franz Joseph I. remain, as the steel bridge structure was blown up for defensive purposes during WW2.

Improved navigability

"As part of the refurbishment work we dismantled two out of the total of seven piers", explains Felbermayr area manager, Hans Wolfsteiner, on the start-up work. One of these piers has been rebuilt at another point in the riverbed. As a result, the original two navigable passages, each of some 80 metres, have been combined and opened out to one opening of approximately 120 metres width. The facing masonry of these dismantled bridge piers was first erected in 1891 from laborious-

ly processed granite blocks. Each of the granite blocks weighs approximately 1,400 kg. To be able to reuse these stones, they first had to be carefully removed piece by piece using hydraulic grippers, then numbered and stored until reuse on the new bridge piers at another point on the river bank. For this historically significant work, the motor vessel Grafenau and the spud dredger pontoon Ludwig, together with a further deck barge with two anchor piles, were brought into service. The reinforced concrete foundations of the two dismantled bridge piers were broken up, down to

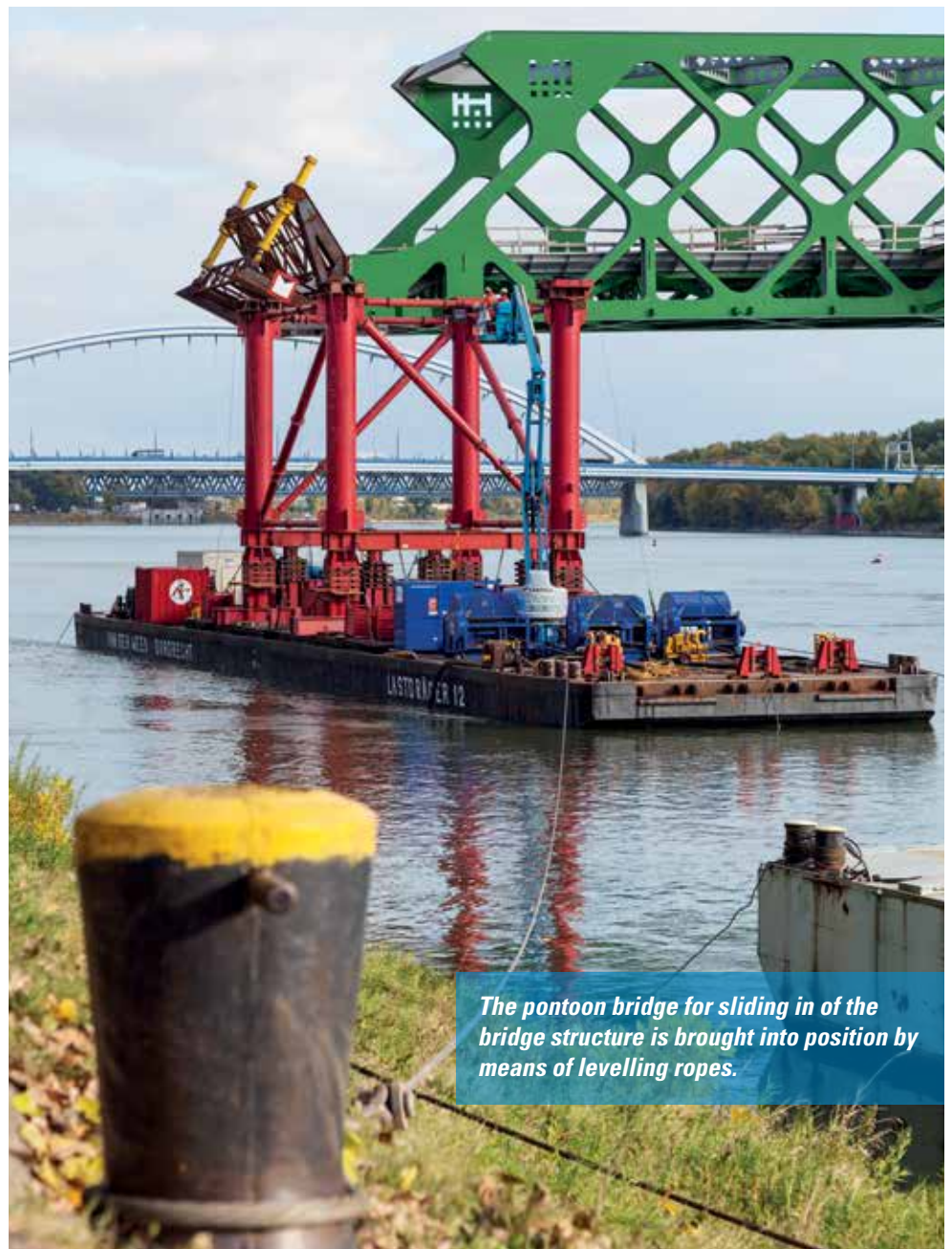


The "Old Bridge" is 450 metres long and stands on the site of the former Franz Joseph's Bridge. It was personally opened in 1891 by its namesake Emperor Franz Joseph I. This is the origin of the name "Old Bridge" or in Slovak: "Stary Most".

one metre below the riverbed, and the resulting pit was then backfilled with gravel. "A sheet piling box was built for the construction of the new bridge pier," explains Wolfsteiner. The water could then be pumped out of the box and a floating road was also built between shore and the working level. After that the construction of the new pillar in reinforced concrete could be started.

