

# INFORMER

THE MAGAZINE OF THE FELBERMAYR GROUP 2/2011

## **ROCKY**

ROCKFALL STABILISATION  
FOR PUMPED STORAGE POWER PLANT

## **CUTTING EDGE**

CUTTING WHEEL FOR  
TUNNELLING MACHINE LIFTED INTO PLACE

## **HAVE A SEAT AT THE TABLE**

FORMWORK TABLE SYSTEM  
FOR ADMINISTRATION BUILDING

## **EMERGENCY WEIR LOCK**

STOP LOG FOR WEIR SYSTEM  
FOR POWER STATION INTO PLACE





**Dear readers,**

Right from the start, the engines are running and we will do more than meet our targets for the current financial year – we will exceed them. And so we would like to say thanks– to our customers, suppliers and employees. We must thank you for the fact that we have so far been able to overcome the deep implications of the general financial crisis, apart from a few small blemishes. So, where is this crisis? Have we overlooked or missed something? Or has the crisis been created by the media – a self-fulfilling prophecy from politicians who considered the assessment by American rating agencies to be more important

than the excellent innovation potential of European companies and put the crisis in the limelight instead? It is likely that the truth lies somewhere in between. We cannot deny that there is a crisis and it hovers above our heads as a constant threat.

But it is about time that the leadership in Europe grew up, believed in themselves, complied with the defined regulations and don't simply demand that the citizens do so. If this happens, trust in governments will grow, the sense of identity will be strengthened and unity can be found in the implementation of forthco-

ming reforms. Change is necessary. But the panic in our minds must give way to clear objectives in the sense of a unified Europe. Our faith in the economy has grown. This was also a necessity so that we could continue to grow during a difficult time, to establish new sites and to continue to invest. But we will tackle these things together. A new year, packed with many challenges, lies in front of us– and we look forward to success!

With this in mind, we would like to wish you a Merry Christmas and all the very best for 2012.

Yours sincerely,

Horst Felbermayr

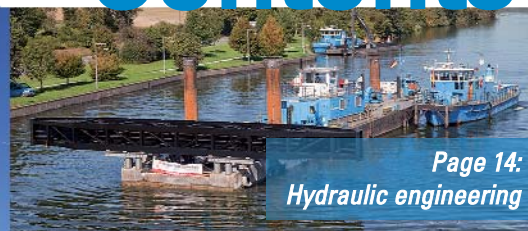
Horst Felbermayr DI

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At the end of September, Felbermayr Lifting Technology erected the tenth wind turbine in the Loosdorf wind farm in lower Austria. With a hub height of 98 metres, the turbine produces 2.3 megawatts. Together with other turbines, the wind farm can produce 18.5 megawatts, enough energy to supply approx. 10,000 households with electricity.



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At the start of November, Felbermayr in Nuremberg transported a 407-ton transformer from the Siemens plant to the port. Before then, transporting such loads over the Minerva bridge was a delicate process. In the meantime, this section of road has been structurally modified by Siemens specifically for the transport of these types of large transformers. On arrival at the port, the transported transformer, commissioned by Z&B, was transferred to an inland water vessel for further transport using the LR 1750 crawler crane.



PHOTOS: MARKUS LACKNER (2), HARALD STEEG (2), FOTO HESSE





L to R: Hannes-Sebastian Huber DI (Managing Director, Felbermayr Bau GmbH & Co KG), Wolfgang Semper DI (Board of Management, Andritz AG and Managing Director, Andritz Hydro GmbH), Horst Felbermayr (Managing Director, Felbermayr Holding GmbH and Felbermayr Bau GmbH & Co KG), Dr. Harald Heber (Managing Director, Andritz Hydro GmbH), Horst Felbermayr DI (Managing Director, Felbermayr Holding GmbH and Felbermayr Bau GmbH & Co KG), Jürgen Holzer, Mag. (Division Manager, Turbogeneratoren), Karl Schlögelbauer DI (Division Manager, Turbo generators), Wolfgang Schellerer (Managing Director, Felbermayr Transport- und Hebetchnik GmbH & Co KG)

## MANAGERS IN SPADES

### Ground-breaking ceremony for new assembly unit

The provisional culmination of the many years of collaboration between the machinery and plant engineering company Andritz Hydro and Felbermayr is the construction of a logistics and assembly unit covering an area of over 3,000 square metres. The project planned for the Felbermayr heavy load port is primarily designed for the assembly of »large turbo generators with unit weights of up to 500 tons«. In addition to streamlining the logistics, the direct link between the location and rail, road and water transportation will make it easy to arrive at the most efficient form of transport from an ecological and economic perspective.



Wolfgang Schellerer, Managing Director

## AWARD-WINNING FELBERMAYR – A LEADING COMPANY

In October, Managing Director Wolfgang Schellerer accepted the certificate on behalf of Felbermayr at the Johannes-Kepler University in Linz. According to the »Leitbetriebe Austria« (Leading Companies of Austria), Felbermayr was presented with this award due to their outstanding economic success and their strong reputation when it comes to exemplary and innovative character.



