

INFORMER

FELBERMAYR GROUP | JUNE 2/2013

REVOLUTIONARY
CHANNEL ENGINEERING ON THE ISAR CANAL

GIGANTIC
WORLD RECORD AT HELDENPLATZ

DRAINED
LOCK RENOVATION FOR A HYDROELECTRIC
POWER STATION ON THE DONAU

REPORT:
A MAMMOTH TASK



Dear readers,

Rock-bottom prices, falling order volumes and spiralling energy costs are currently looming like black clouds over the horizon as many industrial companies look to plan for the future. In addition, companies must contend with almost impossible environmental regulations and not least emissions standards, whose benefits are thoroughly questionable.

It does, of course, make sense to ban “polluters” from the roads. However, if emissions levels are reduced and in turn road tolls are increased massively, as is planned in Austria, then you feel like you are being punished and forced to pay for running a modern transport fleet. It is also important to bear in mind that purchasing and maintaining a truck that complies with the latest emissions standards is significantly more expensive than the cost of its highly sophisticated predecessor – this makes the true extent of the cost increases plain to see. Furthermore, the purification of exhaust gases leads to increased consumption. Therefore, “cleaner” does not necessarily mean “more economical!”

In future, it will be important to be more cautious with investment in this area. This is because the current surplus and the associated fall in prices will make it ever more difficult to use budgets accurately. The new Austrian road toll regulation is due to come into effect at the beginning of next year. This leaves only hope in Santa and the wish for a Christmas tree decorated with public tenders, acceptable energy costs and fair road tolls.

In this spirit, we wish you and your families a merry Christmas and every success for the New Year. Thank you for your valuable cooperation.

*Alpin Vision
Secure jobs
Expansion
Investment
Fair toll charges
Innovation
Incoming orders
Site offensive
Tax incentives
Calculable energy costs
Decreasing incidental wage costs
Jobs*

Felbermayr
Horst Felbermayr

Best regards,

Felbermayr
Horst Felbermayr DI

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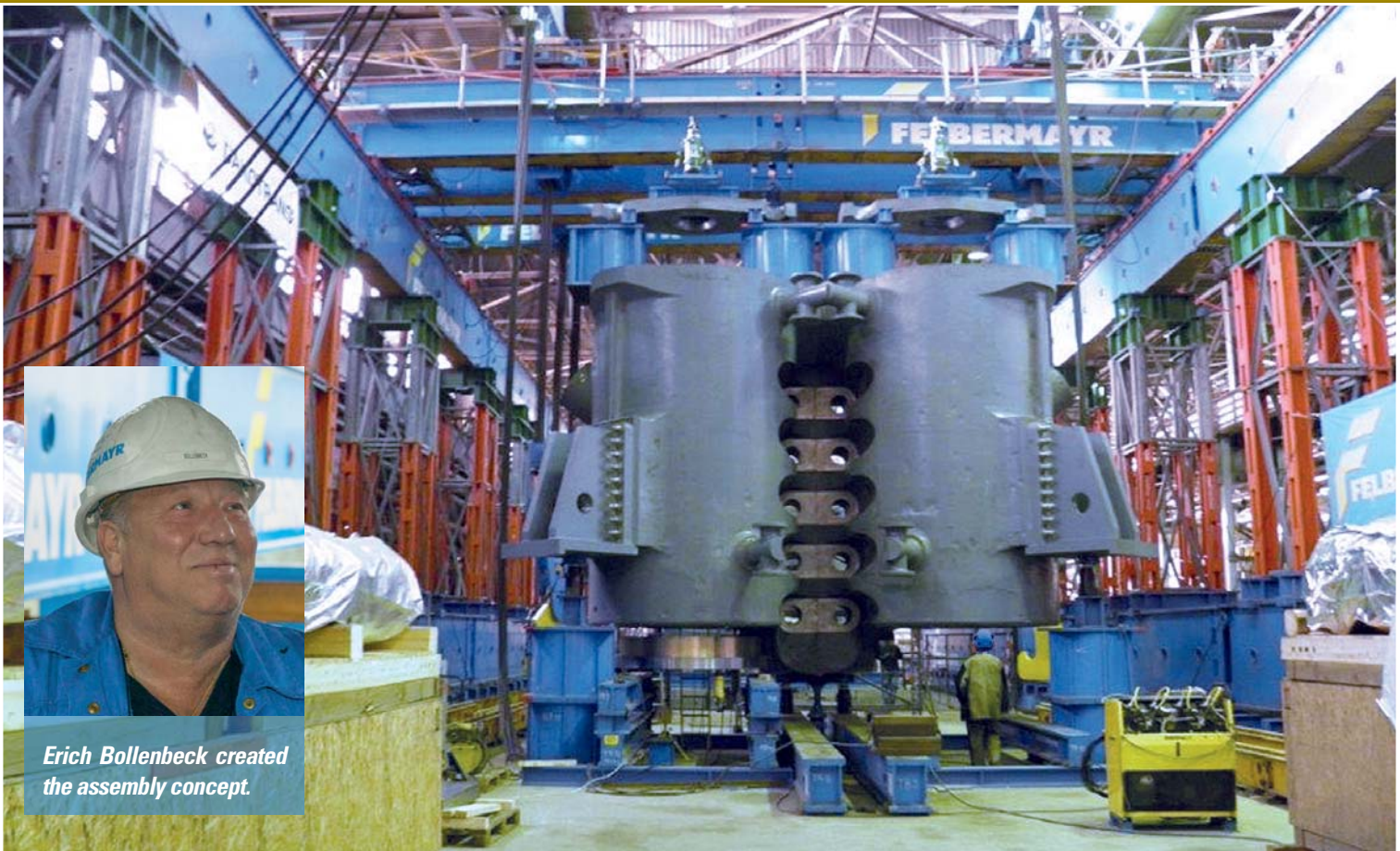
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This year, Felbermayr provided logistics, and transport and lifting technology for more than 70 plants in Lower Austria and Burgenland. The LG 1750 from Liebherr was ever-present for lifting components into position. The chassis of this mobile truck-mounted crane makes it an ideal alternative to a crawler crane of the same load category. Furthermore, special vehicles with wind tower adapters and telesteps were used to transport the wind-turbine blades (up to 54 metres long) and the heavy load port in Linz was also integrated into the logistics chain.