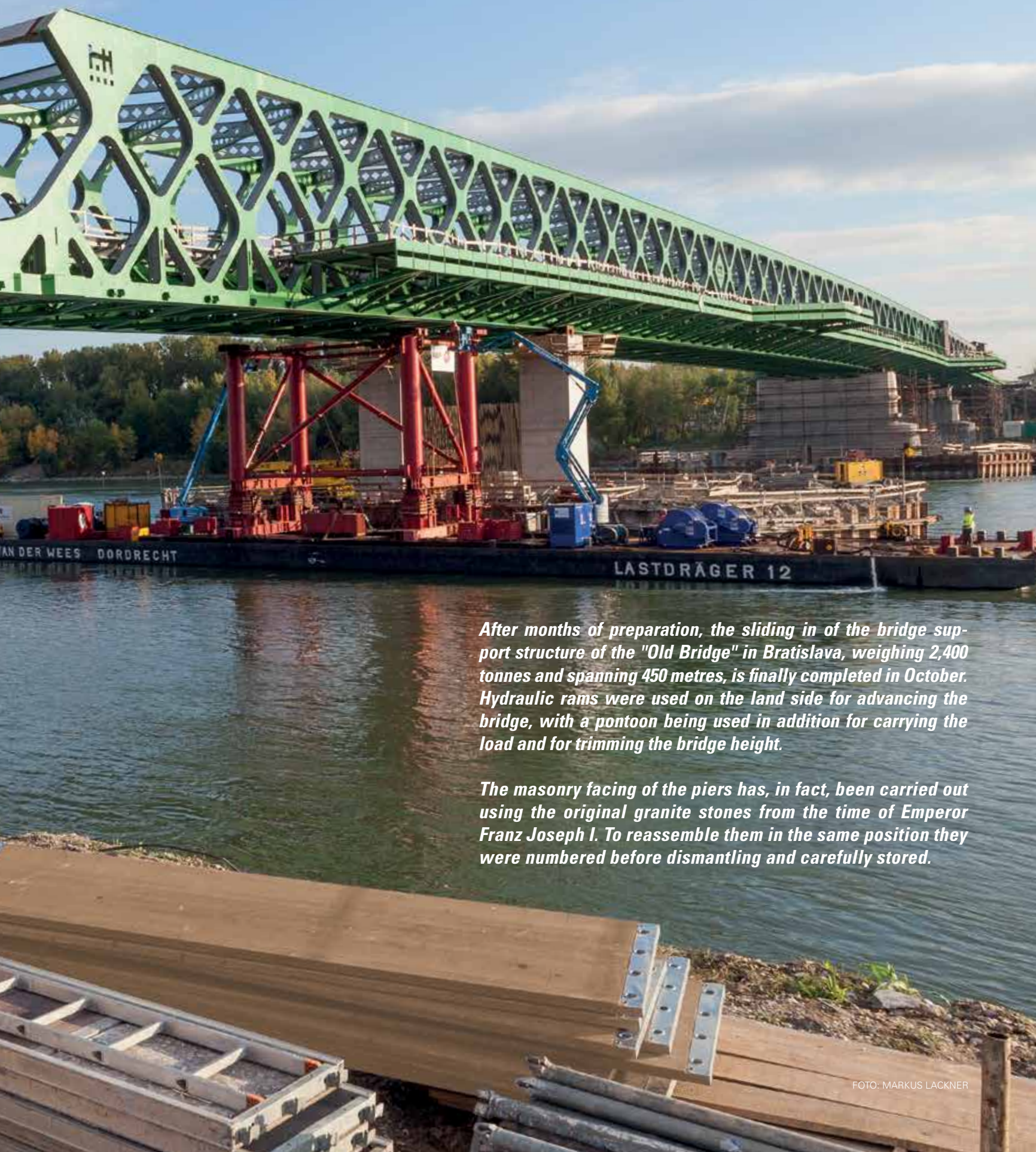
1,200 tonnes of steel construction

The grand finale then began in August 2015, when the first of three bridge elements was slid into position. The bridge structure was partially prefabricated in the Czech Republic, transported to the site and completed on site. This component, with a weight of 1,200 tonnes, was pushed by means of hydraulic rams from the land side towards the Danube, then supported there by a pontoon and pushed in by winding gears and anchors. To achieve the correct horizontal position, the pontoon was trimmed accordingly. Fine adjustment was made by means of hydraulically adjustable heavy duty towers. It was not until October that the last part of the steel structure was finally slid into place. Wolfsteiner explains that the final work involved, "subsequent facing of the new pillar using the previously numbered granite stones, withdrawal of the sheet piling and dredging to produce the correct river bed". The bridge is scheduled to open at the end of this year. ■



The pontoon bridge for sliding in of the bridge structure is brought into position by means of levelling ropes.





After months of preparation, the sliding in of the bridge support structure of the "Old Bridge" in Bratislava, weighing 2,400 tonnes and spanning 450 metres, is finally completed in October. Hydraulic rams were used on the land side for advancing the bridge, with a pontoon being used in addition for carrying the load and for trimming the bridge height.

The masonry facing of the piers has, in fact, been carried out using the original granite stones from the time of Emperor Franz Joseph I. To reassemble them in the same position they were numbered before dismantling and carefully stored.

Tower lift used for OMW column

