

# INFORMER

FELBERMAYR GROUP MAGAZINE 2/2014

## **MEGA STRONG**

OFFSHORE WINDTURBINE BUILT

## **ENORMOUS**

380-TON REACTOR TRANSSHIPPED IN LINZ

## **TIGHT SQUEEZE**

INNER-CITY OFFICE AND APARTMENT  
COMPLEX COMPLETE



PHOTOS: MARKUS LACKNER

## **SUPERB:**

**POWER STATION CONSTRUCTION SITE ON THE MUR**



Dear readers,

Industry components that need to be transported are getting bigger and heavier. In parallel to this, the performance of the road network is decreasing, due to bridge loads being reduced and dilapidated streets. We need a new way of doing things.

It is therefore no wonder that water transport is becoming increasingly important. However, the decision-makers have not quite realised that yet which means that, for example, the development of the Danube between Straubing and Vilshofen, which has been requested for many decades, still amounts to just wishful thinking. As a result, there is a massive lack of understanding in the business community because the last confirmed "soft" solution will only bring about lukewarm results. This means that, in the future too, the ships will often not have

the proverbial "water beneath the keel". This puts further pressure on the budget of logistics providers, which is already exhausted. But we remain optimistic and trust the politicians to know what they are doing.

In hoping for feasible solutions, we are currently setting new standards with the construction of a heavy-cargo hall at the Rhine port in Krefeld. It is impressive thanks to a crane capacity of 400 tons, and storage and assembly space of 4000 square metres. Other highlights of this site, which also has its own railway connection, is an open-air storage area of 40,000 square metres and 500 tons of handling capacity on the quay. This means that we are even better placed to fulfil the requirements of the shipping trade in the Rhine-Ruhr metropolitan region. In addition to this, we are also working on



an area of 5000 square metres for the handling and storage of heavy goods components in the port of Albern in Vienna. Both sites will begin operating at the start of next year. We are certain that, with these investments, we have made another important step in the multimodal world of heavy goods, and we hope that the politicians will also recognise the signs of the times because, when compared with road and rail transport, inland water vessels still have extremely low levels of emissions.

We wish you and your family a Merry Christmas, good health and, we wish that you always have enough water beneath your keel.

Horst Felbermayr

Best regards,

DI Horst Felbermayr

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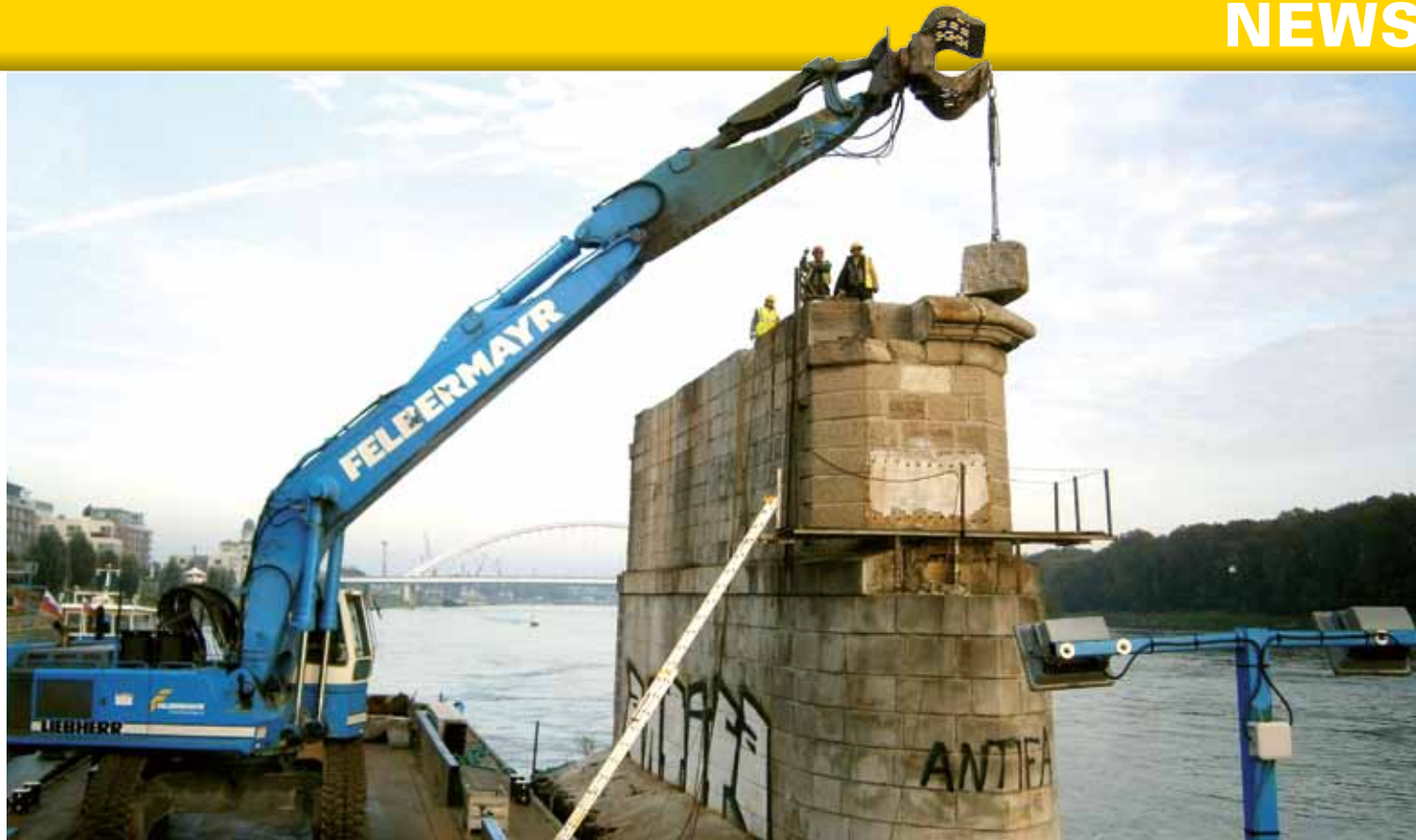
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## HYDRAULIC ENGINEERING "Old Bridge" demolished

