

03 October 2018

**OPERATIONAL EFFICIENCY AND REDUCED RISK DEMONSTRATED WITH
THE TLG1000'S INAUGURAL BRIDGE INSTALLATION**



ALE has demonstrated the TLG1000's ability to perform high capacity lifts safely and securely during the installation of an elevated viaduct in Argentina.

ALE was tasked with installing 538 concrete girders, weighing 230t each, over the San Martin railway in Buenos Aires.

534 are being installed using a girder launcher. However, the space between two of the piles is larger than the typical spans the girder launcher can reach, so ALE had to find an alternative lifting method. As a result, The TLG1000 has been used for four of the girders.

The new hydraulic gantry system, with 1,000t capacity and stability from its base, was the ideal solution as it had the capacity to lift up the bridge sections and drive them into position safely.

One of the other challenges was that an underground gas pipe was located beneath and ALE needed to find a lifting solution that avoided this. Despite a high capacity crawler crane being the easiest option to install the girder sections, it was not feasible to lift because of the high ground bearing pressures that risked breaking the pipeline.

The optimum solution was the TLG1000 gantry system which can spread the load better and more evenly to overcome this. The TLG1000's monitoring systems also

provided data on the ground settlements to give the client assurance that this did not impact on the gas pipe underground.

The new viaduct, measuring over 5km long, is located over the San Martin railway line, connecting the Palermo to La Paternal neighbourhoods of Buenos Aires.

Juan Manuel Hinojosa, Project Manager, said: "It is fantastic to see the TLG1000 in operation for the first time and deployed to overcome the challenges of the underground pipeline by spreading the load. By having this innovative fleet of lifting equipment, we could find not only the ideal solution to complete the job, but a solution that also ensured stability and safety."

ALE has 480 girder sections left to install and is expected to complete in April 2019.

ENDS

Issued by the ALE Press Office. For more information, please contact Sarah Maia, Group PR Officer, 01782 977 146 or s.maia@ale-heavylift.com

Images 1 and 2: ALE's TLG1000 lifting one of the four girder sections in Argentina.

NOTES FOR EDITORS:

ABOUT ALE

ALE delivers a highly tailored, end-to-end service covering every aspect of the handling, transportation and installation of heavy, indivisible loads, including lifting, transporting, installing, ballasting, jacking and weighing.

ALE provides strategic heavy-lift services to a wide range of sectors, including civil, oil and gas, energy, nuclear, offshore, renewables, petrochemical, ports, marine, minerals and metals and mining.

ALE has more than 40 offices across Europe, the Far East, Africa, America, South America, the Middle East and Australia. It is fully compliant with international standards of safety and excellence, including Quality standard ISO 9001:2015, Environmental standard ISO 14001:2015, and Health and Safety Standard OHSAS 18001:2007. Further information can be found on the ALE website at www.ale-heavylift.com.

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**EFICIENCIA OPERATIVA Y RIESGOS REDUCIDOS QUEDAN DEMOSTRADOS
POR PRIMERA VEZ EN LA INSTALACIÓN DEL PUENTE UTILIZANDO EL
TLG1000**



ALE ha demostrado la capacidad del TLG1000 para realizar izados de gran capacidad de forma segura y sin riesgos durante la instalación de un viaducto elevado en Argentina.

ALE fue contratado para instalar 538 vigas de hormigón, de 230t cada una, por encima de las vías del tren San Martín en Buenos Aires.

534 se están instalando utilizando una viga lanzadora. Sin embargo, el espacio entre dos de las pilas es más grande que los vanos típicos donde se utiliza la viga lanzadora, para solucionarlo ALE encontró un método de izado alternativo. Como resultado de esto, se utilizó el TLG1000 para cuatro vigas.

El nuevo sistema de pórtico hidráulico, con una capacidad de 1.000t y estabilidad desde su base, fue la solución ideal ya que tiene capacidad para izar las secciones del puente y llevarlas hasta su posición de manera segura.

Otro desafío fue la existencia de un caño de gas subterráneo y ALE tuvo que encontrar una solución de izado que evitara eso. A pesar de que una grúa oruga de gran capacidad hubiera sido una solución más simple para instalar las secciones de vigas, no era posible utilizarla para izar debido a que la gran carga al suelo podía ocasionar la ruptura del caño.

La mejor solución fue el Sistema de pórtico TLG1000 que puede repartir mejor la carga y de manera más uniforme para superar este problema. Además, el sistema de

monitoreo del TLG1000 brinda información sobre el asentamiento del suelo para asegurar al cliente que no impactaba en el caño de gas subterráneo.

El nuevo viaducto, que mide 5km de largo, está ubicado sobre la línea ferroviaria del San Martín, que conecta los barrios de Palermo con La Paternal en Buenos Aires.

The optimum solution was the TLG1000 gantry system which can spread the load better and more evenly to overcome this. The TLG1000's monitoring systems also provided data on the ground settlements to give the client assurance that this did not impact on the gas pipe underground.

Juan Manuel Hinojosa, Gerente de Proyecto, comentó: “Es fantástico ver operando el TLG1000 por primera vez y utilizarlo para superar el desafío del caño subterráneo repartiendo la carga. Teniendo esta flota innovadora de equipamiento para izados, pudimos encontrar no solo la solución ideal para completar el trabajo sino una solución que también garantizaba la estabilidad y la seguridad.”

ALE debe instalar 480 secciones de vigas más y se estima completar el trabajo en abril de 2019.

ENDS

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Fotos 1 y 2: El TLG1000 de ALE izando una de las cuatro secciones de vigas en Argentina.