

# INFORMER

FELBERMAYR GROUP MAGAZINE 2/2016

## COLOSSAL

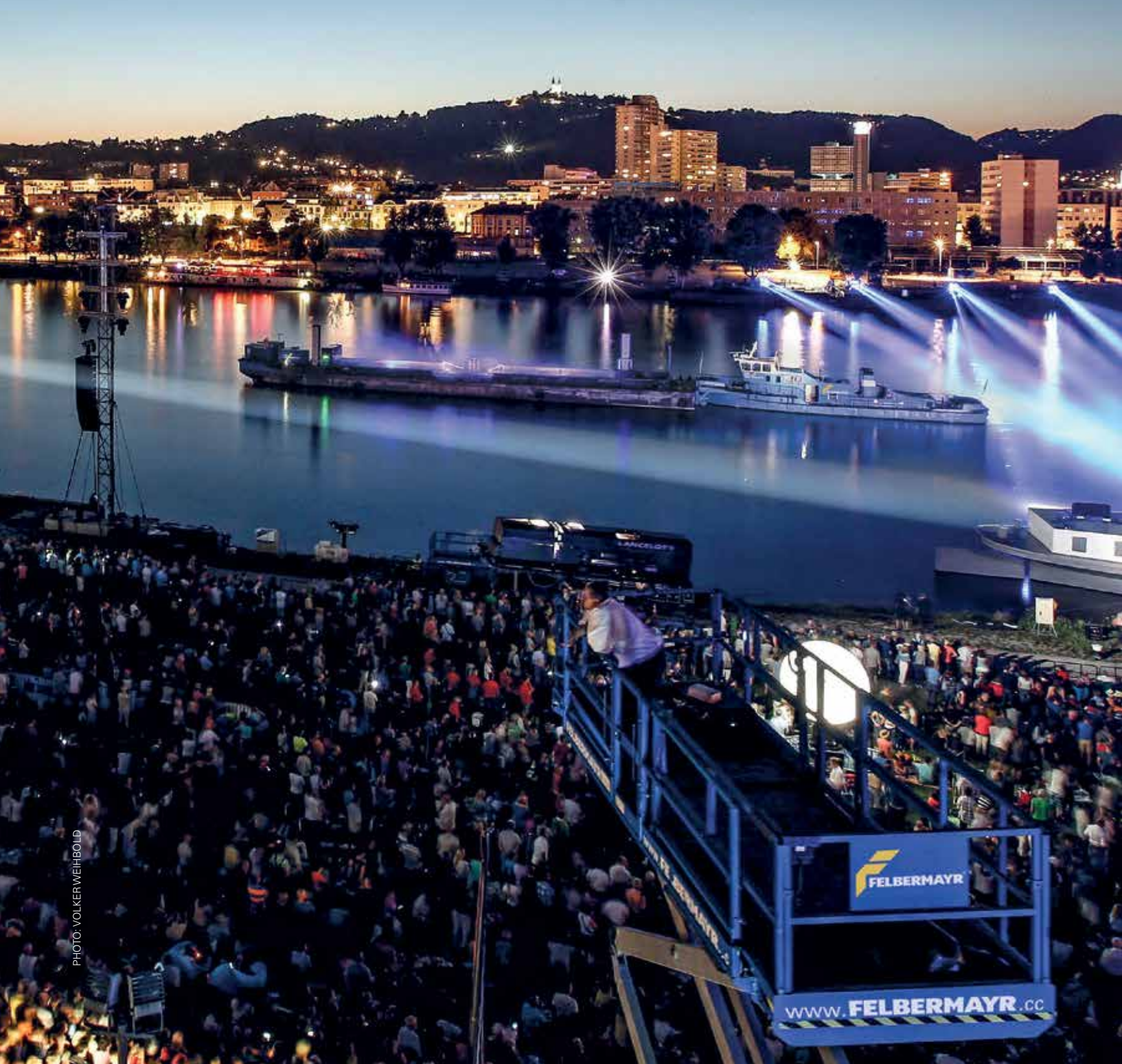
GIANT CRANE LIFTSTUNNEL BORING MACHINE

## OVERHAULED

CANAL REHABILITATION AT ALZ RIVER

## HEAVY HAULAGE

A GRAND VOYAGE ON SMALL ROADS







**Dear reader,**

„Nothing is as constant as change,” says a worldly wisdom ascribed to the Greek philosopher Heraclitus of Ephesus. That this statement is true even today will be clearly demonstrated in the coming days and weeks.

