

Press release

Bridge demolition: Swiss giant creates “clear conditions” in Hanau

- LR 1700-1.0 is the key appliance in the spectacular bridge demolition
- Liebherr crawler crane lifts bridge components weighing up to 280 tonnes
- Second-largest crane in Emil Egger's fleet

At some point, it had to happen. After many years of preparation, the experts at the construction company Max Wild in Berkheim bei Memmingen, the crane hire company Emil Egger in St. Gallen, the building authority of the City of Hanau, Deutsche Bahn and other stakeholders completed the concept for the demolition of the Eisenstrassenbrücke, which had been built in 1959 at the western end of the main railway station in Hanau. In the week before Christmas, work commenced and the first section of the bridge was demolished.

Ehingen (Donau) (Germany), 03 March 2025 – An extremely complicated demolition process, which the company Max Wild from Berkheim is carrying out in two stages with its crane partner, Emil Egger. Railway tracks had to be closed and overhead lines dismantled. A temporary bridge was installed, diversions set up and hundreds of other trades, institutions and specialists prepared for the major demolition job.

At the start of December 2024, the time had come. Visible proof of the efforts was the assembly of the LR 1700-1.0 from Liebherr with a weight of 900 tonnes and a 60-metre-long main boom as well as a 36-metre-long derrick boom. It arrived on 38 trucks and was erected and calibrated by three experienced Egger crane professionals and a 120-tonne telescopic crane in just three days. Proof of the carefully thought-out modular concept. 50 tonnes of central ballast, 150 tonnes of revolving platform ballast and the large suspended ballast ensure stability.

The first dismantling phase was to be completed by 31 December 2024 and consisted of 15 lifts totalling 4,000 tonnes of material. Demolition by means of blasting or hydraulic hammers was ruled out due to the surroundings and the sensitive railway structure. Max Wild decided to saw out the individual segments, each weighing between 70 and 280 tonnes. After the installation of the LR 1700-1.0, the work really began: the team laboured around the clock. During sawing, the bridge section to be cut out was attached to the LR 1700-1.0 with lifting straps and chains. The lifting gear was under tension, as the load was only released and suspended from the crane's hook when the last saw cut had been completed.

Stefan Beeler has been with Emil Egger AG for three years and switched to the crane hire company specifically because of the LR 1700-1.0. He drives this crane for around 600 hours a year and is

particularly satisfied with its extreme sensitivity. He confirms that, although assembly and dismantling are no child's play, they can be completed in just a few days with a 130-tonne auxiliary crane thanks to the excellent accuracy of fit, the simple plug-in connections and the clear erection guidelines.

There were and still are plenty of unpredictable aspects to the job, as the 38 trucks carrying the components of the Liebherr LR 1700-1.0 crawler crane had to travel backwards under the bridge structure to the assembly site. The crane has been there since mid-December and will remain there until the end of February, as the second part of the assembly with a further 16 lifts will begin in the second half of February. Equipped with 60 metres of main boom and 36 metres of derrick boom with 2 x 8-fold reeved rope (winch 1 and 2), the LR 1700 is the perfect tool for this sensitive bridge demolition.

In the first dismantled section, the heaviest part weighed 280 tonnes. To handle this, an additional 375 tonnes of suspended ballast had to be added on. The challenge with this was that the boom had to be luffed as soon as the component was released and hung on the hook. The crane then had to move back a few metres and then slew through about 180 degrees to gently place the bridge component on the dismantling site. Many people can do this, but the Swiss are particularly good at it, which is why Simon Walcher, site manager at Max Wild, is convinced that, with Egger, he has the right partner by his side for this complicated construction project.

The LR 1700-1.0 from Liebherr is the second-largest crane in Switzerland and also the second-largest in the Egger fleet after the LR 11000. "There isn't much wind power in Switzerland," confirms Stefan Beeler, crane operator at Egger. This is why construction work, assembly work, especially on bridges, buildings and industrial structures, as well as loading in harbours, are the bread and butter business for the LR 1700, which after three years of use and 1,800 operating hours looks as if it has just left the one-million-square-metre Liebherr plant in Ehingen.

About EMIL EGGER AG Schwergut-Logistik

The EMIL EGGER Group, a company owned and managed by the 3rd generation of the family, has 11 locations and 800 employees across Switzerland and boasts many years of experience in the logistics industry as well as a strong focus on customer service. The company is the go-to partner for complex general logistics services from warehousing to heavy-duty assembly. The crane fleet, which has 50 machines, spans all types of telescopic and crawler cranes, as well as specialist cranes and jacking systems. The LR 11000 is the most powerful crane in Switzerland. The family-run company has been relying on products from the Liebherr Group since 1981.

About Liebherr-Werk Ehingen GmbH

Liebherr-Werk Ehingen GmbH is a leading manufacturer of mobile and crawler cranes. Its range of mobile cranes extends from 2-axle 35 tonne cranes to heavy duty cranes with a lifting capacity of 1,200 tonnes and a 9-axle chassis. Its lattice boom cranes on mobile or crawler travel gear deliver lifting capacities of up to 3,000 tonnes. With universal boom systems and extensive auxiliary equipment, they can be seen in action on construction sites throughout the world. The Ehingen site has a workforce of 5,000. An extensive, global service network guarantees the high availability of Liebherr mobile and crawler cranes. In 2023, the Liebherr plant in Ehingen recorded a turnover of 2.81 billion euros.

About the Liebherr Group

The Liebherr Group is a family-run technology company with a highly diversified product portfolio. The company is one of the largest construction equipment manufacturers in the world. It also provides high-quality, user-oriented products and services in a wide range of other areas. The Liebherr Group includes over 150 companies across all continents. In 2023, it employed more than 50,000 staff and achieved combined revenues of over 14 billion euros. Liebherr was founded by Hans Liebherr in 1949 in the southern German town of Kirchdorf an der Iller. Since then, the employees have been pursuing the goal of achieving continuous technological innovation, and bringing industry-leading solutions to its customers.

Images



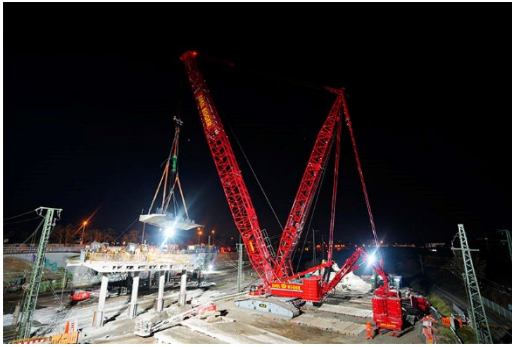
liebherr-lr-1700-1.0-egger-dismantling-bridge

Egger's LR 1700 in the dismantling of the road bridge at Hanau's main railway station: the 78-tonne bridge section is already lashed and is being dismantled using a band saw.



liebherr-lr-1700-1.0-egger-dismantling-bridge-preparations

Lifting straps and sling chains are carefully prepared for lifting the 78-tonne bridge section.



liebherr-lr-1700-1.0-egger-dismantling-bridge-at-night

Night working: the sawn-free bridge element floats on the hook and is moved with a 180-degree slew to the dismantling site.



Stefan Beeler joined Egger three years ago because of the LR 1700-1.0. He praises the ease of installation and the extremely precise specifications of the Liccon control unit.

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