## BUSY BUSY NEW LOCATIONS IN GERMANY

In the first quarter of 2011, Kamenz and Görlitz were added to the list of locations in Germany. Schwarze Pumpe near Spremberg followed in June. These locations are considered as a strategic expansion to Germany and thereby will expand the market presence of the Bautzen location, founded in 2005. The operational management of these locations combined, the "Lausitz Region", is administrated by long-standing Felbermayr colleagues Lothar Fleischer and Enrico Bräuer. The field of services provided are crane and stage rentals as well as setting up and transport.

## TRANSPORT Expansion of rail terminal



For the erection of a further gantry crane at the Wels container terminal, Felbermayr carried out around twenty transport operations from July to the end of August. Felbermayr will also be called on for the assembly of the various elements, weighing up to 25 tons – a mobile crane with a load capacity of 350 tons provided the fitters with the support they needed to assemble the crane.





## SWELTERING

### Tropical operation for 250-ton crane

For the construction of a 63-room hotel, an LTM 1250 was used over a period of around six weeks at temperatures of thirty degrees in the shade and with tropical levels of humidity. However, the concrete elements, weighing up to four tons, were not being lifted into place somewhere like Jamaica – but quite close to Berlin. The mobile crane, stabilised with 97.5 tons of ballast, was located in Europe's largest tropical landscape – the Tropical Island in Krausnick. The greatest possible precision was required to perform the thousand or so lifting operations to a building height of »just« 107 metres, using the 65-metre long boom and 4-meter long heavy-duty jib. Thanks to the air-conditioned driver's cab, however, it was possible to erect the 15-metre, three-storey high hotel without the crane driver succumbing to the effects of heat.



## SPORTS

### CERTIFIED PLASTIC SYSTEM

With the Sports Facility Department set up in 2009, Felbermayr is currently in action on building sites in Kärnten and Salzburg. While a school sports facility is being built in Lamprechtshausen in the Salzburg region, the construction of an Austrian federal sports centre in Spittal an der Drau has just begun. For both facilities, new plastic systems, which Felbermayr has had certified by the Österreichisches Institut für Schul- und Sportstättenbau (Austrian Institute for the construction of School and Sports Facilities), are currently in use. In Faistenau, an all-weather pitch is currently being built with a drainage and watering system and with floodlights and fencing.

## READY FOR THE STAGE

### LIFTING PLATFORM USED FOR TV DOCUMENTARY



In the middle of October, the Stock-im-Eisen-Platz in Vienna was the shooting location for a documentary about St. Stephen's Cathedral. But for passersby, the Cathedral was not the star of the show; it was the LTK 103, a work platform with a 103-metre working height, every centimetre of which was used by the cameraman. The platform was required in order to have the Cathedral, the Praterstraße and the Kärntnerstraße in sunlight at the same time. Platform driver Stephan Lux also showed a beaming face to match the perfect sunrise; he had just come to work from the birth of his son and was operating the platform. His son will be christened Stephan- whether on account of the shooting work or for other reasons we will never know- but congratulations are in order in any case.



## SUCTION EXCAVATOR

### Reducing costs with a rotary suction pipe cutter

It is well known that working time, and consequently costs, can be massively reduced by using a suction excavator. In many cases, using a so-called rotary suction pipe cutter can now make work with the suction excavator even more efficient. It is particularly suitable for loosening compacted material in places that are difficult to access. It is when it comes to creating cylindrical holes, however, that its particular strengths become clear. When working with an excavator, for example, a downward-tapering, conical hole was always excavated. With the rotary pipe cutter, it is possible to dig a cylindrical hole. Moreover, the material excavated can immediately be transported to the suction excavator container. This saves the work of loading it onto a truck for removal. The hydraulically-driven rotary pipe cutter made a successful first appearance for the excavation of 1.7-metre deep holes for street lights in Linz, Austria.





*As a most acceptable thank-you, the VSVI brought along traditional Halloren bowls. Our comment: Oh, if I could only stop.*

## SITE VISIT VSVI on a site visit to Felbermayr

At the beginning of September, the »Vereinigung der Straßenbau- und Verkehrsingenieure« (Association of Road Construction and Transport Engineers) from Saxony-Anhalt took advantage of the occasion of a trip to Austria to visit the Felbermayr subsidiary in Linz. Firstly, Klaus-Jürgen Reuter, from the Department of Transport for the state of Saxony-Anhalt, took a photo of the construction-related possibilities at Felbermayr. However, they were also interested in getting the latest news on trimodal transport and in using the world's highest work platform to enjoy the view of the heavy load port.



## TRANSPORT FLEET LIFTING TECHNOLOGY IS EXPANDING

With the purchase of four LTM 1350 mobile cranes and another LG 1750 heavy-duty crane, Felbermayr has recently been investing in Liebherr machines. While the mobile cranes with a 350-ton load capacity are primarily used by the subsidiaries in Graz, Lanzendorf and Linz, the LG1750 will be involved in erecting wind turbines throughout Europe. The advantage of the 750-ton crane is that it optimises bearing loads for long booms and high lifts.