The "Stary Most", or "Old Bridge" in English, is the name of the 450-metre-long bridge spanning the banks of the Danube in Bratislava. The bridge was built during the reign of Kaiser Franz Joseph I and is 124 years old. The bridge was blown up to

defend the city against attack during the Second World War, meaning that the only parts of it still in their original state are the four bridge piers. Two of these piers are now being removed by Felbermayr's Hydraulic Engineering division as part of re-development work. The bridge piers were painstakingly made from blocks of granite and weigh approximately 1400 kilograms.

In order to reuse these stones, they are being removed piece by piece by hydraulic grabs, numbered, and then stored on the bank until they are reused in the construction of the new bridge. The "Grafenau" and "Ludwig" motor vessels and a ship-borne barge with two anchor piles are being used to carry out this work of great historic importance.



## LARGE-SCALE OPERATION Shut down in Burghausen

"Every seven years, the petrochemical plant in Burghausen, operated jointly by OMV and Borealis, is fully regenerated and modernised by fitting the latest technological developments. This means that the plant's systems have to be completely shut

down for a defined period lasting several weeks. Felbermayr's subsidiary in Braunau, together with the entire Transport and Lifting Technology Services department, was tasked with carrying out this modernisation work. This included employing 35 cranes with load capacities of up to 500 tons. A number of platforms and forklift trucks from the sky-blue fleet were

also on site to assist with the work. To ensure that the right amount of equipment was provided, the Braunau subsidiary received support from Felbermayr's offices in Wörgl, Graz, Klagenfurt, Linz, Salzburg, Bratislava and Bautzen. The technically challenging operations included dismantling and assembling three eighty-metre-high flare stacks that weighed eight tons.



## AWARD-WINNING Honour for Felbermayr Romania

Around 100 sky-blue machines were used for the routine shutdown of the Petrom refinery in Ploiesti last spring. Careful preparations made sure that this work was carried out skilfully and without any accidents. This re-

cently earned Felbermayr the “Excellent safety performance” award. The work not only included hiring cranes and platforms, but also required various objects, weighing up to 358 tons each, to be transported. The LR11000 crawler crane, which has a load-bearing capacity of 1000 tons, was also on the scene.



## EXTRAORDINARY FEAT 1,200,000 kilometres without any accidents

A heavy-duty tractor unit clocked up over 1,200,000 kilometres on its odometer until it made its last journey in October – which is equivalent to driving around the world about 30 times. What makes this great distance so special is that the 580 hp vehicle covered it without requiring any major repairs. The tractor went into service back in 2003 at Reinhold Meister Wasserbau (now a subsidiary of Felbermayr) in Hengersberg and was primarily used for transporting heavy items of building equipment such as rollers and tracked excavators. It was in operation for such a long time partly because of driver Eduard Stöckl’s extremely careful handling of his masterful green machine.



But it was also down to the fact that “Edi” listens to every sound and always fixes problems as quickly as possible. Felbermayr Holding GmbH would like to congratulate him on this extraordinary feat.