In mid-June a 382 tonne column arrived at the Albern harbour in Vienna. The final destination for the steel giant, over 24 metres long, was the OMV refinery in Vienna, Schwechat. Even the transport to get there was a challenge for the employees of Felbermayr Transport and Lifting Technology. This included creating a temporary motorway ramp and strengthening a bridge with hydraulic rams. However, there were even more obstacles to overcome before placing the container for the desulphurisation plant on the foundation position. Finally the job was successfully completed in late June.

What we carried out, is not an everyday occurrence", declares Günther Wimmer, from the Felbermayr Transport and Lifting Technology, in opening the conversation. Even in the drafting phase, five terabytes of data material were accumulated over more than 2.5 years. However, once the column had arrived at the Felbermayr handling area in Albern harbour and everything was ready and waiting for the lift from the ship to the

low loader, it was all thoroughly thought through. At least in theory; because whether everything would really go according to the plan from the detailed computer studies, could only be determined later.

A first in Albern harbour

More than 40 truck loads were required to bring the LR1600 to the site at Albern harbour. With an operating weight of around

780 tonnes, the high technology unit has a load capacity of 600 tonnes. This corresponds approximately to the weight of 500 medium-sized cars. "When unloading the 382 tonne column, the 42 metre long main boom had a reach of 16 metres," notes Wimmer. With the load suspended it moved backwards six metres and swung round 65 degrees to the left, in order to put down the load on the low loader. This all occurred virtually in slow motion. For optimum weight distribution, a 180 square metre travel surface was laid out with Azobe timbers. The mass was ideally distributed over this and the weight of the crane and the column optimally transferred to the ground. The lift took about an hour to complete with the load placed on a 18-axle low loader. The load could now be secured for the upcoming transport.