However, it is not just the political stage which undergoes rapid and unstoppable changes, the prevailing circumstances in our personal environment also change accordingly. The only difference is: In our immediate surroundings, we can help to shape, to adapt ourselves and create so-

mething positive out of this change. This is also the basis for the success of the Felbermayr family business. We are willing and will always adapt to the flow of time in order to successfully tackle the numerous great projects of our clients in the future. This requires innovative employees and suppliers, with whose help we can achieve even the most ambitious objectives for the benefit of our families and a worthwhile future for them.

And it is precisely now, the period before Christmas, that the importance of the

smallest unit of our social fabric, the family, is made even more clear. It is the mirror of our society and makes us into the person we are or would like to be. This was true during the lifetime of the philosopher Heraclitus of Ephesus 2,500 years ago and remains so.

In this spirit, we would like to thank our customers, employees and suppliers for the good cooperation, wishing you especially peaceful holidays, Merry Christmas and a good start in a hopefully accident-free new year.

  
DI Horst Felbermayr

  
Horst Felbermayr

## Content

### 01 TITLE

More than 100,000 spectators had showed up to enjoy the traditional Klangwolke event at Linz's Donaupark. Thus, several work platforms and cranes had been rented from the Felbermayr fleet for purposes of assembly work and the positioning of technical equipment. The motor vessel Landshaag and a stilt-mounted pontoon were used to position a water cannon.

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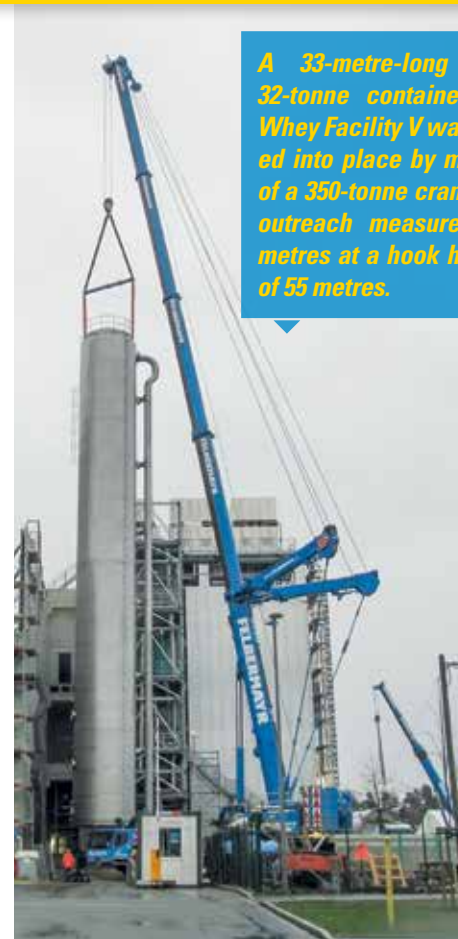






## RATHAUSPLATZ SQUARE IN VIENNA Special transport delivers Christmas tree

The spruce that this year adorns Vienna's Rathausplatz square is 27 metres tall, weighs about seven and a half tonnes and is roughly 130 years old. The departure point for this special transport were the city's own water protection woods on the Lower Austrian-Styrian border at Semmering Pass.



A 33-metre-long and 32-tonne container for Whey Facility V was lifted into place by means of a 350-tonne crane. Its outreach measured 22 metres at a hook height of 55 metres.



## BAU-TRANS HUNGARY Container transport for Duisburg steelworks

In late June, Bau-Trans Hungary performed eight heavy haulage transports to Gönyü Harbour. At a height and width of 8.2 metres and 7.1 metres, respectively,

the largest component transported measured 40 metres in length and weighed in at 140 tonnes. The onward transport to Duisburg took place by water.

## MÜLLERMILCH Crane job for white gold

Sachsenmilch is currently extending its whey product factory in Leppersdorf close to Dresden. Among others, up to six cranes and a dozen work platforms were used simultaneously. The heaviest equipment used was an LR 1600 crawler crane with a maximum load capacity of 600 tonnes.

## RHINE-HERNE CANAL Cross-section extended for shipping operations

Some two years ago, Felbermayr's subsidiary Reinhold Meister Wasserbau started construction on the extending the cross-section of the Rhine-Herne Canal in the north-west of Germany. The measure is aimed at allowing two ships to pass each other along the entire length of the waterway. For this purpose, a trapezoidal profile with a bed depth of four metres and a minimum water level width of 55 metres is installed along a flow length of some 500 metres.

To extend the cross-section of an additional 500 metres of canal, a rectangular profile with sheet pile wall casing on both sides is constructed.

Among others, an excavator with 19 metres of outreach is used for handling and excavating tasks.