## STALOWA WOLA Transportation and installation of heavy equipment for Polish gas-fired power plant

According to the client Andreas Häfner from Felbermayr's associate company Best Logistics, a 305-ton generator and

253-ton turbine constitute the largest items of heavy equipment that have been installed in Poland to date. Back in August, the components belonging to the Hilden-based heavy equipment company were taken from the transport vehicle by a lifting gear and then moved to the foundations via a 50-metre-long rail system. Once the components had

arrived there, they were hydraulically lifted over five metres and positioned on the foundations in an operation that took several hours. Felbermayr's ITB division also transported two transformers, each weighing 145 tons, and a 200-ton generator to the construction site in the south-east of Poland.

## KREFELD Massive operation for wind power

Felbermayr's heavy load port in Krefeld (Germany) transshipped the segments for 22 towers – with a combined weight of 24,200 tons – from July to September. The towers were delivered to the port of Krefeld on the Rhine on a barge, unloaded using the legendary Big Rocky, and taken to a temporary storage location. The segments, which weighed up to 40 tons each, were loaded onto the transport convoys using a mobile crane and delivered to the wind-turbine construction sites just in time – using as many as 18 low-loaders a day from July to August. The wind-turbine construction sites were located around 50 to 100 kilometres away from the heavy load port in Krefeld.





## ALL SET 363 large-capacity modules transported in five weeks

Up to 34 transport convoys were used to transport 363 large-capacity modules for the Lahnstein army base (Germany) near Koblenz. The office and housing modules, which measured 90 metres long, 5.25 metres wide and 3.6 metres

high, were lifted into position at their final destination using a 220-ton mobile crane. The special transport journey started at the plant belonging to Cadolto, situated in Cadolzburg near Nuremberg and Krölpa (Germany). In order to complete the job in the required time, the staff at Felbermayr's subsidiary in Nuremberg, who were coordinating the project, were assisted by transport con-

voys from Felbermayr's offices in Lauterach (Austria) and Budapest (Hungary) and in an operational capacity by the company's German offices in Feldgeding, Detmold and Hilden. The transport project was completed in five weeks starting from the end of August. Another 32 Cadolto modules were transported to Fürth for the football association SpVgg. Greuther Fürth in August.

## "FANTASTIC JOB" Transporting and installing an ENGEL injection moulding machine

The work began at the ENGEL plant in St Valentin (Austria). From there, Felbermayr's Road Transport division transported the 70-ton v-duo 1700 roughly 1500 kilometres to Coventry in England. Staff from Felbermayr's Wimmer subsidiary were ready and waiting to meet the high-tech cargo there and attach a lifting gear to it. This was used to lift the injection moulding machine, turn it through 90 degrees and then set it down on an air guiding system. An operating pressure of around 8 bar ensured that a sufficient volume of air was flowing under the machine. This enabled the 70-ton component to be positioned on an air cushion and moved to the required location before being set down. Normally, these kinds of machines are turned around inside the hall first, which means there is no need to use an air guiding system. However, as the hall on site was not high enough, it was decided to use this procedure instead. Wimmer staff then fitted various components to the machine, thus completing its basic assembly. ENGEL and their customer said afterwards that the service Felbermayr and Wimmer provided was exceptional.



PHOTOS: FELBERMAYR/WIMMER



*From left to right: Toni Vetrano (Lord Mayor of Kehl), Markus Menges (Managing Director of Badische Stahlwerke), Guido Rebstock (Head of the Baden-Württemberg Ministry of Finance and Economic Affairs), Horst Felbermayr (Managing Director of Felbermayr Holding), Walter Künz (Künz), Heiko Brückner (Managing Director of H&S Container Line), Michael Klumpp (Klumpp & Müller, Kehl), Dr. Karlheinz Hillenbrand (Port Director) and Hartmut Scherer (Head of the Waterways Department of the District Government of Freiburg)*



## INVESTMENT New crane system for port in Kehl

The Port Authority in Kehl (Germany) has invested several million euros in a new crane system for transshipping containers and bulk goods. This investment represents a further milestone for Euro Terminal

Kehl GmbH (ETK) – a subsidiary of H&S Container Line GmbH, which is owned by Felbermayr Holding – in their growth strategy for the port in Kehl. The new crane from Austrian manufacturer Künz is a type of box-frame bridge with a moveable lifting gear. The gantry crane system is fitted with two lifting gears and a magnet station, and has a load-bearing capacity of 50 tons.

A spreader is used as the lifting mechanism when working with containers. The crane also has various items of equipment, such as a 12 cubic-metre clamshell grab, for handling bulks goods such as coal and fertiliser. Scrap iron can be loaded using an orange-peel grab and a magnetic disc.