## A THOUSAND KILOMETRES from Braunau to Hunedoara

Starting in June, eight injection moulding machines belonging to the car interior manufacturer Dräxlmaier, each weighing up to 52 tons, were shipped from Braunau in Austria to Hunedoara in Romania. However, before the journeys on the eight-axle semi low-loader could begin, the machines, which were approximately six metres long and around three metres wide, had to be brought out from the car component manufacturer's unit. To do this, they were transferred to a self-propelled transporter using two cranes and transported to the front of the unit from where they were then transferred to the semi low-loader. Transportation of the individual machines and installation at their destination was completed by the beginning of November – a perfect team effort between the Braunau, Linz, Timișoara and Wels subsidiaries.

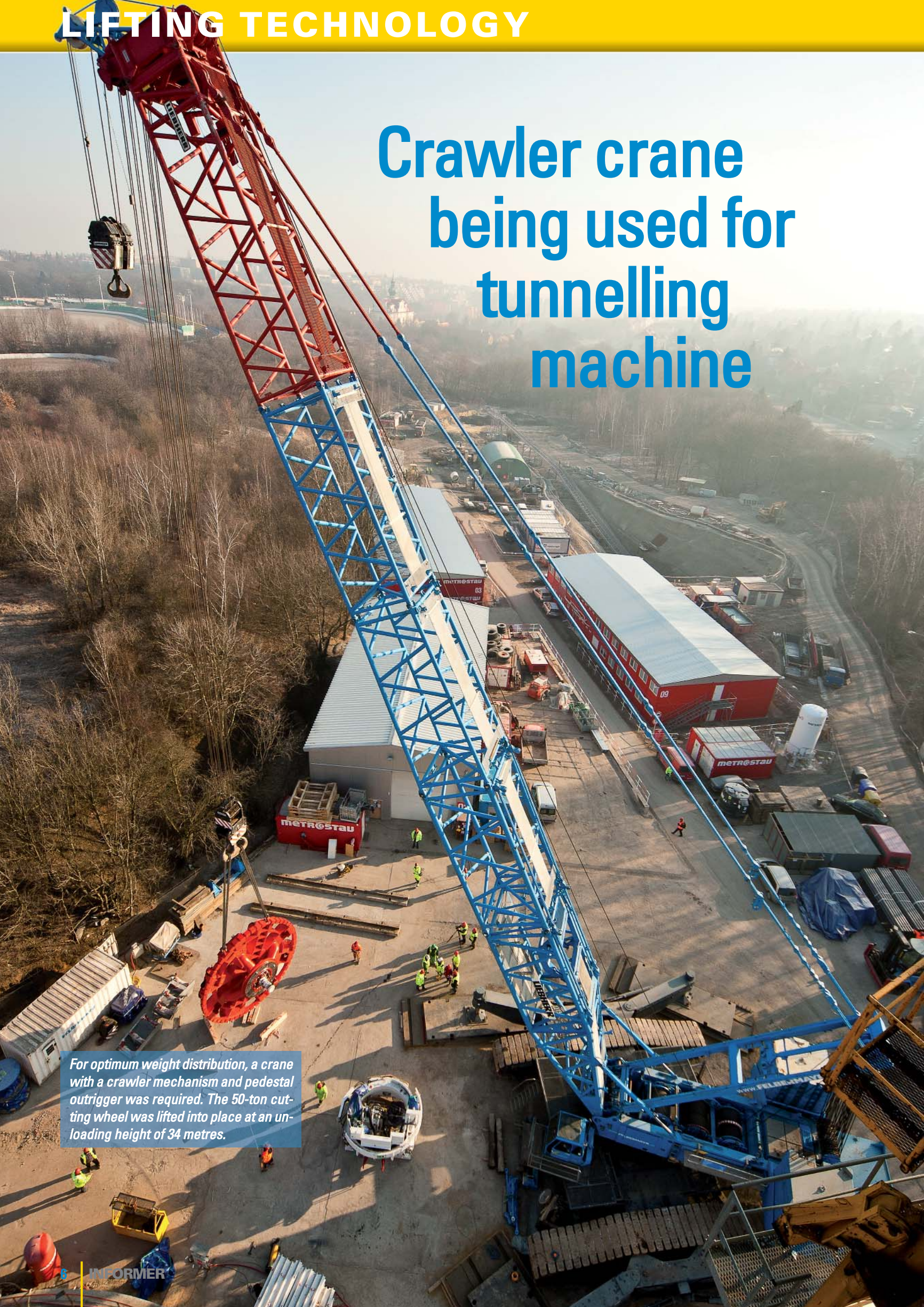


## STRUCTURAL ENGINEERING EXPANSION FOR HOLTER

In Wels, the structural engineering division is currently building a new office block comprising an office space of 1,400 square metres for Austria's largest plumbing and heating wholesaler. The building, which uses prefabricated concrete components, consists of five storeys over a basement. In addition to the site management work, Felbermayr has also received the contract for the carpentry work, and will assemble the 24-metre long, 5-metre wide timber roof elements for the construction of the roof. When work on the grounds is completed next spring, the building will be ready for occupancy after a total construction period of twelve months.