## CIVIL ENGINEERING Full completion of Klaus tunnel chain

Felbermayr's Civil Engineering Department started conversion work on the junctions of Sankt Pankraz and Klaus on the A9 motorway in Austria in April. In the process, the Road Construction De-

partment's workers performed road bed construction work and laid some 17,000 square metres of three-layer asphalt. The contract furthermore included the construction of a so-called CNAS route from Klaus to Windischgarsten as well as the laying of sheathing and tubes for the installation of fibre optics cables. Construction work could be completed

in November. However, Felbermayr's Construction Site Traffic Guidance Department will conceptually accompany traffic flow all the way to the end of the full completion of the tunnel chain on the A9 Pyhrnautobahn motorway. According to client Asfinag, the eight-kilometre-long section is scheduled to be opened to traffic in 2018.



## HYDRAULIC ENGINEERING Equipment-related deployments

In mid-October, work on the construction of another landing facility for the Enns River port on the Upper Danube began. For this purpose and following a drilling operation, 18-metre-long dolphins were rammed into the ground and filled with gravel and injection mortar by

Felbermayr's Specialist Civil Engineering Department. The steel construction for the approx. 170-square-metre transshipment point had been built in the assembly halls of Felbermayr's Heavy-Load Port in Linz and lifted into place on the construction site by Felbermayr's Crane Rentals Department. The construction scheme's client was Felbermayr's Hydraulic Engineering Department.



## LONG LINE New sewer system prevents environmental hazards

Felbermayr's Hydraulic Engineering Department built a 8.5-kilometre-long lake pressure line at Lake Ossiach in Carinthia. The line transports sewage to the Villach Waste Water Treatment Plant. 18-metre-long polyethylene pipes formed the basis for the line. These pipes were welded together to pipelines 700 metres in length each. Subsequently, they were floated to the site by means of pontoons and laid on the lake bed up to 50 metres below the surface. The contract assigned to Felbermayr's Hydraulic Engineering Department could be completed in late November, after a construction time of approx. four weeks. By the end of the year, the new lake pressure line is supposed to start its trial run.

PHOTOS: MARKUS WEICKINGER, MARKUS LACKNER, HARRY STEEG





from left to right: Robert Bauer (Felbermayr), Wolfgang Schellerer (Felbermayr), Wolf Arne Harders (GE), Josef Schneider (DB Schenker), Horst Felbermayr, Hedi Wechner (Mayor of Wörgl), Martin Mühlbacher (GE), Alexander Winter (DB Schenker)

## GROUND-BREAKING CEREMONY New logistics warehouse in Wörgl

Late September saw the ground-breaking ceremony for a 3,600-square-metre logistics warehouse in Wörgl. The heavy haulage and lifting technology company Felbermayr thereby served as the developer and logistics partner of DB Schenker. The dispatch and equipment warehouse is being constructed by GE for Jenbacher

Gasmotoren. To guarantee the perfect storage and smooth transport of gas motors, the warehouse will be equipped with modern and elaborate warehouse and lifting technology and feature high safety standards. Thus, two 40-tonne cranes will be used to load the generators and a DB Schenker shuttle transport route will be established be-



tween Jenbach and Wörgl. This allows for the direct transport of the motors from the production facility in Jenbach to the new logistics warehouse. From there, the Jenbacher motors including accessories can be shipped to countries all over the world.

## CONNECTING Concrete beams for school extension lifted into place

An LTM 1750 was used for the extension of the New Middle School on Rain-erstraße in Wels in late September. Nine lorry loads were required to transport the mobile crane with its 184 tonnes of ballast and 28-metre-long luffing lattice jib to the site. The crane was used to lift into place eight concrete beams supplied by the manufacturer of pre-cast elements Oberndorfer. Two of these were 30 metres long and weighed 70 tonnes. The other six weighed in at 16 tonnes each and measured 15 metres in length. Spatial restrictions in the city centre made this job particularly difficult. Furthermore, the entire through traffic had to be extensively re-routed for the duration of the three-day job. The plank ceiling - some 1,000 square metres in size - was subsequently installed from the opposite side by means of an LTM 1200-5.1 with full ballast in the course of a 2-day job.







#### KEEPING COOL

### Mobile construction crane lifts air conditioning unit into place

The Liebherr MK 140 mobile construction crane proved to be the perfect machine for the purpose of implementing comprehensive rehabilitation measures on

the roof of Linz Airport as well as the replacement of its air conditioning unit. This mobile construction crane's advantages mainly manifested themselves in coping with the restricted spatial conditions and a projecting roof that had to be dealt with. The heaviest element to be lifted into place was the new air conditioning unit for the Sky Gourmet airport restaurant.