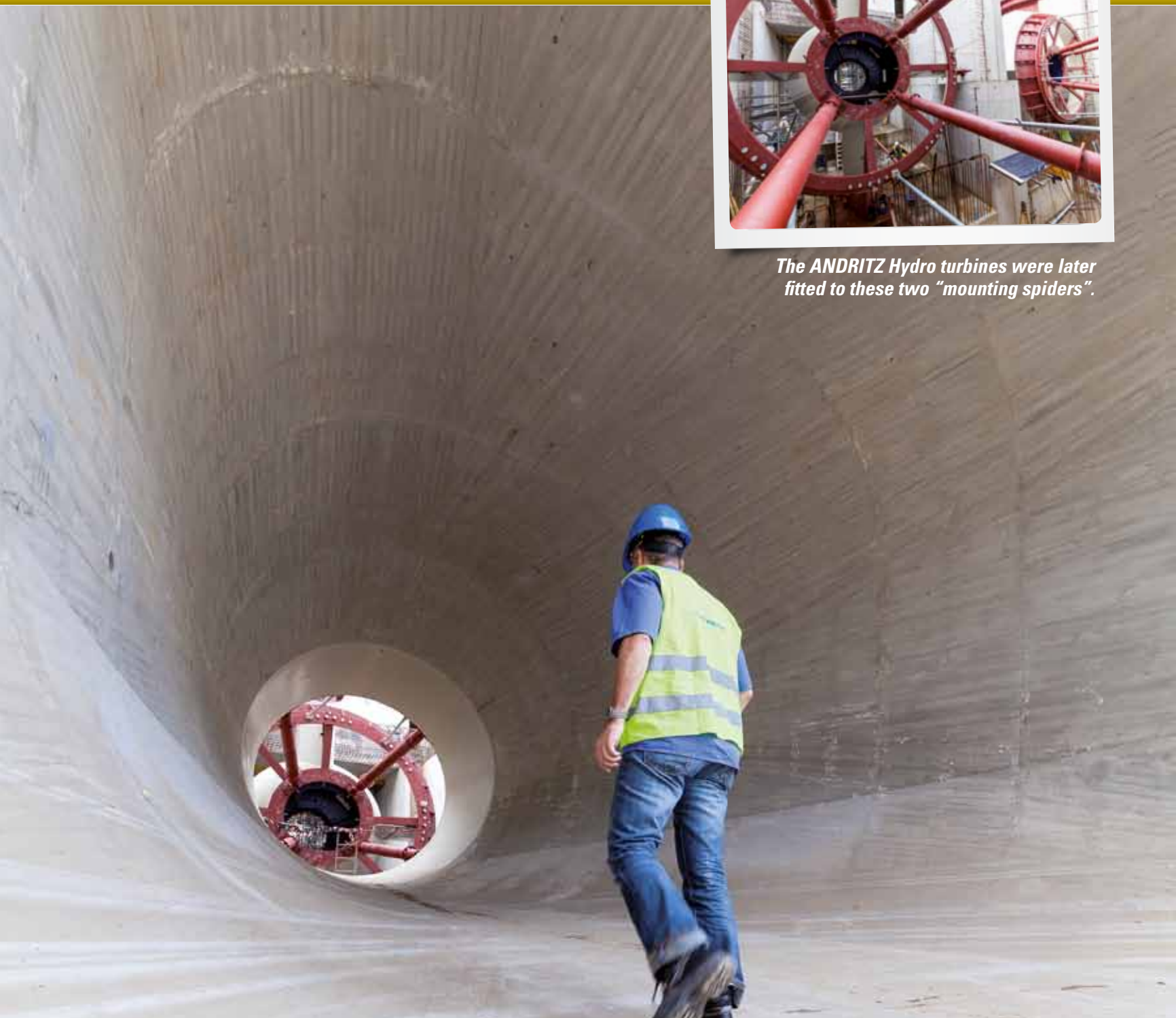


## CHALLENGING Heavy equipment for 360-ton generator

In mid-August, a 360-ton generator was shipped to a power station in Bulgaria. Conditions on site meant that it was not possible to use a crane to unload it – which is where Felbermayr's Heavy Equipment division stepped in. To carry out the task, the team from Hilden (Germany) built a complex system using 14 trucks' worth of assembly material weighing a total of 350 tons. The work took a week to complete and then the real job was able to begin: First, the 360-ton generator was unloaded from the ship using a strand jack. The strand jack had been fitted to a rail-mounted gantry, which enabled the generator to then be moved nine metres. It was transported another eight metres on 44-metre-long self-supporting rails before being slid onto a 30-metre-long moving track, both of which had been constructed to create a load-bearing surface. The generator was then able to be lifted using a lifting gear and set down on a self-propelled modular transporter. Finally, it was transported inside the plant to in front of the engine room, where, for structural reasons, it was transferred to a wagon, again using a lifting gear, and taken down to the foundations.



