POINT2POINT

Global Logistics Solutions

Riggers secure heavy components of the press to railcars at the Port of Baltimore for transport to the Pennsylvania jobsite. In all, 221 forge pieces, with a combined weight of over 1,870 tons/1699 MT were transported.

Project Brief

For additional photographs documenting the challenging delivery of this huge forging press to Sharon, PA, click here: http://www.utcoverseas.com/pdfs/galleries/PG_Ellwood_Forge_Press.pdf

www.utcoverseas.com
project@utcoverseas.com
Tel.+1-713-869-9939

UTC MEETS PRESSING CHALLENGE

UTC Overseas recently completed delivery of a huge forging press, part of a new state-of-the-art industrial facility in Sharon, PA, north of Pittsburgh. The plant owners, The Ellwood Crankshaft Group, said the facility will produce the largest crankshafts of any plant in North America -- weighing up to 30 tons and extending as much as 50 feet. The shafts will be used in the engines of large ships, locomotives, gas and oilfield compressors and electrical generation facilities. A forging press heats huge steel bars so that dies, under great pressure, can create the cam shapes required along the length of the crankshaft.

Bryan Fathauer, is head of UTC Overseas' Pittsburgh office that, along with the company's German head office in Bremen, helped manage the shipment of the press components from Europe to the plant site. "The cargo included 221 different items with a combined weight of over 1,870 tons/1,699 MT. The largest were four huge press rams, two weighing over 155 tons/141MT and the other two at 130T/118MT," Fathauer explained. "Forge components were trucked from inland Czech Republic to the port of Melnick for barge transport to Bremerhaven, then by specialty Ro-Ro ocean carrier to Baltimore, and by rail and truck to the jobsite. Our biggest challenge however, proved to be the weather."

"The shipments were scheduled to move in the late spring of 2015, but a severe European drought brought water levels in the ...Read more

Join UTC Overseas

April 27 – 29
Booth #545
Cannex & Fillex 2016
Denver, CO
http://spgevents.com/cannex-fillex/

May 2 - 5
Booth #3423
IEEE PES T&D Conversion
Congress & Exposition
Dallas, TX
http://www.ieeet-d.org/

May 2 - 5
Booth #2541-I
Offshore Technology Conference
Houston, TX
http://2016.otcnet.org/

May 23- 26
Booth #214H2
Breakbulk Europe
Antwerp, Belgium
http://www.breakbulk.com/

UTC MEETS PRESSING CHALLENGE

(continued)

Elbe River to historically low levels, making it impossible to move these huge pieces by barge for several months," added Jens Murken, Managing Director of UTC Germany. "Finally, with a contract deadline for delivery looming, conditions improved enough to get things moving, but with the delays, we were literally completing our final deliveries the weekend before Christmas."

The rams were moved on 8-axle railcars from the Port of Baltimore to a spur near the Sharon plant site, a renovated 400,000 square-foot factory building. Part of the renovation included pouring 7,000 cubic yards of concrete for the forge foundation.

"The tremendous hydraulic forces needed to form these crankshafts are what dictate both the size of the foundation and of the footings that rest on it," Fathauer continued.

The heaviest pieces of the shipment were transferred by gantry from the railcars to a self-propelled motorized transporter capable of negotiating the turns and narrow spaces inside the factory. Company officials say they hope to begin production later this year.

"Despite the weather delays and challenges we faced," Fathauer concluded, "we were able to complete safe delivery within contract deadlines."

Record low water levels in Europe during the spring and summer of 2015 delayed the barging of heavy units from the Czech Republic to Bremerhaven for export to the U.S. Despite the delays, UTC was able to complete delivery within the project's contracted deadline.