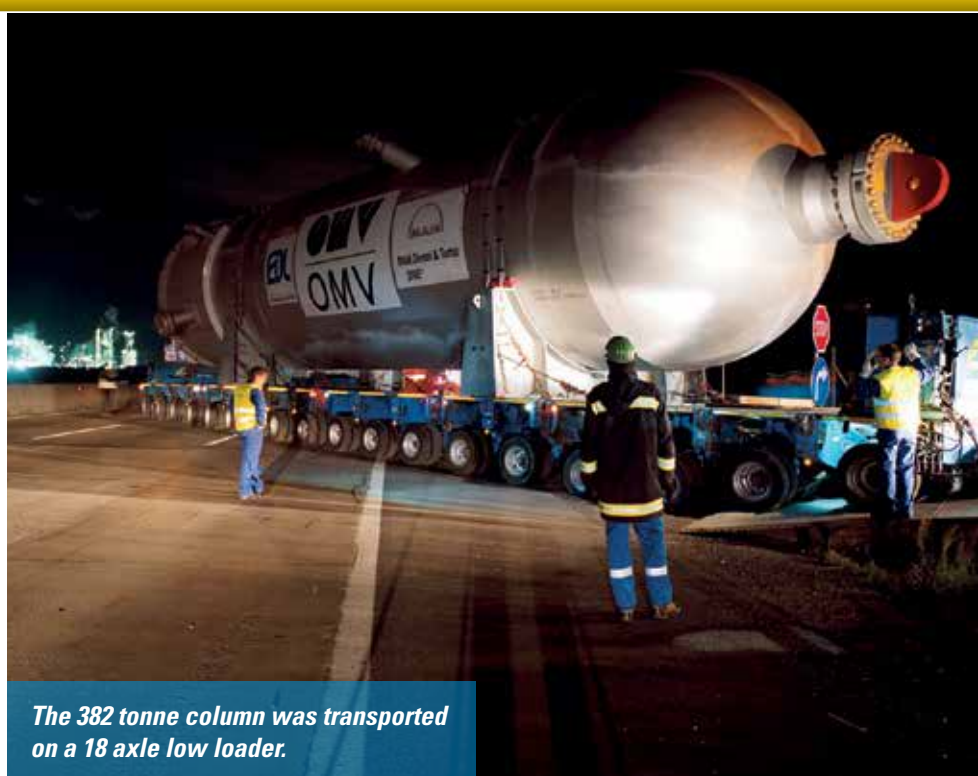
Smart technology for bridge loading limits

All was set to go on the evening of 20 June. 1,300 horsepower purred quietly at idle. Everything was prepared for the first leg. "The route led from the handling and storage terminal at Albern harbour, some seven kilometres distance to the OMV refinery site. Two Mercedes Actros units, with three-axis drive, were used for the push pull loader. "In order to achieve the necessary traction, the units were ballasted to 35 tonnes each," says Wimmer. Together with the low loader and the column, a total transport weight of around 570 tonnes was reached. After about an hour's drive and about two kilometres travelled, the Schwechat bridge was reached. According



For sliding the column under the low lying pipe bridge a rail-bound hydraulic frame was used.

to Wimmer, special measures had to be taken, as the load capacity of the bridge was not up to the static requirements of transportation: "For this purpose, a counter pressure was applied under the bridge by means of a special steel structure. This pressure was continuously adapted to the real-time load, over a range of approximately 50 to 200 bar, by a technically complex set of sensors. To document any potential consequential damage, the bridge was also monitored during the crossing with a Bridge Monitoring System." This technology makes it possible to record theoretically possible impairments to bridges, based on the vibration behaviour. This therefore allows the status before and after crossing the bridge to be compared. Other key positions on the route to OMV were the road through Mannswörth and the ramp onto the A4 motorway. Among the great uncertainties with heavy transport, are the ever-present parked cars along the roads, and in order to prevent this, flyers were distributed in advance. According to Wimmer, however, the population is always very understanding and also keep to the necessary stopping and parking instructions. By about one o'clock in the morning the heavy transport had driven onto the A4 via a temporary motorway ramp, crossed over onto the opposite carriageway and



The 382 tonne column was transported on a 18 axle low loader.

then travelled about one kilometre towards the Danubia Bridge. There, the 52 metre long heavy transport left the motorway and reached the OMV site at two o'clock in the morning.