The unit measures 4.6 metres in length and 2.55 metres in height as well as 1.38 metres in width and weighed in at 1.67 tonnes. With its maximum load capacity of 1.9 tonnes at a maximum outreach of 65 metres, this crane more than stood up to the task, however. Felbermayr currently has a total of 16 mobile construction cranes in use.

#### HEAVY WORK

### Suspended transport with 400-tonne transformer

Krefeld am Rhein branch's Heavy Installation Department had to face a particularly trying challenge. The task was to move a 400-tonne voltage transformer some 100 metres at the Meppen transformer station. The problem was that the subsoil lacked sufficient load bearing capacity. The solution was to use a skidway. Thus, the load could be distributed into the subsoil in a permissible way. To this end, the voltage transformer was first pulled to the end of the load-bearing subsoil on the existing mat tracks. Once it had arrived there, it was lifted off the chassis using special lifting equipment, supported on cross beams and then lifted another 1.2 metres to be placed on the skidway. After that, the transformer was hydraulically skidded to the end of the skidway. There, the process was repeated in reverse and the transformer was once again placed on the mat tracks with sufficiently load-bearing



ing subsoil. Following this step, the voltage transformer was pulled into the new transformer box by means of winches.

A prerequisite for moving the transformer by means of the skidway was the construction of a 75-metre-long and 7-metre-wide gravel bed. After that, excavator mats and load distribution plates

were laid onto this bed. This created the "foundations" for the actual skidway and established the permissible load distribution conditions. The ten-day job made the transformer's dismantling and reassembly redundant. Thus, the successfully implemented solution involving the skidway also contributed to risk minimisation and cost savings.





from left to right: Gerhard Hunger (Bilfinger Gerätetechnik), Horst Felbermayr (Felbermayr Holding), Christian Nimmervoll (Bilfinger Gerätetechnik)



To the video

## 20 YEARS OF GT-RACING Business fun with added value

Felbermayr's partner company Bilfinger Gerätetechnik had invited more than 1,200 guests to not only celebrate its 20-year anniversary, the number also marked a record in visitor numbers. The event's concept as a merger of technical information and entertainment was a resounding success. This year, the company's customers and partners were thus given the chance to get an overview of the equipment and fleet of renowned industry suppliers. Among others, Felbermayr showed a Liebherr MK 140 mobile construction crane. By means of a comfortable operator basket and a maximum hook height of almost 100 metres, guests were treated to dizzying views of Wels.



## SPECIALIST CIVIL ENGINEERING Protection measures for Northern Italian fortress

Between early August and late September, employees with Felbermayr's Specialist Civil Engineering Department were working on the implementation of a rock fall protection system for the former fortress in Nauders. It thereby installed 140 running metres of rock fall protection fence as well as 800 square metres of heavy rock stabilisation. For this purpose, 650 running metres of anchors were drilled and installed. Due to the system's exposed location, the required columns and fence components as well as various anchor material needed to be flown to the site on the rock face by helicopter in a just-in-time manner. Construction took place in the framework of rehabilitation work on the approx. 180-year-old fortress.

## FROM HUNGARY TO SWITZERLAND 425 special transports for pumped-storage power plant

A collaboration between Felbermayr and Bautrans performed a total of 425 special transports as well as 6 large-scale transports with widths of up to 6.8 metres and weights of 80 tonnes. The route ran from Tiszakecske in Hungary to Trient in Switzerland. The destination was the Nant de Drance pumped-storage power plant located some 2,000 metres above sea level.





# Underwater concreting

**Felbermayr's subsidiary Hagn Umwelttechnik started rehabilitation work on the trapezoidal Alz River Canal in south-eastern Germany in late August. It thereby used a patented canal sealing system. Felbermayr's Specialist Civil Engineering, Crane Rentals and Platform Rentals Departments supported the project.**

**T**he Alz canal winds its way through the region for some 18 kilometres from Hirten to Burghausen before running through the power station and flowing into the River Salzach. The canal's construction started in 1916. Certain sections of this structure which supplies the industrial centre of Burghausen with cooling water and power had already been gradually rehabilitated over the course of recent decades. This one, however, marked the most comprehensive rehabilitation job of all time, says Michael Altschäffl from Hagn Umwelttechnik: "We were commissioned with sealing an approximately 1.5-kilometre-long section. To complete this job, we are using so-called Incomat mats." These mats resemble an oversized air mattress and after laying at the canal base are filled with a concrete with particularly good flowing characteristics,

thus forming a second skin covering the original sealing.

