

Zermatt Mark II: Liebherr LTR 1060 crawler crane from Clausen completes mountain tour at an altitude of around 2,900 metre

- Liebherr LTR 1060 telescopic crawler crane completes three weeks in the Swiss Alps at an altitude of 2,900 metres
- LTR 1060 from Clausen demonstrates its outstanding off-road capabilities and masters gradients of up to 45 percent
- Telescopic crawler crane moves with 16-tonne drive engine

Ehingen / Donau (Germany), 26 November 2015 – The Liebherr LTR 1060 telescopic crawler crane from Swiss crane contractor Clausen has already demonstrated its outstanding off-road capabilities many times. The LTR 1060 has now completed another extreme tour at an immense altitude of 2900 metres. It was required at the foot of the Matterhorn to help construct the mountain station for the new Hirli chairlift. The experienced team from Clausen and the Liebherr crane overcame the challenge with ease using its alpine experience and outstanding crane technology.

The LTR 1060 telescopic crawler crane from crane contractor Clausen is used to excursions into the adverse conditions of the Swiss Alps. In autumn 2014 the 60-tonne machine was driven to an altitude of 2,020 metres, overcoming steep inclines and gradients of up to 40 percent. At the time it was used for construction work on a mountain railway tunnel. Liebherr provided support for the crane job with extensive calculations and technical advice.

With this experience behind it, the Clausen team started the planning work for this new job: a crane was needed for the erection work of the mountain station for the new Hirli chairlift in Zermatt. This was being built at an altitude of 2,900 metres. Once again the biggest challenge was gaining access on unmetalled hiking paths.

Clausen transported the crawler crane to Stafelalp at an altitude of 1,900 metres on a compact low loader in mid-September. From there the LTR 1060 had to cover the rest of the distance of eight kilometres on its own. The biggest hurdle that the Liebherr

crane had to overcome was a stretch of two kilometres with a gradient of 45 percent. After around five hours the LTR 1060 and the Clausen team finally reached the site at an altitude of 2,900 metres.

After the crawler crane had shown its outstanding off-road capabilities, it then demonstrated its crane performance over the next few days. First of all it installed the steel structure for the new mountain station. It then had to assemble the drive engine. To do this the LTR 1060 first had to be driven to the assembly site carrying the 16-tonne engine before it could hoist it into position. This so-called "pick-and-carry" operation is a major selling point for telescopic crawler cranes. They can travel holding a full load which makes them particularly flexible to use. After completing the job and spending around three weeks at this altitude, the 60-tonne machine then had to tackle the downhill journey.

Clausen Kran AG is a family company which first opened for business in 1972 in Brig im Wallis. The company characteristics include its many years of experience and competent, motivated team. Its modern, well maintained fleet consists of four Liebherr cranes and two heavy transport vehicles. Its smallest crane is an LTC 1055-3.1 compact crane, its largest an LTM 1220-5.2.

Caption

liebherr-ltr-1060-clausen-matterhorn-01.jpg

Impressive backdrop: The Clausen LTR 1060 working at an altitude of 2,900 metres in the Swiss Alps.

liebherr-ltr-1060-clausen-matterhorn-02.jpg

The mountain station for the new Hirli chairlift is being built at the foot of the Matterhorn. The LTR 1060 overcame extreme gradients en route to the site.

liebherr-ltr-1060-clausen-matterhorn-03.jpg

Difficult ascent: The Clausen LTR 1060 demonstrated its outstanding off-road capabilities tackling gradients of up to 45 percent.

liebherr-ltr-1060-clausen-matterhorn-04.jpg

Slowly but surely the Liebherr telescopic crawler crane wound its way up the narrow, unmetalled tracks. The Clausen team has plenty of experience with working in the high Alps.

liebherr-ltr-1060-clausen-matterhorn-05.jpg

The Clausen LTR 1060 spent around three weeks at an altitude of 2,900 metres installing the steel components and the drive engine for the mountain railway.

liebherr-ltr-1060-clausen-matterhorn-06.jpg

Once its work was done the Liebherr LTR 1060 had to tackle the difficult descent.

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