Erich Bollenbeck created the assembly concept.

COMPLEX Hard work for 20,000-ton closed-die forging press

Employees in the heavy equipment division have installed a closed-die forging press weighing approximately 3000 tons in Moscow. Preparations for the heaviest single lift that Felbermayr has carried out date began in July 2012 with the delivery of the installation material from the subsidiary in Hilden near Düsseldorf. This required 47 truckloads with a total 800 tons of material. The complex procedure for installing the 1350-ton lower beam took three months. Once this was complete, Felbermayr's heaviest lift to date could take place. To carry out the lift, four strand

jacks with a lifting capacity of 400 tons each were used. In order to position the heavy weight over the nine-metre-deep installation pit, it had to be moved approximately 20 metres further on the rail-mounted frame. Only then was it lowered in meticulous detail. Then the 1350-ton component had to be aligned vertically and horizontally exactly to the nearest hundredth of a millimetre. Next in the process, additional machine components were mounted with a total weight of 800 tons. Finally, in September 2013, the upper beam weighing in at 360 tons was lifted into place.

This enables a pressing power of 20,000 tons to be built up. Once completed, the 3000-ton press reached a height of around nine metres above ground and below ground. The press is mainly used to manufacture nickel-based superalloys. These are mainly used in the aviation industry. According to the manufacturer Siempelkamp, the press, as the first of its size in the world, has underground heating. This enables a high level of precision and near-net-shape components also to be achieved even from materials that are particularly difficult to forge.



PHOTOS: MARKUS LACKNER, GERALD ADELSGRUBER, FELBERMAYR HEAVY EQUIPMENT

CIVIL ENGINEERING NOISE BARRIERS BUILT ON THE A10

New noise barriers are currently being built and existing barriers upgraded using the latest techniques along around seven kilometres of the A10 Tauern Autobahn between Knoten Salzburg and Salzburg South/Grödig. Around 1400 steel piles are being driven up to five metres into the ground to provide the foundations for the barriers. The noise barriers, which have been designed to be architecturally attractive, comply with the requirements of the Salzburg noise protection authority and therefore have a uniform appearance. In addition to the deadline pressures, the high traffic levels of the motorway and geological conditions made the work difficult. Nevertheless, the contractual services were completed on schedule.



BUILDING-MATERIAL RECYCLING WBR UNDER NEW MANAGEMENT

For 18 years now, the focus at the Welser Baustoffrecycling (building-material recycling) plant has been on the maximum resource conservation of building materials. In August, management of the company was handed over to Reinhold Reisenbichler. In taking up this role, he follows on from Robert Lehner, the founder and pioneer in building-material recycling. Every year the plant processes around 5000 truckloads of construction waste according to environmental and economic criteria. Numerous crushers and air separation machines for separating material are available for recycling materials such as concrete, asphalt and brick. The processed material is used as an anti-frost layer or filling material in road and dam construction. Brick chippings can also be used for the foundations of flat roofs due to their moisture-retaining properties. Welser Baustoffrecycling GmbH is a member of the Austrian Quality Protection Association for Recycled Materials (Güteschutzverband für Recyclingstoffe).



PRINCELY Lifting technology in use for fastening technology

The global company in fastening technology is building a new innovation centre at its headquarters in the Principality of Liechtenstein. For three years now, Felbermayr lifting technology has been supporting the construction work with numerous cranes and work platforms from the BauTrans site in Vaduz. A particularly delicate element of this work is lifting glass façades into place. According to Branch Manager Roger Beck, particular attention must be given to the communication between the many tower cranes and mobile cranes being used. Close cooperation between all the companies involved is also essential in connection with the use of the up to 40-metre-high work platforms, according to Beck.



OVERCOMING A MOUNTAIN Transporting a generator to a pumped storage power plant

The final transport of units for the Reißeck II pumped storage power plant was carried out at the end of October. A 200-ton rotor was transported to the site. A self-propelled transporter with a 480 hp PowerPack and two tractor units (800 and 600 hp) were used to carry out the operation. So that the tractor units could be pretensioned, a device was developed which allowed the PowerPack to be positioned over the drawbar coupling. This meant that the mounting frame was free and could be used to connect to the heavy-duty tractor unit. On the way to what is currently the highest hydroelectric power station in Europe, there were 15 turns and a climb to around 1000 metres above sea level to contend with.