## Crawler crane being used for tunnelling machine

An aerial view of a construction site where a large red and blue crawler crane is lifting a massive red cutting wheel. The crane's boom extends diagonally across the frame. The ground is a mix of dirt, gravel, and concrete. In the background, there are several large red and white industrial buildings, some with 'METROSTAU' written on them. A road and some trees are visible in the distance. The scene is set during the day with clear skies.

For optimum weight distribution, a crane with a crawler mechanism and pedestal outrigger was required. The 50-ton cutting wheel was lifted into place at an unloading height of 34 metres.



In Prague, work to expand the underground rail system is currently ongoing. To lift the Herrenknecht tunnelling machine into place, a Liebherr LR 1750, the most powerful crane ever to be used in the Czech Republic, was deployed.

**T**he aim of the project is to extend the A line to the north-west. In the course of the works, nine new stations are to be built, starting from the Dejvická station. When the Motol Hospital is reached, after approximately 6 kilometres of tunnel construction, the first section will go into service in 2014. Patients will then be able to get to the hospital by underground and will no longer have to depend on a car or the bus. In the final phase of construction, the line is to run to the Letiště Ruzyně station at Prague airport. The construction project is being carried out by Metrostav, one of the biggest construction companies in the Czech Republic.

## 400 lifting operations for tunnelling machine

»In the Czech Republic, we don't have a crane that can lift the 50-ton cutting wheels without a derrick boom or one that can be combined with a crawler mechanism and pedestal outrigger«, explains Michal Prusa of the Felbermayr subsidiary in Brunn. The derrick boom is generally fitted behind the main boom. However, there would not have been any room for this at the construction site in the middle of Prague, so the Felbermayr LR1750 was



*With modern tunnelling machines, it is possible to reach drilling speeds of more than 300 metres per month.*

chosen. The crane was on the construction site from January to July. Prusa went on »It was used every day to carry out a number of lifting operations«. But it was the cutting wheels, with a diameter of around six metres, that were the heaviest. In order to assemble the tunnelling machines underground, a 34-metre deep, 21-metre diameter assembly shaft had to be created. To assemble it, the drilling plates were lifted off the low-loader directly and lowered into the shaft. The »Tonda« was the first of the two tunnelling machines to be assembled. The »Adela« followed about three months later. The two cutting wheels were named after two children who were being treated for leukaemia at the Motol Hospital. »By the way, it was the Felbermayr subsidiary, BauTrans (commissioned by the long-standing partner, MSG), which transported the tunnelling machine« added Pruse, who was delighted with the support for his colleagues from Lauterach.

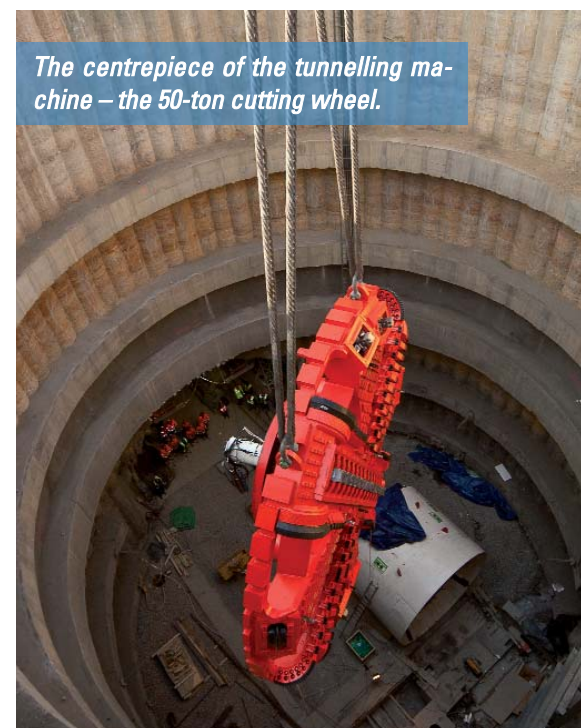
## 16-ton forklift trucks

In addition to three other stackers, the F-16 GSD was accompanied by another giant in its class – a forklift truck with 16 tons of lifting power. This is an ideal machine for moving the lining segments, as the prefabricated concrete segments used for tunnel construction are called, and it will therefore remain in service until

the underground section to the hospital has been completed. Another remarkable machine at the construction site is the F-22 TSX/R with its five tons of lifting power – a forklift with a 22-metre lifting height. This forklift truck comes with a turntable so that it can swivel the load through 360 degrees. »Metrostav is currently using this model from the Felbermayr fleet at a construction site in Helsinki« said Prusa when talking about this powerhouse. ■



*Commissioned by MSG, whose headquarters are in Kehl, Germany, BauTrans was responsible for transporting the tunnelling machine to the construction site.*



*The centrepiece of the tunnelling machine – the 50-ton cutting wheel.*











»Wherever there is a risk to be run, this is where you will meet Sepp Kramser and his men; through their work, they provide protection against the forces of nature high up in the mountains«

Christian Kurzthaler  
Local construction supervision manager, Reißeck II

Sepp Kramser – with his team, he ensured that construction work could start on time.

