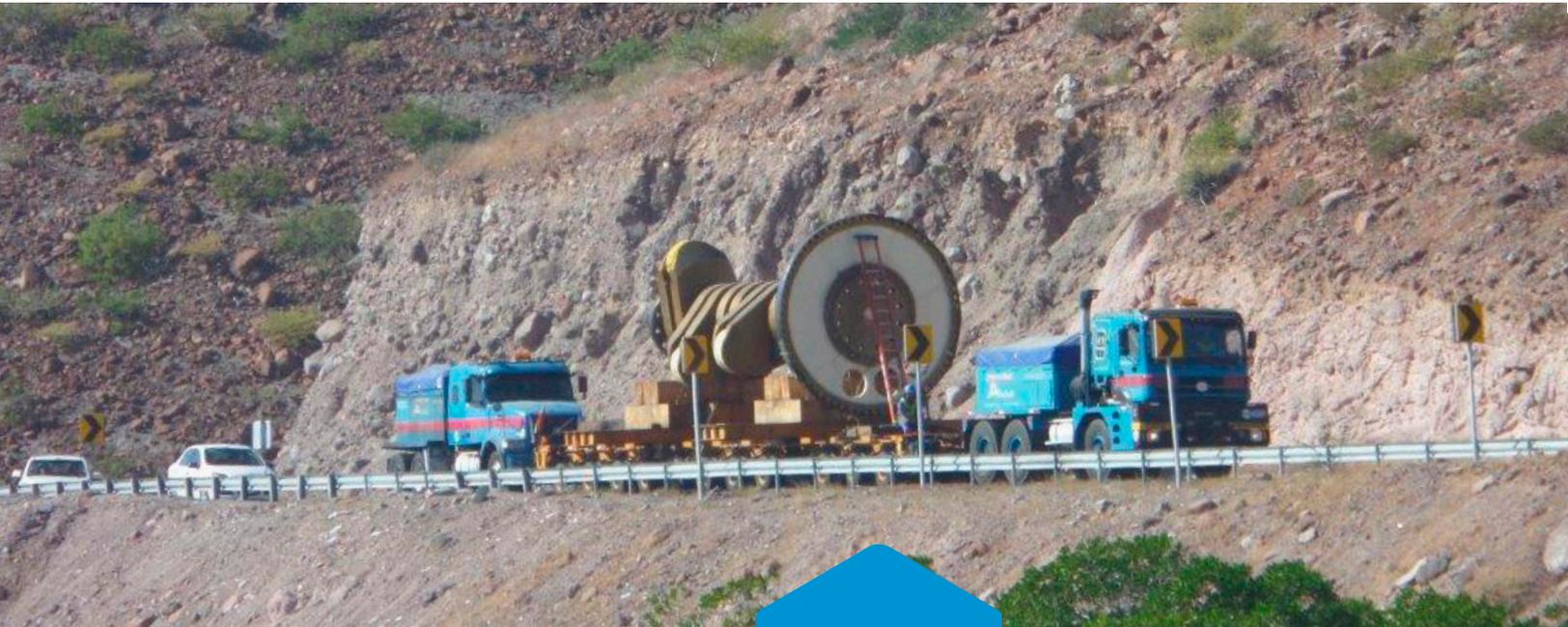




# POINT2POINT

Global Logistics Solutions



The huge crankshaft for the engine was shipped in two pieces, the larger of which (157 MT and 9.48 M/31.1' long) is seen here aboard the 12-axle hydraulic trailer used to move heavy haul sections from the port to the jobsite. The flywheel on the shaft measures over 4.3 M/14' in diameter.

*"The distance involved was only about 18 KM (11 miles). The first eight miles could easily be covered in 15 - 20 minutes. However the real challenge was the final three miles when the road narrowed, climbing steep slopes and winding through a series of sharp curves to the final destination."*

— UTC's Mexico Branch Manager Ivan Ocegüera

## UTC COMPLETES CHALLENGING MEXICAN HEAVY HAUL

When Mexico's state-owned electrical utility CFE decided to expand generating capacity at its facility near La Paz on the southern end of the Baja Peninsula, it turned to the Mexican arm of a Spanish-based construction and energy EPC to manage the engineering and sourcing of the engine and generator required. And when it came time for the challenging task of delivering the two huge systems from the Mexican port of Pichilingue to the utility jobsite, they chose UTC Overseas.

The units included what is believed to be one of the largest manufactured engines ever exported from Korea - weighing just

under 2,000 MT fully assembled. It was shipped in 12 pieces (53 - 179 metric ton piece weights) along with another 40 truckloads of accessories. The nearly 630 MT generator, manufactured in Spain, was broken down for shipment into five heavy transport units and another 14 truckloads of accessories.

Upon the arrival of each vessel at Pichilingue, UTC Overseas received all heavy lift cargo on direct discharge and moved the heavy haul units to elevated stools and beams at a nearby staging area. Advance coordination with the manufacturers, and the [...Read more](#)

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# UTC COMPLETES CHALLENGING MEXICAN HEAVY HAUL

*(continued)*

port assured that UTC had the weights, dimensions and other critical information needed to prepare for safe and timely movement of all units and parts, including temporary port staging.

UTC Overseas engaged one of Mexico's most respected and experienced trucking firms to handle transport of shipments from the port to the utility jobsite. "The distance involved was only about 18 KM (11 miles)," noted UTC's Mexican Branch Manager Ivan Ocegüera. "The first eight miles could easily be covered in 15 - 20 minutes. However the real challenge was the final three miles when the road narrowed, climbing steep slopes and winding through a series of sharp curves to the final destination."

Overhead clearances were also an issue. The tallest of the individual units reached over 25 feet. Arrangements were made for utility crews to raise power lines along the way as needed and two overhead signs, one at the port entrance and one en route, were temporarily removed. Federal police were also engaged to escort each load and when needed, halt local traffic to allow safe passage.

UTC's trucking subcontractor used a 12-axle hydraulic trailer with heavy haul trucks fore and aft to maneuver the huge pieces uphill. "Curves at several spots along the final section were so sharp that the roadway cambered right or left," adds UTC Project Manager Juan Garcia. "However, with the hydraulic trailer, we could tilt the bed as needed to maintain a level load surface...a critical factor in the safe handling of these huge units."

Engine and generator components were moved to the site sequentially, over a roughly two-month period, in accordance with the job plan developed by UTC. Matt Loll, UTC Overseas Vice President for North American Project Development said, "It's another demonstration of UTC's ability to handle complex, multiply sourced global projects, including logistics planning and coordination, vetting of service providers, and heavy haul transport. We're pleased to complete this project, safely, on time, and to the customer's full satisfaction." 

The heaviest section of the move, a 178 MT cylinder frame, departs the port of Pichilingue. With some pieces extending to heights of up to 25 feet/7.6 M, advance arrangements were made to lift power lines and remove a pair of overhead signs en route to assure sufficient clearance for the loads.