BLACK FREIGHT ROAD REPAIRS IN UPPER AUSTRIA

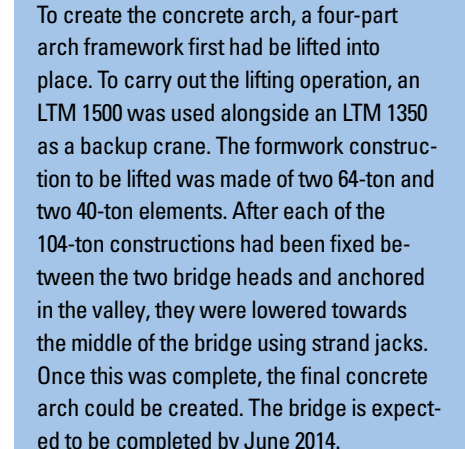
In September, 15 thermo containers and up to three finishers were used together for repair work on a main road in Grieskirchen in Upper Austria. This involved processing 1900 tons of mixed material on a 4100-metre-long stretch of road in a single day. This also pushed the Felbermayr asphalt mixing plant in Haag am Hausruck to its limits. Because it has a maximum daily output of 2000 tons, the highly efficient Amann plant also reached its maximum. A further short, sharp deployment at the Bad Schallerbach motorway junction was also managed. Within two days, 1500 tons of asphalt mixture was moved to this location to repair ruts and other damage.



L to R: Peter Ackerlauer and Dr. Wolfgang Lakata (voestalpine Stahl GmbH Management Board), Dr. Wolfgang Eder (Chairman of the Management Board and CEO of voestalpine AG), Horst Felbermayr DI and Horst Felbermayr (Managing Director, Felbermayr Holding GmbH), and Alfred Düsing Mag. (voestalpine Stahl GmbH Management Board)

AWARD-WINNING FELBERMAYR RECEIVES SUPPLIER AWARD

At the end of September, voestalpine Steel Division awarded Felbermayr the prize for Best Supplier in the "voestalpine Partnership" category. The prize was presented as part of the third Suppliers' Day in Linz. For Horst Felbermayr DI, this award honours, above all, the company's employees. It is thanks to their expertise and commitment, as well as the wide variety of technical capabilities that the Felbermayr company is able to meet voestalpine's requirements to such a high level. The senior director of the same name could not hide the joy written on his face. He also took the opportunity to thank the Managing Director of Transport and Lifting Technology, Wolfgang Schellerer, and the Division Head responsible, Peter Linimayr. Both have been with the company for exactly 30 years and have therefore made a significant contribution to this success.



BINDING Formwork lifted into place for an arch bridge

An arch bridge spanning 145 metres will, in the future, become the landmark of Freistadt, a town in the district of Upper Austria. To create the concrete arch, a four-part arch framework first had to be lifted into place. To carry out the lifting operation, an LTM 1500 was used alongside an LTM 1350 as a backup crane. The formwork construction to be lifted was made of two 64-ton and two 40-ton elements. After each of the 104-ton constructions had been fixed between the two bridge heads and anchored in the valley, they were lowered towards the middle of the bridge using strand jacks. Once this was complete, the final concrete arch could be created. The bridge is expected to be completed by June 2014.



LONG VEHICLE Heavy transport with a rostrum trailer

In mid-November, Felbermayr worked in cooperation with its subsidiary BauTrans to transport a 63-ton container. The 32-metre-long component had a diameter of more than four metres. According to the project manager, Günter Kaspar, in order to negotiate the route with these dimensions, it would not have been possible to use a conventional low-loader trailer. Therefore, a rostrum trailer from BauTrans was used. This transport system enabled tight corners to be successfully negotiated despite the long load. Furthermore, the system also enables components to be lifted by up to 1.2 metres above street level, if required. An essential advantage of this, for example, is the ability to lift the load over road guardrails. The route was from KRESTA industries in Carinthia to the OMV butadiene refinery in Schwechat. Because the total length of the load was around 65 metres, extensive route studies and numerous traffic control measures were carried out in cooperation with the Felbermayr subsidiaries in Wels and Lanzendorf in advance of the operation.



A MAMMOTH TASK ROLL STAND UNLOADED IN LINZ

After a journey from South Korea lasting four weeks, a 333-ton roll stand arrived in Rotterdam at the end of October. Once arrived, responsibility for unloading the compact heavyweight load was assumed by the Felbermayr subsidiary Haeger & Schmidt International GmbH. Unloading from the ship at the North Cape was extremely difficult due to a hurricane with wind speeds of over 100 kilometres per hour. However, this was completed successfully after a few hours and the jumbo load could begin its twelve-day journey to the Felbermayr heavy load port in Linz. Once arrived in Linz, the heavy load was transferred to the self-propelled transporter using a gantry crane and transported to the voestalpine steelworks. The roll stand will be used there to roll out strip steel rolls.



STRUCTURAL ENGINEERING Storage unit built

The Felbermayr Structural Engineering division has built a storage unit and production area covering approximately 2600 square metres in Elsbethen near Salzburg. Due to poor ground conditions, limestone first had to be worked into the subsoil and then compacted. The unit was constructed using a prefabricated design made from reinforced concrete. One unique feature of the unit was the use of 34 supports with moulded concrete foundations. These were set in pre-prepared holes and then levelled. The pits were then filled with concrete. Once complete, the unit reached a height of around ten metres. As a general contractor, Felbermayr was also responsible for completing work on all of the grounds, covering an area of 3200 square metres. The customer for the unit was ANP Systems.