## Rock stabilisation works for a power station construction site

In the Möll valley in Kärnten, work is ongoing at Austria's biggest power station construction site. This work will link the group's power station Reißeck to the Malta storage power plant by an underground connection – creating pumped storage power plant Reißeck II. Felbermayr Specialised Civil Engineering was commissioned to stabilise the construction site against avalanches, rockfall and excavation work and to install the armatures in the underground power station.

That was a major challenge for us«, recalls Josef Kramser of Felbermayr Specialised Civil Engineering. And if Kramser says so, then you can believe it, because the native of the Möll valley has been working in Specialised Civil Engineering since 1974 and, in addition to rockfall stabilisation work at the peak of the 3,100-metre Sonnblick mountain, he has managed many other construction sites lo-

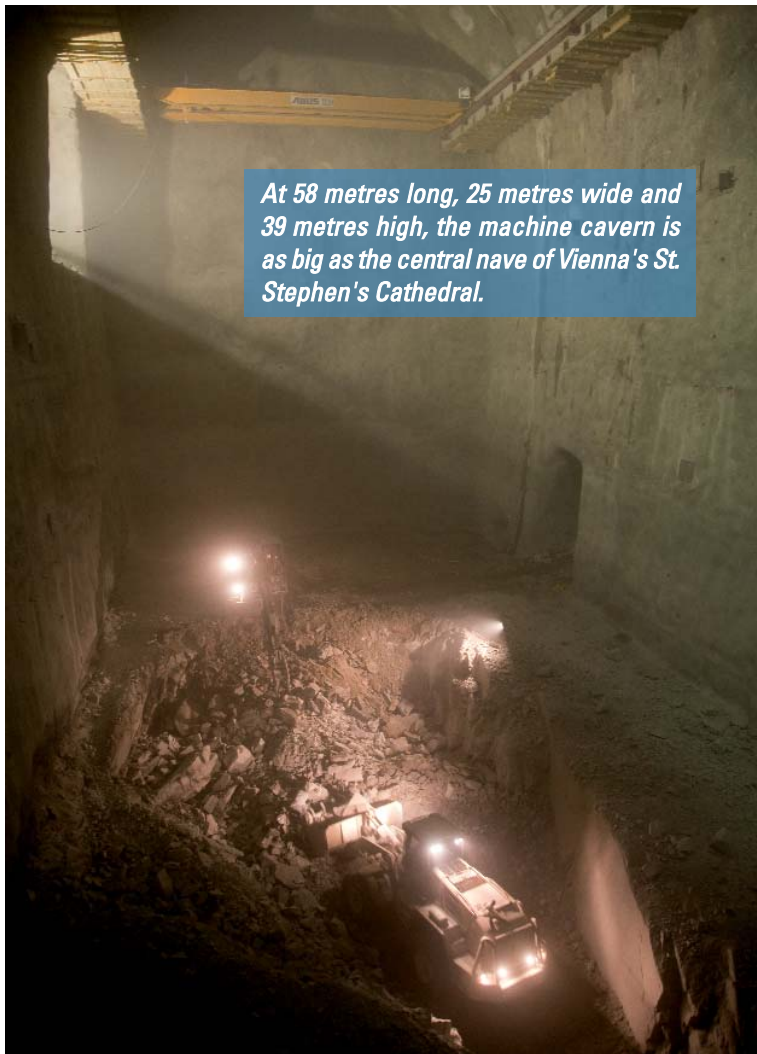
cated between heaven and earth. With up to 28 colleagues at any one time, he worked on the project of the Austrian group's model company for two years.

### Avalanche and rockfall stabilisation

The work started with the creation of the twelve-kilometre access road from the valley to the construction depot and on to

Schoberboden at 2,200 metres above sea level. »In logistical terms, this was very difficult because numerous excavators, dumpers and such like were in operation at the same time and there was very little room for our equipment and materials. What's more, the tight deadlines meant that it was only possible to transport equipment at night«, said Kramser as he described the challenges. In spite of this, once they started in





*At 58 metres long, 25 metres wide and 39 metres high, the machine cavern is as big as the central nave of Vienna's St. Stephen's Cathedral.*

bilisation and a 1,200-metre avalanche barrier. A further 700 metres were installed in the spring of 2011. Ten thousand metres of anchors, 45 tons of reinforcement and 1,500 cubic metres of shotcrete were also used, all testimony to an enormous logistical challenge in an area that was partly located in the high Alps. As Kramser was in a position to report, the original plans were not quite so extensive. It was only in the course of the operations to provide access roads that the forces of nature that would have to be reckoned with became clear – meaning that the stabilisation measures were considera-

June, they succeeded in completing the work by the following December. In December, they could then start work on building the construction depot as planned. Before they could do this, they had to install approximately 1,100 metres of rockfall fencing, around 5,000 square metres of rockfall sta-

bly expanded. In undertaking the necessary measures, the enormous experience of Kramser and his colleagues stood them in good stead: »We had overcome similar challenges with the Limber II storage power plant and that simplifies things« explains the construction manager.