## Patented base sealing

The site's hydro-geological conditions presented a truly trying challenge. For instance, about half of the section that was to be rehabilitated, was located up to 1.7 metres below the ground water table. "Previously, there had been no way to rehabilitate the canal at this point for pumping off the following ground water would have involved disproportionately high efforts. Only the use of Incomat mats and our capabilities of concreting under water made it possible to rehabilitate the canal and re-seal it," Altschäffl explains. However, before work proper could begin, existing sediments had to be removed from the canal base and algae from the slopes. Thousands of fish were



**Michael Altschäffl: Technical Manager, Hagn Umwelttechnik**

evacuated during the canal's draining and found a new home in the Alz River.

## Canal rehabilitation laying ramp

A prerequisite for the proper laying of the tailor-made Incomat mats in the trapezoidal canal bed was the construction of a laying unit. "This platform was particularly developed for this canal's cross-profile and subsequently drawn using Autocad. The system was then built in Felbermayr's Wels workshop," Altschäffl illustrates the elaborate project process. The canal's varying widths and bend radii thereby presented the team with particular challenges. In the end, however, it managed to build a laying unit that met all requirements. "Due to the fact that the ramp's assembly in the water would only have been possible by deploying divers because of the high ground water table, we decided to pre-assemble the unit at the shore and lift it into place using mobile cranes," Altschäffl explains the process that used Felbermayr and Wimmer lifting technology. Overall, the steel structure weighed some 40 tonnes. Once the concrete-filled Incomat mats had been placed on the laying unit's ramp, the weight rose to a total of 60 tonnes. A hydraulic ex-



**The Incomat mat sections up to 20 metres in length were sewn together on location.**



cavator was used as towing equipment. Thus, a 1,000-metre canal section was sealed under water and a 500-metre section in the dry. "Thanks to our employees' astounding commitment and experience, we made good progress," Altschäffl proudly comments on the system's successful premiere.

### Specialist Civil Engineering

Felbermayr's Special Civil Engineering Department was deployed to perform the rehabilitation of a culvert and the stilling basin. The job involved grouting of cracks as well as on-site rectification of damaged spots by means of shotcrete. The workers were supported by the provision of Felbermayr work platforms.

After a six-week construction period, work was completed in mid-October.







**PATENTED METHOD:**

*Construction on the Alz Canal in Bavaria started in 1916, exactly 100 years ago. Partial sections of the some 40-kilometre-long structure had been gradually rehabilitated over the course of recent decades. However, up till now, there had not been any method to rehabilitate an area located below the ground water table. Only a method developed by Felbermayr's subsidiary Hagn Umwelttechnik made it possible for the first time to rehabilitate such areas by using a laying unit and so-called Incomat mats.*







# Storm surge protection

**On the Nordstrand peninsula, the Felbermayr subsidiary Reinhold Meister Wasserbau constructed the tallest dike in Schleswig-Holstein. The storm surge protection structure is two kilometres long and about one metre taller than the old dike section dating back to 1965.**

**S**ince time immemorial, people have lived on the Nordstrand peninsula located some 40 kilometres south of Sylt. In the winter months, however, storm surges several metres in height threatened the settlements. Schleswig-Holstein's tallest dike now withstands the forces of nature and preserves the settled areas.

## Dike construction

To be precise, the existing dike dating back to 1965 was renewed along a two-kilometre section. "The new dike is 25 metres wider and 1 metre taller than the old one from 1965," Construction Manager Bernd Waclawek describes the measures implemented. Thus, the dike

was adapted to rising sea levels resulting from climate change. The dike was renewed in parts of 300 metres each. To keep the construction site dry, a temporary summer dike was erected on the ocean side. "On the shore side, we started with creating the rough and fine ground surface," Waclawek reports on the immensely accurate work performed by the GPS-guided bulldozers. An approximately 75-centimetre tall structure was subsequently built and serves as the dike's foundations. These so-called Geo honeycomb grids consists of a metal grid filled with gravel and sand that is compacted using rollers. The actual dike structure was then built on top of this "foundation" from sand. This sand was extracted from the bottom of the ocean

*GPS-guided bulldozers allow for work performed with astonishing accuracy.*



by a cutter dredger and transported to shore. From there, the material was then conveyed approx. 1,500 metres, beyond the so-called purge dams by means of a pump-and-hose system. "There, the wa-

*The sand required was extracted from the bottom of the ocean by a cutter dredger. It was subsequently transported to shore. There, the material was dumped and transported up to 1,500 metres to the purge dams.*