L to R: Christian Nimmervoll and Gerhard Hunger (MD Bilfinger Gerätetechnik GmbH), Horst Felbermayr DI and Horst Felbermayr (MD Felbermayr Holding)

COOPERATION Bilfinger Gerätetechnik celebrates with 800 customers and suppliers



With over 200,000 rental units, Bilfinger Gerätetechnik is an indispensable industry partner. Both the GT racing, which has already become a tradition, and the event support from the Felbermayr rental partner have become a permanent feature. It goes without saying that it is not all about the fastest lap times in the seven hp go-karts. This year, the event held in mid-September focussed heavily on work safety. Around 800 guests were able to see from a safety course that accident prevention is not only an advantage on construction sites. The course presented innovative methods for accident prevention to the industry professionals and there were valuable prizes to be won for answering questions correctly.



SPECIAL TRIP BAUTRANS TRANSPORTS CRANE COMPONENTS

In October, BauTrans transported crane components from several production sites for the Austrian mechanical engineering company, Kühz. The largest and heaviest parts, at 30 metres long and 5.8 metres wide, weighed 30 tons. They were transported using 2-fold telescopic low-loaders. The starting points for the contract were the company headquarters in Hard am Bodensee, Austria and the production locations in Groß St. Florian in Styria, Austria, Kechnec in Slovakia and Kluczbork in Poland. The travel time to cover the more than 1000 kilometres to Rostock was around a week. In Rostock, all six heavy transport vehicles were loaded onto a special vehicle ferry and shipped to the Swedish port of Trelleborg. This was followed by a further 700 kilometres to the final destination in Stockholm.

MARK SHUTTLEWORTH, PETER PAUER

PHOTOS: CHRISTOPH MAYR, UP TO GERÄTETECHNIK (3)

Lock renovation

Employees from the Felbermayr subsidiary in Leipzig are currently working on the renovation of the middle wall of the double-gate lock on the Kachlet weir. Due to trade-specific problems, the civil engineering specialists are being supported by the Felbermayr Water and Specialised Civil Engineering divisions.

When the lock at the Kachlet power station was opened in 1927, it was one of the largest on Europe's inland waterways with a length of 230 metres. In addition to meeting electricity demands, the power station and its weir were also a welcome improvement for shipping, because until then, the many submerged rocks on the riverbed by Passau had been endangering ship navigation. The building of the weir system meant that these sources of danger could be avoided and the risks were averted. However, over the course of the century, the system has aged and it is now in need of extensive repair work.

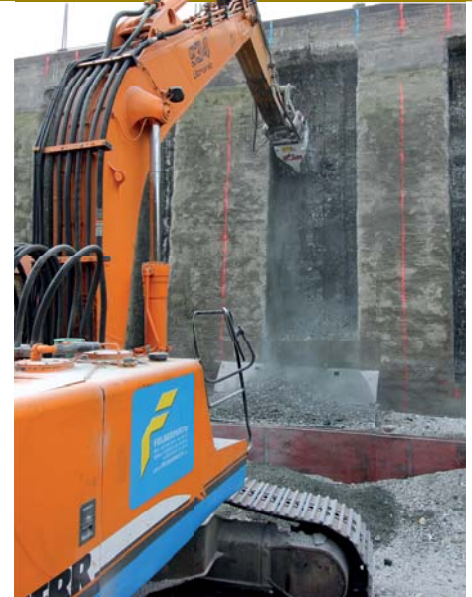
The renovation measures

The work to be carried out on behalf of the Federal Waterways and Shipping Administration began in March 2012. Work began with milling off the middle wall on the northern lock chamber. In order to prepare from the top down, the excavator worked on floating pontoons from the Hydraulic Engineering division. In order to mill off the 14-metre-high middle wall, the upper section of the wall was broken off from the pontoon. For the deeper-lying sections, work was carried out in the water. "This means that around one metre of the existing wall thickness was milled off," explains project manager, Jörg Littmann, from the subsidiary in Leipzig. After approximately four months, the wall had been milled off according to the specifications of the structural engineer and the resulting concrete and rock granulate had been disposed of. Next, the employees from the Specialised Civil Engineering division set to work. They also worked on the pontoons from the top down and drilled a total of 550 holes in the 14-metre-wide middle wall. "Because a lock chamber always has to remain operational, the holes could not be drilled through completely,"

explains Littmann. He adds that an anchor of around 13 metres in length was inserted into the holes and set in concrete. This was required to enable the facing formwork to later be braced against the middle wall. Now the north lock chamber can temporarily be used again by ships.

Dramatic scenes during flooding

Using what is known as "in-lock measurement," the drill points on the middle wall were then applied to the south lock. The art in this process is to meet the anchors previously placed in the north side through core drilling. This was also achieved, but before work could be continued, the construction site was hit with the full force of a 100-year flood. "We just managed to move the machines out of the danger zone



At the beginning of the renovation works, the existing shotcrete and tamped concrete was removed using a milling head.