## The centrepiece: the cavern

At around 1,600 metres above sea level, deep inside the mountain, the pumped storage power plant's power station is being built at a depth of 200 metres. At 58 metres long, 25 metres wide and 43 metres high, it is like a cathedral carved out of rock. When the power station has been completed, the two machine sets located here, each with an output of 215 megawatts, will increase the total power output of the power station group from 1,029 megawatts to 1,459 megawatts. To assemble the power station components, a craneway was required. For this, the Felbermayr Specialised Civil Engineering employees installed 58 strand anchors totalling 2,000 metres in length within a time frame of 14 days in June 2011. Impressive figures for an impressive project – a project with which the umbrella organisation has given a stimulus to the entire regional economy, as well as supplying electricity. The pumped storage power plant is to be commissioned in the autumn of 2014. ■



*A total of 10,000 metres of anchor were installed.*

## COMMENT



**Christian Kurzthaler DI**

*Someone who knows what it's all about: Christian Kurzthaler was already part of the construction management team when the Zillergrund power station was built. Later on, he managed many major construction sites, such as the Gerlos II power station, the Freudenau Danube power station, the WM construction site for the St.*

*Anton rail installation and Limberg II. Together with four batch construction managers, geologists and technicians, he now has joint responsibility for the successful completion of the Reißeck II power station.*

»The requirements are extremely high«, says the 58-year old from east Tirol, and he comes straight to the point: »While normal tunnel work generally only involves drilling one bore through the mountain, here we have to drill up, down and every possible direction. What's more, we have to cope with an enormous variety of geological formations. The technologies range from cut-and-cover tunnelling using a tunnelling machine to conventional tunnelling involving drilling and blasting, and various spe-

cialised civil engineering methods. Frequently, the mountain does not conform to the specifications on paper and in cases such as this, in particular, we have to look for technically feasible alternatives and find solutions. But ropes and helicopters are also part of the employees' working tools. To protect against the forces of nature, numerous different stabilisation measures need to be taken, mostly involving rockfall and avalanche barriers. From an ecological perspective, we are also required to meet with strict conditions in relation to protecting the alpine flora and fauna with a view to ensuring that, just a few years after completion of the construction work, the interference with nature will no longer be visible.«



# Administration building built using the formwork table system

Austria's leading natural stone processor, with registered offices in the upper Austrian town of St. Martin, is building a new unit. Felbermayr Structural Engineering was awarded the contract for the construction of the administration building, comprising around 2,500 square metres. Work to construct the shell should be completed as early as November of this year.

*Around 400 ceiling supports were required to erect the prefabricated formwork tables. According to foreman Wolfgang Mayr, another striking feature on the construction site was the MK 88: »This mobile construction crane is ready for use within half an hour and can still lift 1,500 kilograms to a height of 45 metres« said Mayr as he declared himself very happy with the efficiency and flexibility of the lifting device.*







*A graphical representation of the new construction project: here, the company will bring together an exhibition, training and administration centre.*



PHOTOS: MARKUS LACKNER (2), VISUALISIERUNG: STRASSER

**W**ith more than 160 employees, the Mühlviertel company Strasser is the largest processor of natural stone in Austria. Their products range from kitchen worktops to a comprehensive array of natural stone for the building materials trade. In order to bring administration and production together in one location, they are currently building a new office block.

## Applied Specialised Civil Engineering

Felbermayr was awarded the contracts for the structural engineering, civil engineering and specialised civil engineering work. Specialised civil engineering was required because the load-bearing capacity of the subsoil was inadequate. »Using vibro displacement compaction methods, 350 gravel piles were driven into the soil to a depth of around twelve metres,« said Robert Stürzlinger, explaining the solution. Using this as a basis, the foundations were then created over an area of approximately 850 square metres.

## MK 88 proves its worth

»We then erected 25 reinforced concrete columns per storey on the one-metre deep foundations« said Stürzlinger as he explained the requirements for constructing the ceiling for the first storey. The Liebherr MK 88 proved to be the ideal tool for the structural engineering work. According to Stürzlinger: »At eight tons, this crane has a terrific load capacity and owing to its chassis, it can be manoeuvred easily and quickly on the construction site« – capabilities that proved particularly useful when constructing the slab formwork. On account of the time and cost constraints, the decision came down on the side of the so-called formwork table system. »This type of formwork is particularly suitable for a uniform ceiling geometry. The formwork unit only needs to be erected once and when it has set, it can then be reu-

sed for the next section. In this way, it was possible to concrete the three storeys in just seven weeks,« explains Stürzlinger.

