



HEAVY INDUSTRY

Since 1955



INDUSTRY -

HEAVY INDUSTRY

Fagioli operational activity includes the heavy transport and lifting services for the heavy industry, and automotive. Fagioli works on a worldwide basis for the removal and repositioning of heavy industry machinery such as complete blast furnace sections, harbour cranes, tunnel boring machines and dismantling operations of complete plants. Fagioli is often called on to provide dedicated equipment and personnel for the installation and relocation of heavy presses for the automotive industry.





equipment such as specific saddles, supports, beams... that will be used during the transport/lifting operations for the completion of real turnkey projecs. In performing turnkey projects the planning and organization phases are essential features that Fagioli are able to optimize to the maximum extent in order to offer tailor-made solutions for any kind of transport, lifting and shipment activity for the heavy industry projects.

BIG LOADS, BIG MOVES



The transport and installation of sections of Tunnel Boring Machines require the issuing of detailed plans in accordance with local authority for the passage of the sections, countless interventions on the road and the use of specific equipment such as multi-axle trailers for the transport and gantry lifting and strand jacking systems used to change the configuration of the convoy and for the final installation



SPMTs



TURN -KEY PROJECTS: Door-to-door relocation of port cranes including installation and assembly of heavy sections by means of the most effective heavy equipment on the market -BALLASTING PROCEDURES -LASHING - SECURING - SEA FASTENING: Fagioli engineering department issues all the necessary documentation for the completion of ballasting operations during load in / load out, providing also sea-fastening operations for safety sea-river and road transport activity of port cranes. -DEDICATED EQUIPMENT: Fagioli owns of one the biggest fleet on the market for the heavy transport and lifting operations: SPMTs for the hauling of complet assembled port cranes; strand jacks and tower system for the lifting and installation of Goliath Cranes sections. -BARGE & TUGBOATS: Fagioli are proprietary of barges and tugboats for river and sea transport of heavy items -PORT AGENCIES AND MARINE CARGO INSURANCE MANAGEMENT: Port agency duties and documentation are available in order to provide insurances and related documentation





Q FAGIOLI



STRAND JACKS



SPTS



- Skid shoes and Elevator system - Screw Jacks - Climbing Jacks - Auxiliary equipment





TBM

MAIN EQUIPMENT FLEET FOR THE HEAVY INDUSTRY

RADGES ove Barges in th 1,300 AXLE LINES MARINE EQUIPMENT ovei Barges, 1.000 units ballast (15-750 ton pumps. **GANTRY CRANES** Up to Over 550 800 ton axle lines capacity Available other equipment such as:

HEAVY INDUSTRY

EQSE SIHBX

SOUTH KOREA / ROMANIA: DISMANTLING, SHIPMENT, REVAMPING,

ERECTION AND COMMISSIONING OF A USED 2.500 TON GOLIATH CRANE

The 700 ton capacity Goliath crane was dismantled in Masan (South Korea), and loaded by 32 axle lines SPMTs onto a Heavy Cargo Carrier with final destination Tulcea (Romania). Before shipping, the Main girder was cut to reduce the working span from previous 125m to 98m (required at Tulcea site). Also Fixed leg was cut from Main girder. Once the SPMTs executed the load out of the items (weighing up to 500 ton), the heavy Lift vessel headed to Romania for the load in operations. Fagioli prepared a tower lift system composed of no. 4 Lifting beams and n. 4 Lifting towers. The Goliath Crane erection work phases in Tulcea: The two main girder blocks were welded together at ground level (bottom flange at 1,3 m height). After welding the Main girder was lifted (bottom flange at 3 m height approx) to allow insertion of lifting beams. This jack-up was carried out by means of SPMTs. Lifting beams were inserted underneath. Main girder and connected to strand jacks on top of towers. Upper trolley was installed on top of Main girder by means of crane. Main girder was lifted by means of strand jacks (bottom flange at 8 m height approx). The Lower trolley was moved by SPMTs and installed onto Main girder. Main girder was lifted by means of strand jacks (bottom flange at 13 m height approx). The fixed leg was moved by SPMTs and connected to Main girder rotation pad-eyes. The Main girder + Fixed leg was lifted by means of strand jacks up to final elevation (bottom flange at 72 m height approx.). Fixed leg was welded to the Main girder. During this activity leg bottom was supported (by stools or by SPMTs). Hinged leg was verticalized by means of crane (head lifting) and SPMTs (bottom tailing). Then the Hinged leg was connected to Main girder rotation pad-eyes. Hinged leg rotation was completed by means of SPMTs at bottom. Hinged leg was mechanically connected to the Main girder. Bogies were moved by SPMTs and connected to the legs. Fagioli executed the final test and commissioning,



Top Images: Crane components weight list; Map of the journey from Korea to Romania

Pictures above: Arrival of the dismantled crane; load in operations; lifting operations of the sections by s. jacks and tower system

Pictures Below: Details of lifting and installation activity



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