Power with tower lift

The 38 member transport team were then faced with the difficulties of insufficient static conditions and a pipe bridge. The pipe bridge, just after the entrance to the site, could not be driven under. "The transport

was some seven metres high, and to get it through our heavy assembly department had erected a skid system. This made it possible to unload the column from the low loader and slide it through under the pipe bridge," explains Wimmer. On the opposite side, the steel colossus was then loaded onto a 16-axle self-propelled modular transporter and moved to the actual final location. Due to ground conditions and space it was not possible to use a crane lift, so a tilting device was employed for the grand finale. "We were greatly assisted here by our Krefeld colleagues from Heavy Assembly," says Wimmer. In order to tilt the column upright using the tilting device, it was necessary to erect a 36 metre high tower lift. For this purpose, about 160 tonnes of steel were installed in a one-week campaign. Then the tilting device was mounted at the lower end of the container for the final positioning on the foundation. The cable strands of the tower lift were attached to the top end. With the aid of levers, the cable strands were then pulled upward and the SPMT drove continuously backwards, while the vessel was brought into a vertical position by the tilting device. "This process took about five hours," notes Wimmer. The tilting device was then dismantled from the SPMT and the column lifted up. It took a further five hours, using the rail-mounted tower lift, to move the reactor some eight meters laterally, then rotate it through 36 degrees and set it down on the foundation. And with that the spectacular exercise was successfully concluded with a technically sophisticated finale. Subsequently, the high technology steel colossus will be connected by the client OMV into the desulphurisation plant of the refinery, replacing an existing container from the 1980s. ■



With a 36 metre high tower lift and ground based tilting device, the steel colossus was tilted upright and subsequently placed on the foundation

TrackNav – Expert solutions in the field of fleet management

Efficiency, transparency and cost reduction – these are the three characteristics that distinguish the TrackNav fleet management system, from Merano based Comtec, and impress established transport companies such as Felbermayr.

Mr. Füreder, in your job as dispatcher at Felbermayr you use TrackNav daily. Where do you see the benefits of the system?

We have now been using TrackNav in the Felbermayr Construction and Waste Management divisions for four years and are still impressed by the functionality offered by the system. In particular for us, the real time tracking of trucks and the central order management, together with the rapid acquisition of working hours and the interface with our Erdprofi dispatching program, facilitate our operations tremendously and have a positive effect on our management of time.

If I am correct, communication with your drivers is also greatly assisted by TrackNav?

Precisely. As TrackNav also acts as a communications software, we can get in touch with our drivers directly and completely free of hassle at any time day or night. This is especially advantageous if we pass on important information or want to give them a reminder on driving and rest periods. The great thing about this communication system is that it is also available in several languages and we can therefore overcome any language barriers effortlessly.

In view of the numerous advantages and functionalities, are you thinking of using TrackNav in other company divisions of Felbermayr in the future?

Based on the many arguments in favour of using the system and the good cooperation with Comtec in the Construction and Waste Management divisions, management in Heavy Transport has also looked at TrackNav in more detail recently. As Comtec has contractually agreed to take



The use of navigation systems saves time and costs.

account of the specific needs of Felbermayr Heavy Transport and adapt the fleet management system individually to our requirements, Comtec is now successively equipping the whole fleet of Felbermayr Heavy Transport with TrackNav, starting with the sites at Wels and Lauterach and in Hungary.

So Comtec was also able to convince your colleagues from the Heavy Transport division of the quality of the system?

Definitely. Basically, TrackNav allows us to work more transparently, and therefore more cost effectively and efficiently. We always know exactly where our trucks are located; we can trace every driving history, record the daily reports of the drivers and the hours worked, and through the digital speedometer we can even remotely

retrieve the driving times in real time. All this enables us to coordinate orders more effectively, as well as giving us the option of allocating new jobs to the drivers, which then immediately appear on the display of the vehicle.