## Built in a year

When 2,500 square meters of screed has been installed and various interior plaster work has been completed, the structural engineering work will be largely complete by the end of November. Some foundations will than be poured for existing warehousing and production units. At this point, Felbermayr's Civil Engineering division will set to work and will start on the exterior design. By the end of April, this work will also be complete and after about one year of construction, the building will be fully ready for occupation. ■

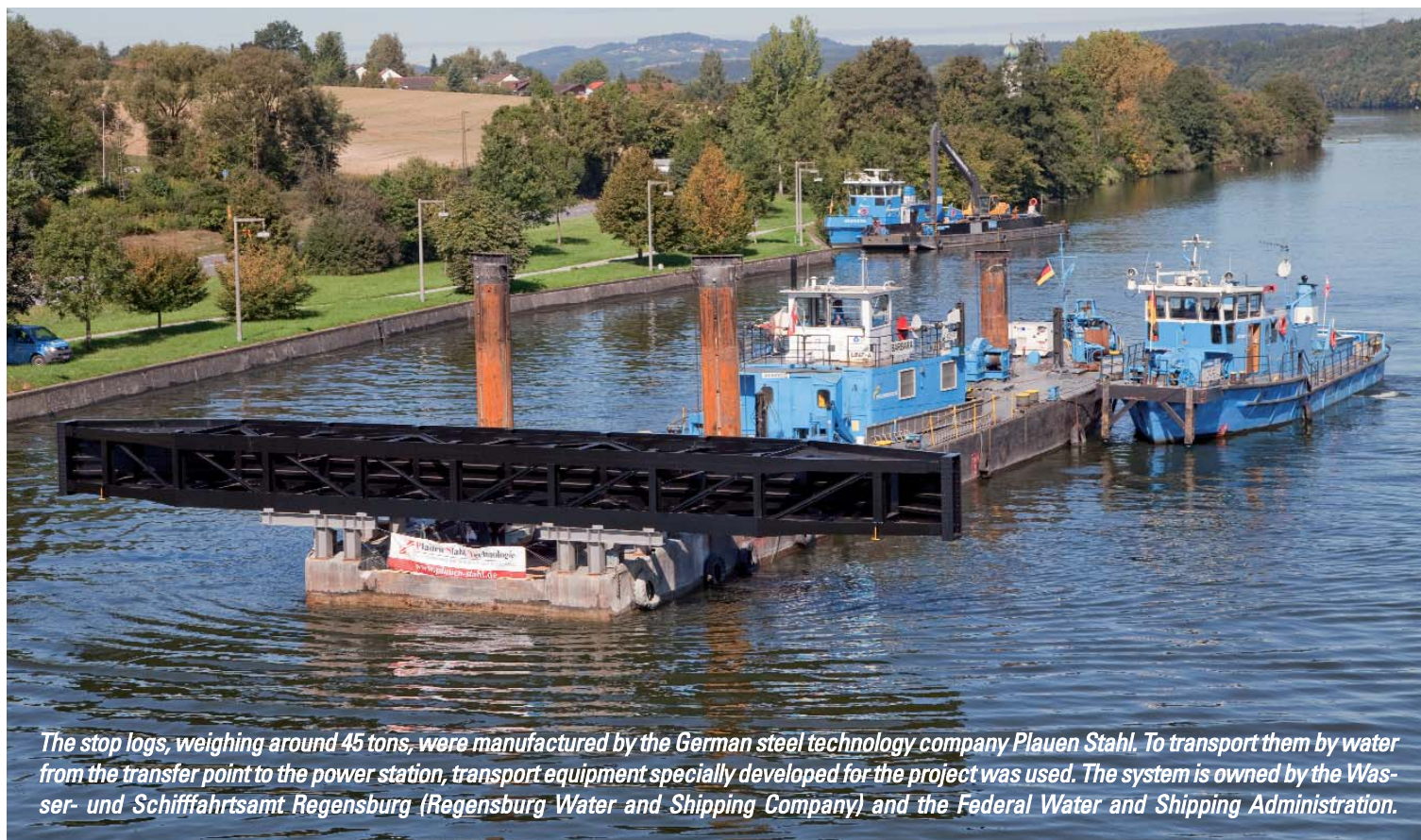
*With the forklift truck used for the tables, the formwork tables, weighing about 300 kilograms, were easy to handle on the construction site.*





# Inspection cover for weir system is floated into place

In August, the stilted dredger pontoon »Barbara« and the motor vessel »Grafenau« were used to replace the inspection cover, consisting of six stop logs, for the Kachlet weir, north of Passau.



*The stop logs, weighing around 45 tons, were manufactured by the German steel technology company Plauen Stahl. To transport them by water from the transfer point to the power station, transport equipment specially developed for the project was used. The system is owned by the Wasser- und Schifffahrtsamt Regensburg (Regensburg Water and Shipping Company) and the Federal Water and Shipping Administration.*

**T**he upstream inspection cover for the Kachlet weir system, which was completed in 1927, had seen better days. From a static point of view, the stop logs were no longer allowed to be used, meaning that a replacement was unavoidable. The components manufactured by our client, Plauen Stahl Technologie GmbH, were transported to the power station by low-loader from Plauen, which is around 300 kilometres north of Passau. A mobile crane was used to transfer the inspection covers, weighing approximately 35 tons, to the ship.

## Stop logs floated out

First of all, however, the old stop logs had to be floated out. »To be able to do that, we first had to cut out a niche« said construction manager Wolfsteiner, explaining the procedure

used for the mini-excavator employed on the »Barbara«. But the »St. Peter« was also lined up, with a long-armed excavator. Its task was to clean the weir floors for all six weir fields.