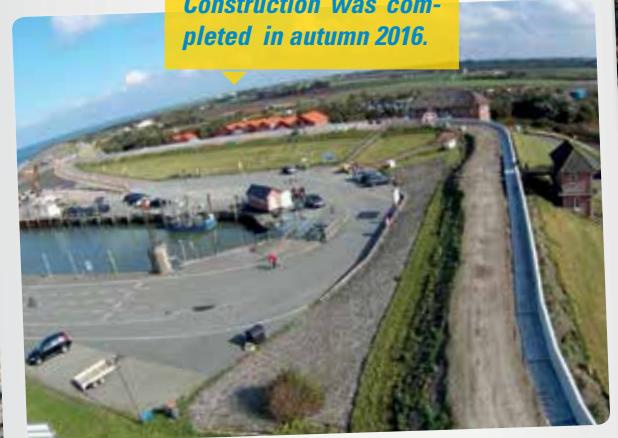




*Geo honeycomb grids are used to build the dike's foundations. This system consisting of gravel and sand is 75 centimetres high and compacted using rollers. The actual dike structure is then built on top from sand.*



*Construction was completed in autumn 2016.*



ter can seep off through lateral trenches and only maximally dry sand for the dam's core remains," Waclawek explains. After that, the material was shaped by means of bulldozers and excavators and a row of stay cills was erected for the ocean-side end of the future armourstone structure. Subsequently, the actual dam body was covered using a naturally occurring silty to clayey mass, the so-called clay layer. This was followed by an additional armourstone structure reaching up to a certain height above the ocean level. This structure is linked by means of a special cement. The dam's greening yields additional erosion protection. Finishing work such as the construction of a bicycle way on the dam's crest as well as a flotsam removal road was also performed.

In addition to the new dike's construction, a flood protection wall was built along a 500-metre section of the old dike. "For this purpose, 11.7-metre-long sheet piles were pressed into the dike in a vibration-free manner by means of a hydraulic press," Waclawek reports and notes that vibration-free work was particularly important to prevent weakening the old dike. Holes were later burnt into

the projecting sheet pile heads to push through and weld-mount the reinforcing steel rods. This was followed by formwork and concreting. One special feature, according to Waclawek, are the sleeves which had been left open in the foundations on the dike's

crest. "There, we subsequently placed 70-centimetre-wide and 80-centimetre-tall pre-manufactured reinforced concrete elements," Waclawek explains. In autumn, construction work on the future-proof storm surge protection structure was complete. ■



*In the course of the rehabilitation measures, the old dike dating back to 1965 became 25 metres wider and 1 metre taller. It thus protects 612 hectares of lowlands with 370 inhabitants and property valued at some 45 million Euros.*





*Due to the fact that the site was located in the immediate proximity of a residential area, work could only be performed in specified time windows.*



# Steel giants amongst themselves

**To be used in the extension of an underground line in Bucharest, a tunnel boring machine was brought to its new site of operation in September. Felbermayr's Romania branch had been commissioned with the 350-tonne project. A 24-axle low-bed trailer and a crawler crane with 600 tons of load capacity were used.**

**E**arly this year, Felbermayr was once again commissioned with moving a tunnel boring machine (TBM) in the centre of Romania. The basis for this project is the extension of line 5 of the Bucharest underground system. Despite similar framework conditions, some 6 months of preparation were required to perform the repositioning of the 350-tonne tunnel boring machine to its new location at the underground station. With a diameter of 6.6 metres and a length of 10 metres, this TBM is the largest tunnel boring machine currently used on the construction site.

## Heavy haulage and crane use

This time, we found totally different framework conditions. This resulted in the long projecting phase of about half a year. The contract included lifting the TBM out of its old building site, transporting it to its new site of operation and subsequently lifting it into place in the new construction pit.

"The tunnel boring machine's transport already presented a challenge. The traction force required was provided by a 660-hp puller and an equally powerful pusher machine. A 24-axle low-bed trailer was used in order not to exceed the road's permissible point load. However, also in terms of lift, weight distribution was an immensely important factor," Stan reports: "Due to the fact that the ground lacked sufficient load-bearing capacity, we used suspended ballast as a counterweight to the tunnel boring machine. The mass of 180 tonnes required for this purpose had already been mounted on the ground. In the end, the crane pushed down on the subsoil modified with plates with a force of 980 tonnes, distributed among two crawler chassis. This is not taking into account the additional 350 tonnes the TBM weighed.

This lift's prerequisites included computer-supported calculations that were undertaken in cooperation with the client. "However, when we had clarified everything in theory, we realised that this wouldn't work as we had wished in practice. Insufficient space to move the crane components as one of the reasons we had to go back to the drawing board, so to speak," Stan describes the complex task ahead. The fact that work took place in the middle of a residential area also required compliance with special stipulations such as compliance with rest times.