*The ANDRITZ Hydro turbines were later fitted to these two "mounting spiders".*



## Major construction site on the Mur

Felbermayr's Civil Engineering division is currently constructing a power station with an output of approximately 10 megawatts on the River Mur in the Styria region of Slovenia. Work began in autumn 2013 and is scheduled for completion in mid-2015. The new power station will supersede an existing one that was built back in 1925.

*Performance enhancing: After passing through the Kaplan turbines, the water will be conveyed downstream by a 12-metre-long suction hose.*





*Plans to rebuild the Rothleiten power station were first formulated back in the 1980s. Once the premises were acquired by FEL (Frohneiten Energie- & Liegenschaftsverwaltung GmbH), the old plans were scrapped and new ones drawn up that increased the new power station's intended output from 6.5 megawatts to 9.9 megawatts.*

**W**e are right on schedule," says Construction Manager Bernhard Mitis from the subsidiary in Salzburg happily. After a year's building time, by September 2014 around 120,000 cubic metres of material had been removed to create the 20-metre deep foundation pit, and the engine room and weir system were also more or less complete. Around 25,000 cubic metres of cast-in-place concrete was used in the associated concreting work. "That's the same volume as around 3100 mixing trucks," says Mitis, emphasising how almost unimaginably large the volume was.

## Finishing the foundation pit

As construction work is taking place in a foundation pit that is dry, yet located 12 metres below the level of the Mur, the foundation pit had to be enclosed with the utmost care to ensure that construction work could progress quickly. "We secured it with sheet pile walls, diaphragm walls and an anchored bored pile wall," says Mitis, referring to the start of construction work. These prevent ground water

from entering the foundation pit. The construction manager maintains that a pump output of around ten litres per second is fully sufficient for conveying the seeping groundwater into the Mur.

## Rapid construction progress

By the end of August, the engine room and the three weir fields were basically finished. This enabled turbine manufacturer Andritz and hydraulic steel engineering company Künz to start preparing to assemble the two turbines and installing the weir gates. Parts of the steel components had already be preassembled in the storage and assembly unit of Felbermayr's subsidiary in Graz. These were then transported to the construction site on a low-loader and lifted into position. Work will start on installing the turbines at the beginning of 2015. "We will also be building the wing walls, retaining walls and a fish ladder," says Mitis, explaining the ambitious schedule. At around the same time, the Mur will then be diverted and the water will start flowing through the weir fields for the first time, at a rate of approx-

imately 110 cubic metres per second. The engine room, however, will remain sealed off until the hydraulic steel construction is complete and the electrical components are ready. "Lastly, we will then carry out ground profiling and additional general environmental measures," says Mitis. It will still be another few months before the first electricity is generated. This should start in mid-2015 – when the rotation of two Kaplan turbines will produce a power of nearly ten megawatts. The amount of electricity generated will be able to power around 16,000 homes for an entire year. ■



*Among the equipment used to move over 300,000 cubic metres of material was an 87-ton excavator.*





**BUILT ON WATER:**

*Felbermayr's heavy load port in Linz is ideal for weighty items. The perfect example of this is the 380-ton reactor for manufacturing nitrogen fertiliser.*

*(Report on page 12).*



*Shipping is often a more cost-effective alternative to road freight. It simply would not have been sensible to transport this reactor, which is over 27 metres long and about four metres wide, over land.*



*Access to the Danube at Felbermayr's heavy load port enables items to be constructed directly on the river, so to speak – the production hall and the dock are only a few hundred metres apart.*

## A mammoth task

**A reactor was revealed to weigh 380 tons when it was loaded onto the scales at Felbermayr's heavy load port in mid-September. The enormous steel object had also been manufactured in Linz, by none other than Schoeller-Bleckmann Nitec GmbH (SBN), the international high-pressure heat exchanger and reactor manufacturer.**

An open area measuring around 220,000 square metres and assembly and storage halls covering about 56,000 square metres make Felbermayr's heavy load port the ideal place for handling weighty items. In order to enable the end products to be transported to the port in the first place, SBN – an equipment manufacturing company that specialises in producing pressure tanks – also decided to finally assemble the high-pressure equipment, which had been semi-preassembled in Ternitz, at the Linz heavy load port. "This location provides our customers with the ideal conditions for manufacturing these kinds of containers," adds Jürgen Steinbrecher from Felbermayr Transport and Lifting Technology. In addition to its production and storage halls, the short distance to the dock with both rail and road links is a further advantage offered by the loading port. This is something that Johann Mitter, Production Manager at SBN, a member of the Austrian Christof Group, is keen to emphasise: "Our close proximity to the navigable waterways and loading facilities is hugely important." This enabled

the two reactors, weighing 380 tons and 150 tons respectively, to be transshipped to a 16-axle self-propelled transporter using an indoor crane. They were then transported the short distance from the production hall to the dock. This journey was also able to be made relatively quickly thanks to the large container (measuring 27.5 metres long and 3.93 metres wide) and the ability of self-propelled transporter to be driven transversely.