## Accurate to within centimetres

For the task of floating the inspection covers into place with the required precision, the stilted dredger pontoon »Barbara« offered ideal conditions. »It has several winches to which guiding ropes can be attached on the bank«, explains Hans Wolfsteiner, commenting on the operation which was led by Felbermayr Captain Ulrich Feirer. Using these ropes, the ship could be guided to the installation site with centimetre precision and the stop logs could be carried by the lifting beam. If required, the upstream water of the weir field could be blocked. For each

of the stop logs, which were arranged side by side, it took three days to float them in and out.

*By using guiding ropes, it was possible to float the stop logs into place under the lifting beams with centimetre precision and then lift them up.*





## ANNIVERSARIES OUR CONGRATULATIONS

**45 YEARS** Johann Lettenbichler – Lifting Technology **40 YEARS** Milo Trivkovic – Cranes **35 YEARS** Boguslaw Boryczka – ITB · Anita Hummer – Administration · Margit Pfeufer – Administration · Josef Ringer – Construction · Johann Sperz – Civil Engineering · Ulrich Wittwer – BauTrans **30 YEARS** Margit Fröstl – Administration · Peter Linimayr – Lifting Technology · Wolfgang Schellerer – Transport and Lifting Technology **25 YEARS** Josef Ammann – BauTrans · Josef Angerer – Installation · Miroslav Brandusanovic – Transport · Franz Hagspiel – BauTrans · Wolfgang Lichtenauer – Civil Engineering · Hubert Rathmoser – Heavy Transport · Alfred Ringer – Civil Engineering · Josef Wieser – Civil Engineering **20 YEARS** Helmut Demmelmayr – Civil Engineering · Branko Derek – Workshops · Bernhard Gessler – Civil Engineering · Achim Getzlaff – Heavy Transport · Franz Hellein – Transport · Jusuf Hrnčić – BauTrans · Momir Jovanovic – Cranes · Tamara Kolnierzak – Administration · Zsigmond Mozes – Sareno · Helmut Müller – Heavy Transport · Elek Nemeth – BauTrans · Mehmed Prosic – Workshops · Hermann Schmidbauer – Cranes · Markus Seebacher – Civil Engineering · Gerald Taibon – Civil Engineering · Kurt Wohlfahrt Jr. – Transport **15 YEARS** Adil Bajric – Civil Engineering · Christian Derflinger – Heavy Transport · Jürgen Dickinger – Civil Engineering · Markus Eder – Heavy Transport · Herbert Giger – Civil Engineering · Mirsad Hibic – Installation · Pasaga Hodzic – Workshops · Manfred Hoefurtner – Cranes · Jodok Hubert Kohler – BauTrans · Rafal Kostrzewski – ITB · Wojciech Łuczański – ITB · Karoly Majnar – BauTrans · Gerhard Mikusch – Cranes · Gojko Milasinovic – Heavy Transport · Christoph Nüssler – Transport and Lifting Technology · Zoltán Papp – BauTrans · Roland Pröll – Sareno · Slavko Rakic – Heavy Transport · Gerhard Rampetsreiter – Cranes · Pierre Robert Rosina – Cranes · Johann Schmidt – Civil Engineering · Klaus Stützner – Civil Engineering · Roman Sulzner – Administration



**Hannes-Sebastian Huber DI**

### CONSTRUCTION New board member

Hannes-Sebastian Huber has been Technical Director of Felbermayr Bau GmbH & Co KG since July. Huber graduated from the Technical University in Graz and was last employed as the group signing authority for international projects in the Civil Engineering department. In his current role, he is following in the footsteps of Horst Felbermayr DI, who will now dedicate himself to his central management role as Managing Director of Felbermayr Holding GmbH.



**Henry Focke**

### EXPANSIVE Felbermayr construction now also in Germany

Henry Focke and his team make up the core team of the first Felbermayr construction subsidiary in Germany. These employees, who specialise in civil engineering, also have international experience in structural engineering projects and were also active in civil engineering – for example, in the construction of the longest bridge in Germany. The sphere of influence of this motivated team has a radius of approximately 100 kilometres around Leipzig.



**Andrea Felbermayr**

### PROMOTION SIGNING AUTHORITY APPOINTED

Andrea Felbermayr has been a part of the company since May 2010. With effect from 5th November, the wife of Horst Felbermayr DI has received the signing authority for Felbermayr Holding GmbH. This signifies an increased level of responsibility for the Vorarlberg native. Furthermore, it is a significant step towards expansion and towards the continued existence of the Felbermayr Group as a family business. Andrea Felbermayr has extensive knowledge in the area of balance sheet accounting as well as a great understanding of the construction industry.

## Competition

### Prize question:

**Where is the biggest power station construction site in Austria currently located?**

### 1st prize:

A Terex-Demag AC 500-2 in a scale of 1:50. This faithful reproduction model is a special edition from Conrad, made from diecast aluminium.



You can find the answer in this edition. We will draw winners of the 15 non-cash prizes from amongst the correct entries. For further information, go to [www.felbermayr.cc/informer](http://www.felbermayr.cc/informer) – Click to enter! Please send us the correct answer by fax to +43 7242 695-144 or e-mail [informer@felbermayr.cc](mailto:informer@felbermayr.cc). The closing date for entries is 31st March 2012. There is no legal recourse.

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