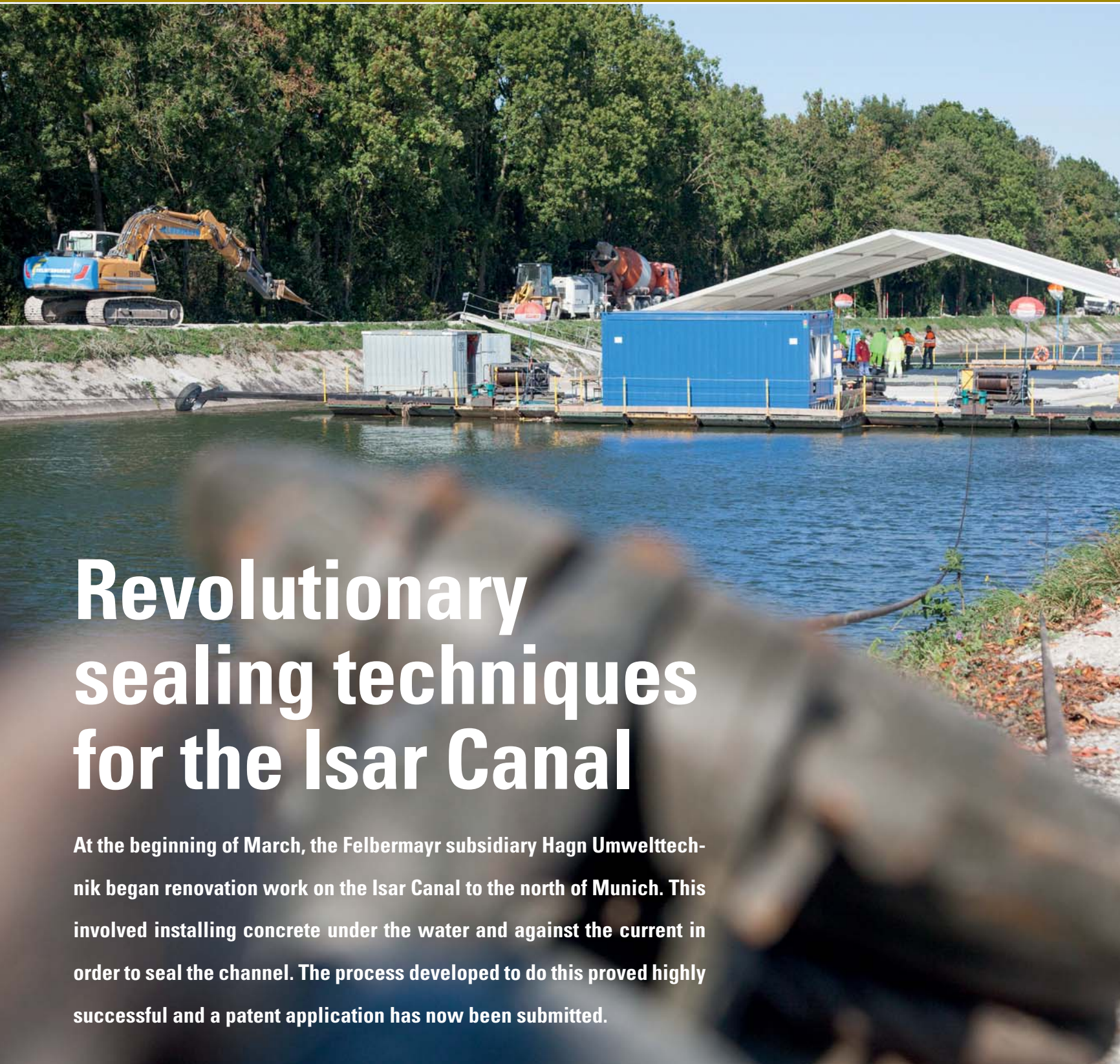
in time using a mobile crane," remarks Littmann. However, we were unable to prevent damage to the work that had already been completed. Therefore, for example, all of the holes that had already been drilled became silted up and hundreds of square metres of formwork were washed away and destroyed. "It took us about four weeks to repair the damage," explains Littmann. In the coming summer, the construction site should be completed. Until then, we still have around 6100 square metres of formwork to prepare and set in concrete for the facing formwork. To do this, approximately 4700 cubic metres of concrete and 1100 tons of reinforcement are needed. "Ultimately, the renovation must last another 100 years or longer," Littmann asserts. ■



For concreting the facing formwork on both lock chambers more than 6000 square metres of formwork had to be built.







Revolutionary sealing techniques for the Isar Canal

At the beginning of March, the Felbermayr subsidiary Hagn Umwelttechnik began renovation work on the Isar Canal to the north of Munich. This involved installing concrete under the water and against the current in order to seal the channel. The process developed to do this proved highly successful and a patent application has now been submitted.

It is around 80 years since the Isar Canal was completed. The aim of the canal, which runs parallel to the Isar river for long stretches, is to generate electricity – seven power stations make use of a descent of around 100 metres. This enables approximately 130 megawatts of electricity to be generated annually. An inspection of the 64-kilometre-long canal revealed that some stretches had damage that required repair work. This mainly involved damage to the concrete and non-concreted surfaces caused by erosion over time. In order to further ensure the water-tightness of the canal, extensive renovation work is now



After filling the air mattresses with concrete, the openings were sealed.

being carried out. Felbermayr is working on two stretches of canal totalling three kilometres in length and with a width of up to forty metres in places.

Using a “concrete mattress” as a sealing element

“As draining the canal is a highly technical process and because electricity generation had to continue while the renovation was taking place, it was a very difficult task,” recalls the manager of Hagn-Umwelttechnik, Michael Altschäffl. We had to develop a system which could be installed up to



Michael Altschäffl DI elaborated the renovation concept. A pontoon 60 metres long and 30 metres wide formed the basis for sinking the "concrete mattresses". The platform was manoeuvred from the banks using manoeuvring ropes and heavy construction machinery.



Long-arm excavators were used to profile the canal bed which was up to seven metres deep.

seven metres under the water surface, but that also fulfilled the customer's high quality requirements. In the end, we decided to use a system of air mattresses constructed in a honeycomb format, which are laid under the water and then filled with concrete. These mats, constructed in a textile-like fashion, have actually been used for many years in civil engineering. However their correct use under water and with a current required special measures and was very difficult to implement.