### From Linz to anywhere in the world

The dock has two gantry cranes with lifting capacities of 400 and 200 tons, which, when combined, can be used to handle loads weighing up to 600 tons. The two cranes were used in combination to transship the larger 380-ton container. The smaller container, which still weighed a hefty 150 tons, was subsequently transported from the production hall to the dock on an eight-axle self-propelled modular transporter and then loaded onto the barge. Two other components weighing

130 and 240 tons were also loaded for shipping to Antwerp. Optimal planning ensured that the ship was ready to depart on the very same day. "The nine-day journey to the Belgian port in Antwerp was also carried out by Felbermayr's subsidiary Haeger und Schmidt, which is based in Duisburg," remarks Steinbrecher. The final destination of the two high-tech steel containers is a plant in Texas, where they will be installed in a system that manufactures nitrogen fertiliser. ■



*A 150-ton high-pressure heat exchanger was also shipped.*

## Mega strong

At the beginning of September, work began on erecting a 6.2-mega-watt wind turbine using the LR11000 crawler crane. The hub of this gigantic wind harnessing machine is around 124 metres high. The turbine is being constructed in the North German onshore test centre for offshore wind farms in Neuenwalde.

*The poor condition of the subsoil meant that a three-tier, 30-metre-long rail system had to be constructed out of Bongossi beams.*



From the very first preparations for the operation in Neuenwalde, it was easy to see that a difficult task lay ahead: For example, 42 heavy transporters were needed to transport the LR11000 to the construction site. While the ballast weights, each weighing 12 tons, appeared to be relatively manageable, it quickly became clear from the combined weight of the crawler mechanisms – 120 tons – just how sizeable the difficulties were that needed to be overcome. Transporting the enormous high-tech steel structure to the site was the first challenge: “The crane came straight from being used on a construction site in Romania,” says Günther Wimmer from Felbermayr’s Project division, explaining the logistics chain. “After the initial leg on the road, the parts of the crane were loaded onto a cargo ship in Constanța and transported to Bremerhaven. The components were then shuttled to the construction site 42 kilometres away. It took four transport units six days to do it.”

## Giants standing shoulder to shoulder

Work began on putting the LR11000 together in the PDW3B configuration in mid-September and, after about a

week, the crane was ready to start lifting. This configuration employs to a 78-metre-long “power boom” for increasing the crane’s load capacity, in conjunction with a 42-metre-long derrick boom and a 66-metre-long luffing jib.

The ballast assembly comprises a 435-ton suspended ballast, a 50-ton central ballast and a 210-ton superstructure ballast. When put together in this way, the crane reaches a hook height of 138 metres. The actual lifting work started with placing the five steel towers, which each weighed up to 174 tons.

This was followed by the 194-ton lower section of the machine housing. “This didn’t include the technical components, such as the transformer, gearbox and drive train, which weighed up to 73 tons each and had to be lifted into position separately,” explains Wimmer. The assembly of a helicopter landing pad around 130 metres high concluded the lifting work for the time being.

The grand finale – that is to say, assembling the rotor – took place in December. This saw three 74.4-metre rotor blades being fitted onto a star-shaped head while still on the ground. The 175.4-ton object was then lifted to a height of 124 metres. Painstakingly fitting the rotor to the na-

celle required expert skill and technical perfection: “Once you think about the fact that the head is 152 metres in diameter, it soon becomes clear just how skilled the crane driver and assembly workers had to be,” says Wimmer respectfully, delighted by the operation’s success. ■



*The modular hook block was fitted with two sets of rollers. Each one has a load-bearing capacity of 325 tons.*

## Improvement work on the Mühlkreis Autobahn

Felbermayr's Civil Engineering division started extensive improvement work on the A7 Mühlkreis Autobahn near Linz (A) at the beginning of July. This involved resurfacing a three-kilometre stretch of both lanes and cleaning out a channel for draining surface water.