Based on your experience, would you recommend TrackNav to other transport companies?

Most certainly. No matter how many vehicles make up a fleet, whether it is 30 or 500, TrackNav guarantees a comprehensive overview of all vehicles and makes the work of both dispatchers and drivers significantly easier. We also very much appreciate Comtec's service. All the employees always answer questions competently and are open to suggestions and proposals for improvement. As a customer, one appreciates the all round personal care and understanding – that is very important for us. ■

Comtec. More than just vehicle tracking.
Knowing who drives what, where, when and how.

Your **trust** inspires us –



thank you!

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To lift in the modules weighing up to 38.5 tonnes a special LTM1750 crane unit manufactured by Liebherr was used. To cope with reaches of up to 49 metres, the crane was equipped with 204 tonnes of ballast, a 56 metre telescope and a 42 metre luffing jib.



Heavy work for surgical facility

The oldest units of Wilheminspital hospital in Vienna date back to 1988. As a result they are to be complete rebuilt by 2024. In the course of roughly ten years of construction, the high-quality Cadolto room modules will be equipped with entire operating theatres and laboratory areas. Felbermayr provided the transport and lifting technology know-how for these 210 room cells.

Transporting the 210 modules for the Wilheminspital hospital in Vienna took place from March to August. The modules, measuring up to 18.5 metres in length, by 5.9 metres wide and 4 metres high, were dispatched directly from the factory in Cadolzburg (Germany) of Cadolto, the specialist supplier of turn-key hospitals. "A total of twelve vehicle combinations was used for the transport of the modules weighing up to 38.5 tonnes. 4-axle heavy-duty tractors with various configurations of low-loader were used", explain Roland Füreder and Daniel Haukwitz. The two designers, from the Felbermayr Transport Department in Wels, planned and implemented the contract in collaboration with colleagues from the offices in Nuremberg and Lanzendorf.

From Cadolzburg to Vienna

Due to the limited space at the Wilheminspital site, not all the modules from the manufacturer's factory in Cadolzburg in Bavaria could be transported directly

to Vienna. "Just-in-time delivery was the great challenge in this project," Füreder says and explains that 81 of the 210 room cells were temporarily stored at Felbermayr's heavy cargo warehouse in Linz and transported to Vienna on demand. Due to regional regulations, Wilheminspital hospital could only be accessed from midnight to five o'clock in the morning. "This is why the direct transports took a break in Suben," Füreder says, thus explaining the transport time of eight to nine hours for the 500-km-distance from Cadolzburg to Vienna.

750 tonne crane

Accessing the construction site turned into an ultra-precision undertaking. In the process, the transport sets, measuring up to 36 metres long by six metres wide, had to be backed up for 800 metres between the hospital units. "All this," stresses Füreder, "had to be carried out under tremendous time pressure while taking into account the safety critical facilities of the hospi-



81 of the total 210 room modules were temporarily stored in the Felbermayr heavy load port in Linz and transported "just-in-time" to the construction site.



For the transport of the room modules twelve transport sets were continuously in use.

tal operation." A mobile crane with a load capacity of 750 tons was used to lift the modules in place. Equipped with 204 tons of ballast, a 56-metre-long telescope boom and a 42-metre rocker, the crane managed up to 49 metres of outreach. Thanks to the rocker mounted on the telescope boom, even interfering edges at 20 metres height could be overcome. Additionally, a 300-ton crane was used for support on location. In fact, one of the modules was lifted in place by the two cranes operated simultaneously. As early as autumn, interior construction and building and medical technology installation were begun. The new surgery area will be put into operation in 2016. ■



The construction of the new three-hectare Felbermayr branch is based on an initiative of Wolfgang Schellerer, Managing Director of Felbermayr, and Holger Stegmann, Branch Manager of Wimmer Maschinentransporte.

