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## Goldhofer design helps Kahl Schwerlast to bridge the gap

The transport industry is facing a real dilemma, said Erich Traub, marketing director at Memmingen, Germany based specialist trailer manufacturer Goldhofer.

He observed: "On the one hand, loads are becoming bigger and heavier all the time, and on the other hand the authorities are demanding lower and lower axle loads because of the poor state of the

roads and bridges. It is up to us to help our customers out of the dichotomy with innovative transport solutions."

The recent delivery of a new high girder bridge transporter to Kahl Schwerlast in Moers near Duisburg is a good example of this desire to help solve Germany's transport problems, Traub said.

"With some completely innovative design engineering, we have succeeded in reducing

the axle load to less than 12 tonnes."

Goldhofer partnered with Greiner to create the bridge, which is designed for configurations with a maximum of 2 x 24 axles and a load-bearing capacity of up to 550 tonnes.

Based on a new modular system, with a span of more than 52 m and total length of about 89 m, the equipment provides options for loading

heavy items such as generators, transformers, motors, turbines and reels.

The new bridge will make Kahl Schwerlast faster and more efficient in obtaining permits for heavy duty transport operations, said managing director Andreas Kahl.

In the delivery statement it was noted that the poor condition of many roads and bridges, coupled with the trend towards heavier and larger items to be transported, means gaining permits can be a long and complex process.

In many cases, long detours have to be made because of the poor state of the roads, or permits are refused.

As a result, some items are no longer produced in one piece in Germany because it has become almost impossible to transport them to and from the ports.

"With our new bridge, we are making a small contribution to maintaining Germany's position as an industry location in the fields of mechanical and plant engineering," said Kahl.

"Thanks to the various options offered by our new bridge, we will in future be more frequently able to take the fastest route for the job without any detours," he concluded.



• *Germany feature is on pages 40-46.*

## CakeBoxx doorless container targets heavy lift market

Specialist shipping container manufacturer CakeBoxx Technologies has launched a new version of its TrusDek doorless container with a recessed floor, designed for the needs of the heavy lift plant industry. The new design gives more loading height within the envelope of the CakeBoxx ISO hi cube container and is being marketed as a more secure and safe alternative to flat rack and open-top conventional shipping units.

The new container is a variant of the heavy-base TrusDek container deck that has already been tested to carry loads up to 36 tonnes. Chris Clark, director of European sales and marketing, said that the new deck



The CakeBoxx lid is easily managed by a small forklift.

is being tested to carry loads of up to 56 tonnes.

He told HLPFI: "A big target for the new design is the heavy plant industry, for example shovel manufacturers. These companies want a design that

totally encloses the cargo, but with standard containers they either have to break the equipment down to get it inside, or use a fabric-topped container."

The CakeBoxx design allows cargo to be loaded onto an open flat deck, with completely free access from the top and sides. The metal CakeBoxx lid can then be lowered onto the deck, totally enclosing the cargo. The lid is then secured to the deck with the patented locking system.

Unlike conventional containers, there are no doors in the standard CakeBoxx design that can be prized open – although doors can be added at the client's request. The only way to get at the cargo is by lifting the CakeBoxx lid using a forklift truck, crane, or any other conventional cargo lifting equipment – something that is beyond the means of most cargo criminals.