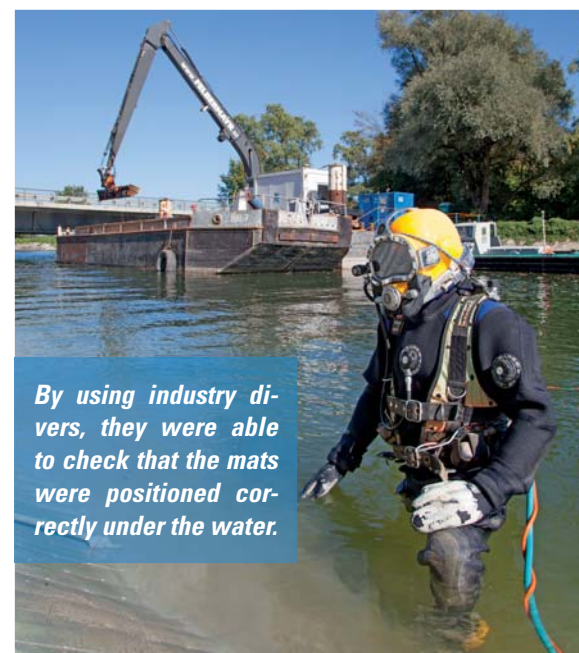
The construction phases

Before laying the fully flat, sealing concrete mattresses, the canal bed had to be prepared. First, the banks were cleared and then the sloped banks and the canal bed were profiled. "To do this, we used stilted dredger pontoons and GPS-controlled long-arm excavators," explains Altschäffl. In order to prepare the canal bed exactly for laying the mattresses, digital terrain models were created in advance – thanks to the GPS-controlled excavator, the values calculated on the computer could be applied precisely to the canal bed. The sediment removed was then transported approximately two kilometres upstream on hopper

barges, examined for pollution in a laboratory and then disposed of. Because the canal existed during the Second World War, explosives experts also supported the excavation works. A specially designed pontoon was used to lay the mattresses. The sealing sheets were laid out to the width of the canal bed on this 30-metre-wide, 60-metre-long pontoon and then filled with concrete. The pontoon then lowered the mats onto the canal bed. The mat segments for both sloped banks were laid at the same time but remained rolled up lengthways. They were first laid under the water on the sloped banks by divers and filled with concrete. "Because we had no previous practical experience to draw upon, it took a while for the construction site to be up and running," explains Altschäffl, who had up to 130 employees on-site at the same time. For example, we had to pump the concrete over stretches up to 80 metres wide and, at times, under water. The flooding and the extreme summer temperatures also placed added demands on both the team and the materials. "In the end, we did manage to finish the work by the deadline in October," says Altschäffl happily. He is also confident that their patent application for this new process will be successful. ■