## A race against the clock

In the end, the core component of the 350-tonne tunnel boring machine was moved in a matter of just eight days. In this time, a 980-tonne crane was assembled and disassembled twice, the TBM was dismantled, lifted out and moved as well as lifted back into place. "All this meant highly focussed cooperation between all teams involved," Stan proudly announces that the project was completed successfully. ■



*The 350-tonne main component was lifted into place by means of a crawler crane. At 980 tonnes, the lifting unit's weight was impressive, too.*



# A grand voyage on small roads

In late August, two heavy haulage transports of impressive dimension made their way across the Bavarian county of Traunstein, from Tacherting to Passau. Two components weighing 110 and 155 tonnes, respectively, were hauled. The two vehicle combinations thereby reached lengths of almost 60 metres.



*Persistent rainfall made the heavy haulage transports even more difficult.*



**A**t these dimensions and including the flat-bed trailer, we reached a transport height of 6.5 metres," says Andreas Mathis from commissioned Bau-Trans and thus explains why these special transports could not run on main traffic arteries but primarily needed to use back roads. For at this transport height, the vehicles would have run into too many overhead lines and bridges they wouldn't have been able to pass under.

#### Two day stages for 120 kilometres

To be precise, the heavy haulage transports including traction unit and freight measured 57.7 metres in length, 6.65 metres in width and 6.5 metres in height and 56.5 metres in length, 4.42 metres in width and 5.45 metres in height, respectively.

The departure point for both transports was a factory some 100 kilometres east of Munich. "The first day stage led us past Burghausen via Hart an der Alz to an auxiliary access road onto the federal road towards Passau specially built for heavy haulage transports," Mathis illustrates. The first day stage's destination was the town of Tutting approximately 35 kilometres shy of Passau. Around 3 p.m. in the afternoon of the following day, the convoy reached the Port of Passau-Schalding.

*Two 600-hp pusher and puller machines each were permanently used during the transport.*



*Construction sites, the natural enemies of heavy haulage operators.*

Due to the challenging route, many traffic guiding measures were required. "The whole time, we were accompanied by a workshop truck whose job was to remove traffic signs that presented obstacles and to lift traffic light installations," Mathis illustrates the progress and points out that the route also included ascensions with gradients of up to 12 per cent. This necessitated the permanent use of one pusher and one puller machine for each transport. 20-axle and 17-axle flat-bed trailers were used as haulage vehicles.

#### To Antwerp via inland waterways

The further transport route led to the Belgian Port of Antwerp via the River Danube and the Main-Danube Canal. Once it had arrived there, both components were loaded onto sea-going vessels and transported onwards to Portugal and Indonesia. There, the plant parts consisting of heat exchangers and pipework are used in a steelworks and an ammonia plant for the production of fertilisers. ■





# New location north-west of Munich opened

Felbermayr's subsidiaries Wimmer Maschinentransporte and Hagn Umwelttechnik have found a new home.

On 23 September, the new 40,000-square-metre location in the Sulzemoos business park was ceremoniously opened.



from left to right: Wolfgang Schellerer (MD of Felbermayr Transport- und Hebetchnik), DI Horst Felbermayr (MD of Felbermayr Holding), Gerhard Hainzinger (Mayor of Sulzemoos), Horst Felbermayr (Senior CEO), DI Michael Altschäffl (Hagn Umwelttechnik, DI Holger Stegmann (Wimmer Maschinentransporte)

What has been created here in a mere eight months is highly impressive," the Felbermayr owner family proudly comments the new location's swift completion. Equally happy are the bosses of the Felbermayr subsidiaries Wimmer Maschinentransporte and Hagn Umwelttechnik: "This new site provides us with the ideal framework conditions to meet our customers' needs in the best way possible," Wimmer Maschinentransporte's Holger Stegmann and Hagn Umwelttechnik's Michael Altschäffl illustrates the possibilities some 10,000 square metres of office, warehouse and workshop space present.

## Exemplary location

Among the approximately 250 guests were many customers and partners but also Felbermayr managers. The latter were there to take a close look at Wim-

mer, a company specialising in special transports and industrial assembly jobs as well as crane rentals. Specialising in landfill construction and environmental engineering, Hagn impressed its visitors with a short film on the rehabilitation of a power station canal. For Wolfgang Wimmer, the Managing Director of both Felbermayr Transport- und Hebetchnik and Wimmer as well as the co-initiator of the



Sulzemoos location, the location marks a milestone: "Wimmer has developed impressively since the take-over five years ago and it continues to be exemplary for many other successful fields."