Awesome power – Felbermayr constructs new site in Sulzemoos

Felbermayr, a company that operates internationally in the field of transport, heavy lifting and construction, is concentrating the activities of its subsidiaries Wimmer Maschinentransporte and Hagn-Umwelttechnik at Sulzemoos, in the Dachau region. The ground breaking ceremony for the industrial property, encompassing some 7,000 square metres, took place on 29 October. By late May 2016, some 130 employees are expected to start working at the new location.



Powerful even at the ground breaking ceremony (from left): Josef Kreuzer (External Project Manager), Michael Altschäffl (Branch Manager Hagn Umwelttechnik), Mayor Gerhard Hainzinger, Senior Director Horst Felbermayr, DI Horst Felbermayr, 2. Mayor Johannes Kneidl, Holger Stegmann (Branch Manager Wimmer Maschinentransporte); 3. Mayor Paul Schmid and Building Department Director Csilla Keller-Theuermann.

In the words of DI Horst Felbermayr, Managing Director of the family company that bears his name and is based in Wels, Upper Austria, "We are very glad to be able to implement this project in cooperation with the Municipality of Sulzemoos. It is not just the excellent strategic location of Sulzemoos, some 30 kilometres north-west of Munich, which made the municipality our first choice, it was also the outstand-

ing collaboration with its mayor and other representatives of the municipality." The acquired plot is approx. 2.8 hectares in size and is situated on an industrial estate directly at the A8 motorway. In the context of the first construction phase, a two-storey office building with 1,000 square metres of floor space and a storage with adjoining work shop, measuring 4,500 and 1,600 square metres, respectively, are supposed

to be built by May. However, a 100-ton indoor crane as well as a petrol station for its fleet including a car-wash plant will be part of the infrastructure of Felbermayr's new location.

Synergies at the new location

Felbermayr's subsidiaries, Wimmer Maschinentransporte and Hagn Umwelttechnik, both of which are expanding massively, will move into the new buildings. With Wimmer focused on special transport and the installation of highly complex industrial plants, and Hagn specialising in hydraulic engineering and landfill construction, both companies will benefit from synergies created by centralisation at the new location, such as joint use of the filling station and the office infrastructure. For Michael Altschäffl, General Manager of Hagn-Umwelttechnik, strengthening the points of contact between the two companies could well result in closer operational collaboration in the future. Wimmer's Holger Stegmann furthermore looks forward to capitalising on the expansion of his service portfolio. For thanks to the new business area of crane rentals, the expanded space is a more than welcome benefit.



from left to right: Horst Felbermayr (Felbermayr Holding), Gerhard Hunger (Bilfinger Gerätetechnik), Raimund Baumschlager (multiple Austrian Rally Champion), Christian Nimmervoll (Bilfinger Gerätetechnik)

PARTNERSHIP

Bilfinger Gerätetechnik celebrates with Felbermayr

Around 2,000 customers, employees, suppliers and friends of the family came along to join in a colourful pot-pourri of information and entertainment. The occasion was held in mid-September to mark the opening of the new maintenance hall and the 20th anniversary of the international service provider for industrial equipment hire. The successful partnership with Fel-

bermayr has also endured for just as long. Amongst the exciting highlights of the day were trips with the 103 metre Felbermayr platform; and bungee jumping from the Felbermayr crane.

In the Go-kart racing, Horst Felbermayr of Felbermayr Holding was able to win through against multiple Austrian Rally

Champion, Raimund Baumschlager. Felbermayr offered a chance to make it even with a rematch on the A1 Ring. The two managing directors of Bilfinger Gerätetechnik, Gerhard Hunger and Christian Nimmervoll took it with good humour: "Today, our guests have priority, so its more about giving to our guest than "giving it some gas."