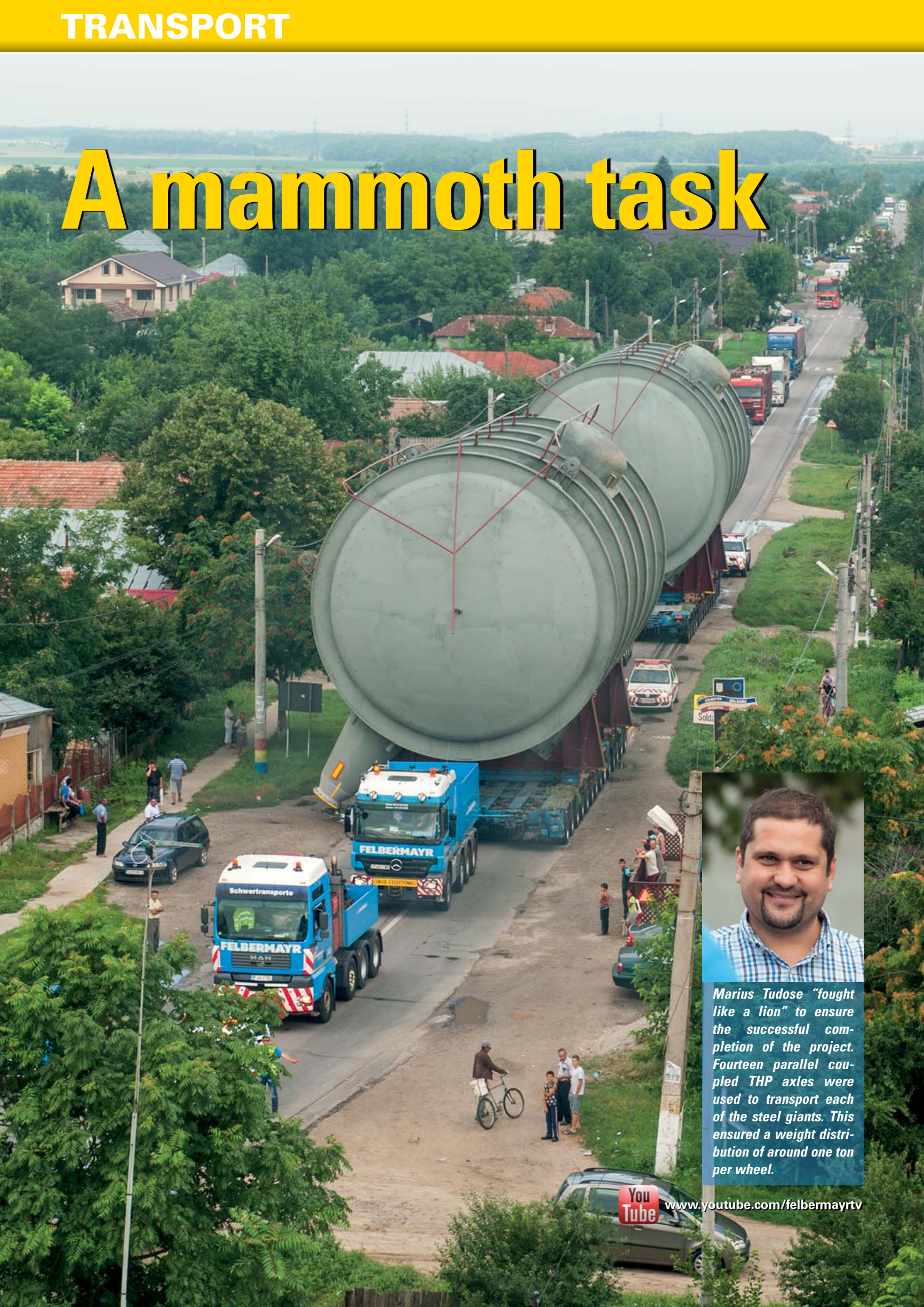


The parts fixed to the sides of the sloped banks were first placed under the water by divers, then rolled out towards the banks, and filled with concrete.



By using industry divers, they were able to check that the mats were positioned correctly under the water.

A mammoth task



Marius Tudose "fought like a lion" to ensure the successful completion of the project. Fourteen parallel coupled THP axles were used to transport each of the steel giants. This ensured a weight distribution of around one ton per wheel.



www.youtube.com/felbermayrtv

In early July, Felbermayr transported a total of eight steel giants each weighing 245 tons by ship and low-loader from Bucharest to the port in Constanta. A diameter of almost 11 metres and a length of 22 metres per container posed huge challenges for both the team and the technology in equal measure.

The most difficult part is always getting out of Bucharest," says Thomas Titura. He has been working for Felbermayr for five years now, during which time he has managed the subsidiaries in Romania. This means he has paved the way for many an oversized cargo through the streets of Bucharest. The problem is, he says, that all cables run above ground. "This poses a huge challenge to the project manager, Marius Tudose, and his team," says Titura appreciatively, because the tangles of fibre-optic, electricity and telephone cables sometimes make up cobweb-like obstacles.

224 wheels for 245 tons

The customer for this heavy transport operation was the Italian steelworking company Walter Tosto. The eight tanks were one of the first bulk orders that the company completed at its new site in Romania. "Due to the dimensions and the weight of 245 tons, we decided to use 14 parallel coupled axles for the road transport," explains Tudose. That makes 224 wheels in total. To provide the drive, each had a tractor and pusher with approximately 600 hp. An indoor crane was used to load the steel structures onto the low-loaders. However, due to the design of the containers, purpose-built saddles were required. This meant the transports reached a total height of 12.5 metres. That did not exactly make the night-time journey through Bucharest any easier. "We moved at walking pace and had to stop every couple of minutes to switch off the cables and move them out of the way. Our project manager did an excellent job of this, especially as the power lines were operated by different energy companies. This was extremely difficult to coordinate," affirms Tudose. However, after around 20 kilometres and five hours' journey time, we managed it and reached the first checkpoint. We covered a further 80 kilometres over the next two days until we reached the road transport destination in Oltenita, a city to the South of Bucharest. There were a few more delays just outside Oltenita: "Not even the best route studies can help when there are parked cars blocking the way despite information signs," says Tudose in frustration, but he adds: "You get used to it."



Due to the total height of 12.5 metres, countless overground cables that crossed the roads had to be switched off and temporarily dismantled – a complex undertaking. However, this meant that we were able to ignore the minimum clearance.



The containers were transported on a "1000-ton pontoon" from the port in Oltenita to Constanta, where they were transferred onto a cargo ship for onward transport to China.

Heavy-duty pontoons on the Donau

In Oltenita, they were placed in convoys of two vehicles onto so-called elephant feet using axle hydraulics and then loaded onto a self-propelled transporter. This made it considerably easier to roll them onto the heavy-weight pontoon. Although this was not easy due to low water and the steep slope that this brings, we managed it in the end. "Transport on the pontoon took three

days," says Tudose. After arriving in Constanta, the components were transferred onto a cargo ship for onward transport to China. "Once we reached that point, we had done our job to complete satisfaction" says Tudose with happiness about the successful completion of a job which from the first route study to the entire logistics chain and the necessary dealings with the local authorities was planned and carried out by Felbermayr. ■

World record in the Heldenplatz square

Many years went by, along with an even greater number of attempts, before the plans laid by “Mister Bungee” – Rupert Hirner – to set up the world’s highest bungee crane in the Heldenplatz square in Vienna finally came to fruition. On the occasion of the 50th anniversary of the Jagdkommando, the Austrian Armed Forces’ Special Operations group, he presented them with the sight of the world’s highest jump from a crane to date.

Thousands flocked to witness the spectacle for themselves on the Austrian national holiday. Just as many visitors were also keen to watch the traditional display staged by the armed forces. However, it was a crawler crane from the Felbermayr fleet, rising to around 200 metres above the square, that really stole the show. On any other day, it is the job of this 1200-tonne steel colossus to help install wind turbines and lift bridges into place. At an operating height of around 200 metres, the sky blue steel colossus towered above St. Stephan’s cathedral.