## A family party

The afternoon of the opening day had been reserved for the families of the location's approx. 150 employees. Entertained by a bouncy castle and a balloon start, the many children in attendance got a glimpse of their parents' work place. And who knows - some of them might become Felbermayr employees in the future and continue writing the history of the Wels-based family business.

Cheerful: Gisela and Horst Felbermayr are happy about the new location's swift completion and successful opening celebrations.

PHOTOS: WIMMER/HINTERSEER



## EMPLOYEE JUBILEES A BIG THANKS TO LONG SERVING EMPLOYEES

**15 YEARS** Hubert Auer – Work Platforms Linz · Auernig Klaus – FST Salzburg · Robert Bauer – T&H Tyrol · Maximilian Cisek – ITB Linz · Jürgen Grabenhofer – Cranes Graz · Markus Hüttmeyer – Hafen Linz · Clemens Kaiser – FST Salzburg · Josef Kramser – FST Salzburg, Andreja Lucic – Holding Wels · Robert Mittermayr – Work Platforms Linz · Andreas Swoboda – Work Platforms Tyrol · Franz Trinkl – Holding Wels · Elke Ziegler – Holding Wels · Manfred Anzinger – MTA Wels · Bernd Beck – Heavy Haulage Wels · Vitus Danklmaier – FST Salzburg · Wilhelm Dornstädter – MTA Wels · Walter Felkl – Cranes Linz · Christian Fruhwald – MTA Wels · Josef Furlinger – Cranes Linz · Georg Granitzer – FST Salzburg · Lukas Höpler – Transport Lanzendorf · Wolfgang Kases – Cranes Thaur · Dragan Lapadatovic – Cranes Lanzendorf · Manfred Mayrhofer – Work Platforms Linz · Josef Messner – FST Salzburg · Claus Mittermayr – Heavy Haulage Wels · Dalibor Nikolic – Cranes Lanzendorf · Mario Pichler – Work Platforms Linz · Karl Heinz Pucher – Heavy Haulage Wels · Wolfgang Rauchenecker – Cranes Linz · Jürgen Rusam – Work Platforms Linz · Georg Suntinger – FST Salzburg · Erwin Trachsler – Cranes Lanzendorf · Michael Weilharter – Civil Engineering Salzburg · Franz Hubert – Wimmer Projekt Wels · Egon Wurzer – Bau Wels · Christian Zsalacz – Insertion Lanzendorf · Alessandro Stradiotto – Transport Venice · Gerhard Gruber – Sareno Ulrichsberg · Andreas Leitner – Sareno Ulrichsberg · Mohammad Javed – Haeger & Schmidt International GmbH · Mike Sikorski – Haeger & Schmidt International GmbH · Michael Eberhard – Wimmer Maschinentransporte

Sulzemoos · Uwe Grabowski – Felbermayr Deutschland GmbH · Krefeld · Petra Moffroid – Felbermayr Deutschland GmbH · Krefeld · Ralf Bauer – Hagn Umwelttechnik GmbH · Volker Müller – Hagn Umwelttechnik GmbH · Hannelore Tschampel – Reinhold Meister Wasserbau · Simone Klämpfl – Reinhold Meister Wasserbau · Peter Rederer – Bau-Trans GmbH · Boris Albl – Felbermayr Nürnberg · Christine Feyerlein – Felbermayr Nürnberg

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**40 YEARS** Anita Hummer – Holding Wels · Margit Pfeufer – Holding Wels · Josef Ringer – Civil Engineering Wels · Marion Wolff-Slotta – Haeger & Schmidt International GmbH · Heinz-Jürgen Fuchs – Haeger & Schmidt International GmbH · Reinhold Sahl – Haeger & Schmidt International GmbH

**45 YEARS** Romy Jarmer – Haeger & Schmidt International GmbH · Peter Richter – Hagn Umwelttechnik GmbH

**50 YEARS** Elfriede Spindler – Hagn Umwelttechnik GmbH

## Prize draw

**Prize question:** *For what purpose was a Felbermayr crawler crane with 600 tons of load capacity used in Bucharest in September?*

You can find the answer in this issue. From all those sending in the correct answer, we draw 15 winners who will receive non-cash

prizes. Please send in the correct answer by **Fax +43 7242 695-144** or e-mail **informer@felbermayr.cc**. The closing date is the **31<sup>st</sup> of March 2017**. All decisions are final and not subject to legal appeal.

**1<sup>st</sup> prize:**  
**A Volvo FH Heavy Haulage ZGM with Goldhofer 3/5-axle flat-bed trailer Scale 1:50**



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