*Dollers are used to produce the correct cavities and density. Once completed, core samples are taken to assess the exact thickness of the asphalt and the adhesion between the individual layers of asphalt.*

As many as 50,000 vehicles use the A7 Mühlkreis Autobahn in Upper Austria every day, which, over several years, has resulted in the formation of ruts and cracks and lead to general wear and tear. The Road Construction department of Felbermayr's Civil Engineering division, commissioned by ASFINAG, the Austrian motorway operator, started extensive improvement work at the beginning of July. "The traffic was diverted alternately to enable us to work on both lanes," explains Felbermayr Construction Manager Gerald Kastler.

### Asphalt mixing plant at maximum output

Improvement work on the section of the motorway between Dornach and Treffling began with milling the existing road surface. "Due to excessive use, the loading-bearing layer on one of the lanes had to be redone as well," explains Kastler, adding that the construction site covered an area of about 90,000 square metres – which is equivalent to around 13 football pitches. The asphalt was prepared in Felbermayr's own asphalt mixing plant. The plant in Haag am Hausruck produces up to 2000 tons of mixture a day when required. Some 100 kinds of mix in the widest possible selection of aggregates and load classes

can be made here. The old asphalt removed from the motorway can even be recycled. The new surface of the road needed to be durable and noise-reducing, requirements that stone-matrix asphalt meets very effectively. "This type of asphalt has a rough and open-pored grain and has been polymer-modified. This makes it an especially long-lasting and noise-minimising road surface," says Kastler, explaining the advantages of the material used. The asphalt was transported around 70 kilometres from the mixing plant to the construction site using semi-trailer trucks and thermally insulated semi trailers. As many as three tracked pavers and six rollers were used simultaneously to apply the 10,000 or so tons of asphalt. In addition to the resurfacing work, a 50-metre stretch of a channel in the middle lane was cleaned out. As part of this, Felbermayr's Road Construction department replaced a concrete spigot-and-socket pipe laid at a depth of 4.5 metres. Work was frequently carried out at night to keep traffic obstruction to a minimum. Work was also completely suspended at weekends when traffic was heavy. "But then we started working at weekends again in order to disrupt people driving to work as little as possible," says Kastler, adding happily that the work was completed by the end of August, thereby allowing the A7 to be fully open to traffic. ■



*Tracked pavers were used to obtain the best possible degree of evenness.*





*Excellent coordination enabled the structural work to be completed two months earlier than planned.*

## Office and apartment complex complete

**In under a year, Felbermayr's Structural Engineering division has constructed two buildings in the centre of Linz – an office and apartment complex covering a total area of around 6000 square metres. The contract also included building a two-story underground car park. This ambitious project, which was completed in November, was commissioned by the Oberösterreichische Versicherung (Upper Austria Insurance Company).**

**T**he fact that the construction project was in the heart of the city made it extremely difficult," says Felbermayr Construction Manager Robert Grundner. For example, an outdated building and existing car parks had to be demolished before the actual building work could begin. That was back in September 2013 – and only then could workers access the construction site. This work was carried out by Felbermayr's Demolition division.

### Underground car park with 270 spaces

The whole of the inner yard had a cellar constructed under it to house the two-storey underground car park. For this purpose, the area around what would later become the underground car park was surrounded by approximately 300 metres of sheet piling. This was necessary in order to lift the earth out for constructing the underground car park. It was then that Felbermayr's Specialised

Civil Engineering division got involved: Their task was to secure the foundation pit. The next construction phase involved concreting work to create the two 3500-square-metre surfaces. It took around six months to finish building the underground car park.

### Tower crane permanently parked

The first building, with a nine-storey office and apartment wing, was able to be built in about four months. "We mostly used cavity walls for this, which were later filled with concrete," says Grundner. Some of them, however, were made using cast-in-place concrete. This building will ultimately contain 30 apartments and offices covering an area of about 4500 square metres. Another seven-storey building covering approximately 1500 square metres was then erected in the remaining gap. What was special about this was that "parts of the ground floor and the first floor had to be left empty for a while. Otherwise we wouldn't

have been able to access the construction site any more," explains Grundner, making it clear just how difficult the conditions surrounding the exciting project were. Cautious planning was also required with regard to the materials used. This is because storage space was limited too, meaning that deliveries had to be made just in time. The situation also proved tricky in August once the structural engineering work was mostly complete and the tower crane was removed. The crane had been standing more or less in the underground car park. An area of forty square metres had been left out of the ceiling around the tower. "It was through this opening that we then had to remove the lattice tower, including its supporting feet," says Grundner, describing the situation. Slowly and carefully, they finally succeeded in clearing the car park. "We're delighted that it worked. We really wouldn't have wanted to bear the cost of having the tower crane parked there on a permanent basis," says Grundner with a chuckle. ■