A jump into “nothingness”

“Extensive safety precautions had to be taken for the world record attempt in the Heldenplatz square,” explains organiser Rupert Hirner, who had left nothing to chance and had secured the involvement of numerous specialists in the planning stage. Nonetheless, nerves of steel were required to jump from a cab 192 metres in the air. And the public too needed these same nerves when the countdown for the elite soldier’s record-breaking jump began: “5,4,3,2,1 – bungee!” sounded the loudspeaker. At first, there was nothing to be seen, but three seconds later, the body of the master sergeant came hurtling down out of the thick fog. “Here he comes,” cried a passer-by. Applause broke out. The bar was set for the world record and the public was there to witness it. One person who equalled the elite soldier’s performance was company boss and qualified engineer Horst Felbermayr himself. His comment: “That was rather good.” His feelings echoed those of the elite soldier, who wished to remain anonymous and wore a camouflaged helmet. He described the jump as “quite good fun.” ■

Brought together by the bungee: L to R: Bungee expert Rupert Hirner (www.europabruেকে.ат), Austrian Defence Minister Gerald Klug, company boss Horst Felbermayr, Austrian President Heinz Fischer, Colonel Stefan Koutnik (Vienna Military Command)



STATEMENT

Qualified engineer Erhard Krenn is the Managing Director of a civil engineering company that has prioritised employee protection when working with lifting gear and platform equipment.



As with any other crane application, the configuration for bungee jumps is subject to certain criteria. This includes, in particular, an assessment of the bungee rope, which is woven from over 1000 individual fibres depending on the weight of the jumper, as well as expert advice on the location of the crane. This is generally based on a series of plate loading tests. For cranes reaching a height of 200 metres, compliance with aviation laws had to be taken into consideration. In accordance with this, a hazard beacon must be attached at the highest point. Finally, an inspection report will be completed by a state-appointed civil engineer, who will test the interaction of the configuration as a whole. This includes establishing how easy it would be to rescue everyone on the crane in the event of a technical fault, as well as testing the suitability of the crane from a technical point of view.

Nothing can top it, was Horst Felbermayr’s conviction on completing the jump from “his crane” 192 metres above ground. And he should know. He subsequently rose to the challenge of jumping from the Europa Bridge, which is of a similar height.

ANNIVERSARIES

MANY THANKS TO OUR LONG-SERVICE EMPLOYEES

45 years Herbert Moriz – Landfill Construction HAGN Umwelttechnik · Herbert Reutterer – ITB Lanzendorf **40 years** Hans Binder – Hydraulic Engineering HAGN Umwelttechnik **35 years** Maximilian Brunner – BauTrans Lauterach · Johann Hackenbuchner – Civil Engineering Wels · Gottfried Ganglmayr senior – Civil Engineering Wels **30 years** Lars Albert – Hydraulic Engineering Reinhold Meister Wasserbau · Günther Trauner – Heavy Transport Wels · Manfred Kunesch – Heavy Transport Wels · Herbert Wöß – Sareno Ulrichsberg **25 years** Leopold Fischer – Sareno Ulrichsberg · Michael Eder – Hydraulic Engineering Reinhold Meister Wasserbau · Ludwig Schaumberger – Hydraulic Engineering Reinhold Meister Wasserbau · Christine Wiesleitner – Administration Wels · Edmund Kornfellner – Heavy Transport Wels · Günter Kreuzer – Heavy Transport Wels · Jürgen Schleiss – Waste Management Wels · Josef Wilflingseder – Heavy Transport Wels **20 years** Friedrich Zoidl – Sareno Ulrichsberg · Walter Salzer – Sareno Ulrichsberg · Martin Waizenegger – Hydraulic Engineering Reinhold Meister Wasserbau · Rudolf Benz – Hydraulic Engineering Reinhold Meister Wasserbau · Manfred Beer – Hydraulic Engineering Reinhold Meister Wasserbau · Karl Koch – Hydraulic Engineering Reinhold Meister Wasserbau · Maik Otto – Hydraulic Engineering Reinhold Meister Wasserbau · Franz Imre – Hydraulic Engineering Reinhold Meister Wasserbau · Peter Guddat – Landfill Construction HAGN Umwelttechnik · Dietmar Purrucker – Hy-

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Björn Zirotzki

OUTSTANDING Gold medal for H&S employee

“I was born into the canoe club,” says Björn Zirotzki from Felbermayr’s subsidiary Haeger & Schmidt International in Duisburg, Germany. As a trainer and active participant on behalf of the Meiderich Canoe Club, he and his team stormed their way to first place in this year’s canoe polo event at the World Games in Cali, Colombia. And if that was not enough, he achieved victory once again – this time with the German national team – at the European Championships in Poznań, Poland, and went for gold. This did not go unnoticed by the German head of state. German president Joachim Gauck presented Zirotzki with the highest accolade a German sportsman can achieve: The “Silbernes Lorbeerblatt” (Silver Laurel Leaf). “But that’s it for me,” says the 37-year old, who now wants to concentrate his efforts on the German national league. A forwarding agent by trade, he will never be far from water in his professional life either, as he is responsible for short sea shipping.

PRIZE QUESTION: READ AND WIN

In which canal was concrete first used under water to seal the bottom with the water still flowing?



Please send us the correct answer by fax on **+43 7242 695-144** or E-mail **informer@felbermayr.cc**. The closing date for entries is 30/03/2014. The judges’ decision is final.

1st prize: A Scania R-series Highline heavy-duty tractor unit with 3- and 5-axle Goldhofer low-loader to a scale of 1:50. This model is a special limited edition from Tekno with paintwork by Felbermayr, die cast in aluminium.

You can find the answer in this edition. We will draw winners of the 15 non-cash prizes from among the correct entries. For further information, go to **www.felbermayr.cc/informer** – Click to enter!

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