Employee jubilees

A BIG THANKS TO LONG SERVING EMPLOYEES

10 YEARS Ina Fenzlein – H&S International, Sasha Geithner – H&S International, Boutahiri Abdelghani – H&S International, Irfan Unutkan – H&S International, Daniel van Wiltenburg – H&S Container Line, **15 YEARS** Viktor Haderer – Heavy Transport Wels, Alexander Schellerer – Heavy Transport Wels, Josef Kreuzmayr – Workshop Wels, Martin Bogner – Civil Engineering Wels, Harald Gruber – Civil Engineering Wels, Helmut Thöne – Projects Wels, Günter Hapt – Heavy Transport Wels, Erich Petzl – Heavy Transport Wels, Gerhart Stadler – Heavy Transport Wels, Ursula Huna – Administration Lanzendorf, Reinhard Leikam – Bau West Salzburg, Roland Müller – Bau West Salzburg, Mehmet Onur – Bau West Salzburg, Johann Blumhagel – Dock Handling Linz, Karl-Heinz Berghuber – Crane Linz, Friedrich Torsten – Landfill construction HAGN Umwelttechnik, Markus Müller – Wimmer Maschinentransporte, Andreas Blechinger – Wimmer Maschinentransporte, Boris Albl – Felbermayr Nuremberg, Pavelka Lubomir – Felbermayr Czech, Machuta Pavel

- Felbermayr Czech, Péter Domokos – BauTrans Hungary, Szél Sándor – BauTrans Hungary, Tóth Gábor – BauTrans Hungary, Daniel Eisschiel – Sareno, Markus Deutschbauer – Sareno, Sandra Mitgutsch – Sareno, Mark Messar – Felbermayr Krefeld, Zbigniew Kalemba – Felbermayr Krefeld, Giuseppe Bongiovanni – Felbermayr Krefeld, Alessandro Stradiotto – Felbermayr Venice, **20 YEARS** Manfred Unterberger – Dock Handling Linz, Heike Hörtenhuemer – Heavy Transport Wels, Thomas Pamminer – Heavy Transport Wels, Ilija Gavran – Civil Engineering Wels, Mehmed Komic – Civil Engineering Wels, Gerhard Ringler – Civil Engineering Wels, Robert Schauer – Earthworks Wels, Josef Teubl – Projects Wels, Johann Trink – General Cargo Wels, Robert Stieger – General Cargo Wels, Gerhard Uitz – Transport Lanzendorf, Ljubisa Dimitrijevic – Crane Lanzendorf, Milan Nikolic – Rumania, Alois Dengg – Crane Graz, Gottfried Maurer – Platform Graz, Peter Sattler – Crane Klagenfurt, Günther Teuber – HAGN Umwelttechnik, Andreas Förster – Wimmer Maschinentrans-

porte, Robin Meier – Wimmer Maschinentransporte, André Hoffmann – H&S Container Line, Ferenc Szabó – BauTrans Hungary, Jutta Kronschnabl – RM Wasserbau, Christoph Nigl – Sareno, Johannes Gabriel – Sareno **25 YEARS** Andreas Hüttmayr – Civil Engineering Wels, Bernhard Radler – Civil Engineering Wels, Hubert Feitzlmayr – Earthworks Wels, Dietmar Mörigsbauer – Heavy Transport Wels, Andreas Hintringer – Heavy Transport Wels, Franz Winkler – Heavy Transport Wels, Friedrich Tempelmayr – General Cargo Wels, Franz Jungwirth – General Cargo Wels, Norbert Zehe – HAGN Umwelttechnik, Angelika Wiebus – H&S International, Alaca Kadir – H&S International, Sigrun Follmann – H&S International, **30 YEARS** Karin Jäger – Civil Engineering Wels, Dirk Schmitt – H&S International, Reinhold Bredl – RM Wasserbau **35 YEARS** Michael Mayrhofer – Crane Linz, Luka Rogic – Crane Linz, Gabriele Schüller – H&S International, Max Ertl – RM Wasserbau **40 YEARS** Josef Langeder – Heavy Transport Wels

PRIZE QUESTION: READ AND WIN

Prize question: "What was a tower lift used for at the end of June?"

You can find the answer in this issue. From the correct entries we will draw 15 prize winners. Further information can be found under

www.felbermayr.cc/informer –

Click to enter! Please send the correct answer by **Fax +43 7242 695-144** or E-Mail us at **informer@felbermayr.cc**. The closing date is **31.03.2016**. All decisions are final and not subject to legal appeal.



1st prize:
An LTM 1500-8.1 to 1:50 scale

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For the sake of linguistic simplification, all statements in this document are to be understood as gender neutral.



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