*Great media interest when presenting Felbermayr as the main sponsor. L to R: Horst Felbermayr DI (Managing Director of Felbermayr Holding GmbH) and the new recruits: Felix Großschartner, Gregor Mühlberger and Daniel Repitz (members of Radsport Wels GmbH)*

## Felbermayr sponsors cycling elite

**The Wels-based talent factory for U23 professional cyclists was renamed “Team Felbermayr Simplon Wels” at the end of October. This marked Felbermayr taking over as the main sponsor of RSW (Radsport Wels GmbH) for the next two years, which means that the team’s young talent of tomorrow and internationally successful professional cyclists will now be racing in blue and yellow.**

**W**e don’t need bureaucracy with Felbermayr – they still believe in personal relationships based on trust and integrity,” says Paul Resch, President of the Oberösterreichischer Radsportverband (Upper Austrian Cycling Association), happily. Felbermayr has been willing to help out in the past when there have been racing emergencies, such as in 2014 when over a dozen bicycles were stolen at the Tour of Austria and replacements had to be delivered from the Simplon plant in Vorarlberg to Tyrol as quickly as possible. The fact that Felbermayr is now the association’s main sponsor is actually purely down to chance: “I was looking for new racing outfits in our company’s colours,” says Horst Felbermayr DI. And then Felbermayr randomly had the idea

of contacting the Managing Director of RSW, Daniel Repitz. After a brief telephone call he told him that Löffler would be the best choice, and then mentioned in passing that RSW was looking for a new main sponsor. “After mulling it over for while, we decided to step in,” says Felbermayr, who had already shown at a number of long cycling tours with RSW members that he has more than petrol coursing through his veins.

### New commitments

To set the tone for the Austrian U23 national team both now and in the future, Repitz, together with fellow members Harald Benesch, Thomas Illenberger and Paul Resch, is always

on the look out for new talent. For the 2015 season, he has managed to sign the “King of the Glockner” Gregor Mühlberger and mountain cycling champion Felix Großschartner for the RSW team. Resch is confident that their goals will definitely be higher than the ones they had for 2014: “By April we’ll know whether we’ll be in the top 10, top 5 or even the top 3 in the Tour of Austria.” But the members believe it’s important for everyone in the team to have the chance of going from the being the “water carrier” to the captain. “Whoever’s best gets priority,” comments Resch. “I think it’s team spirit that counts,” adds Felbermayr, who has now also solved the problem of where to find blue and yellow outfits. ■

## ANNIVERSARIES

### MANY THANKS TO OUR LONG-SERVICE EMPLOYEES

**40 YEARS** Josef Boronyak – BauTrans Lauterach · Karl Söllner – Civil Engineering, Wels · Gerhard Peissl – Cranes, Wels **35 YEARS** Lilianna Filipowicz – Administration, Wrocław **30 YEARS** Klaus Holzer – Reinhold Meister Wasserbau · Petra Beldovics – Administration, Linz · Ante Kajic – Heavy Transport, Wels **25 YEARS** Norbert Zehe – HAGN Umwelttechnik · Wolfgang Löffler – Sareno Ulrichsberg · Georg Nenad – Civil Engineering, Wels **20 YEARS** Günther Teuber – HAGN Umwelttechnik · Gerd Sprenglewski – Heavy Goods, Hilden · Michael Liebezeit – Workshop, Hilden · Franz Fischer – Sareno Ulrichsberg · Roland Löffler – Sareno Ulrichsberg · Siegfried Nothaft – Reinhold Meister Wasserbau · Thomas Grabuschnigg – ITB Lanzendorf · Gottfried Hrast – Cranes, Linz ·

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## Competition

**Prize question: "Which Felbermayr crane was used in the construction of a 6.2-megawatt wind turbine in Neuenwalde (Germany)?"**

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! 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 **31st March 2015**. The judges' decision is final.

**1st prize: A 1:50 scale model of the LTM 1350-6.1.** This model is a special limited edition from WSI, made from diecast aluminium.



**Media owner and publisher:** Felbermayr Holding GmbH · Machstraße 7 · 4600 Wels, Austria · Tel.: +43 (0) 7242 695-0 · [www.felbermayr.cc](http://www.felbermayr.cc) · E-mail: [office@felbermayr.cc](mailto:office@felbermayr.cc) · **Responsible for content:** Horst Felbermayr · **Editing and concept:** Markus Lackner · **Layout:** Markus Bichler · **Free subscription:** Don't receive the "INFORMER" yet? If you would like to have it delivered free of charge to your company twice a year or order it for someone else, go to: [www.felbermayr.cc/informer](http://www.felbermayr.cc/informer)

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