

# UP

UP - the magazine  
for interested people  
Edition 1/2024





Dear Readers,

As an internationally-active family business, it is a given that we will continue to invest heavily in our infrastructure despite all crises. That's because what goes down must also come up again and we want to be well prepared for this positive counter-trend.

We are currently concentrating on various ESG topics. To give a few examples: Our photovoltaic systems are being expanded to enable us to supply our own, renewable power for charging our aerial work platforms and running our branches in addition to our green energy contract. We are analysing how we can move from fossil fuels to more sustainable variants for room heat production. Our fleet is being continuously modernised so that more efficient engines are used for our projects. Furthermore, a large data acquisition project is currently running in order to be able to analyse precisely where we can reduce our VOC and CO2 emissions.

In addition to focussing on environmental, occupational and health protection aspects, we are also involved in continuing to drive digitisation. One example of this is the ERP system that will be the foundation for the entire Prangl group from 2025. Another is the "MyPrangl" app that has been in successful use in Hungary, Slovenia and Croatia since the start of this year. The company-wide "AskPrangl" knowledge database has also been online since January 2024 and is making daily life easier for Prangl employees (see the opposite page). We will of course keep you updated on how things are progressing in this area.

Each edition of "UP" provides you with a compact overview of some of our exciting domestic and international projects. Cross-border cooperation occurs again and again during these jobs. And this continues to show that the harmony between the international Prangl family is continuously growing and cooperation is always improving. We are delighted about this, because it benefits our customers in particular – in other words you!

Have a pleasant and relaxing summer full of fun and exciting times.

Yours, Christian Prangl

*Christian Prangl*



# AskPrangl



“He who knows nothing believes everything” as they say. We at Prangl never want to run this risk. That is why we have installed an internal knowledge database: “AskPrangl”.

The Prangl team itself forms the basis of this database. The aim is always to find the best solution for every new task and every challenge. Therefore, the Prangl employees have accumulated an unbelievable wealth of specialist knowledge over the years when it comes to devices and services. But also incomparable competence when it comes to operations, systems and processes. But nobody can know everything. Especially if it's not your own area of expertise or subjects that you do not deal with every day. In order to collect expertise from every employee and to make this accessible to all colleagues, “AskPrangl” has been filled with precisely this knowledge.

The benefits of the database in which you can access manuals, training videos and answers to frequently asked questions are now to hand: These initially

include better and faster solutions to problems and decision making, as well as enhancing performance by exchanging specialist knowledge and better communication. This concentrated source of knowledge is also of great benefit to new employees who can get to know the company better in this way and therefore achieve 100% performance quicker. This optimises business processes further and enables more productive working. For the Prangl team, this means better cooperation and even better solutions, more efficient processes and ultimately higher levels of satisfaction for our customers.

The range of topics in “AskPrangl” is as comprehensive as the experience of the employees themselves. It's not just knowledge regarding operations that is saved and organised here, but also items such as computer programs, apps, “BePrangl”, safety, sustainability and general company information. An important knowledge area is “Health & safety”. E-learning videos provide information regarding health, safety and environment, and therefore employees' safety consciousness which is established as part of the HSE company culture at Prangl. Furthermore, health tips and stretching exercises from company doctors can help to improve well-being. Practical information for daily office life is shared in the digital employee handbook. For example, it explains where you can find office supplies, how to rent a company car or how you can order lunch. The short explanatory articles and videos regarding the software used in the company are also helpful.

The database has already been “fed” with huge amounts of information. But the end is still not in sight. This is because Prangl is a forward-looking company that is involved in a continuous development process, so the knowledge of all members of the yellow family grows and grows all the time. Thanks to “AskPrangl”, this knowledge is quickly available to all teams within the company and is therefore a treasure trove that never loses its value.

# PTK 700

In order to always provide the best possible service, you must also always have the best possible equipment in the fleet for all cases. The Prangl fleet is equipped for just this. But of course, requirements change and machines are further developed. Investments in mobile cranes, heavy duty transporters and aerial work platforms are therefore investments in the future at Prangl.

The latest acquisition is the latest generation of mobile heavy duty crane. It stands out thanks to its impressive load values, high capability and great flexibility: It has 8 axles and is a real powerhouse, as it manages lifting work in the 700 tonne class effortlessly and even more with its nominal load of 700 tonnes.



Two different telescopic boom lengths (54 metres and 80 metres) are available, which significantly improve the crane's flexibility. Thanks to an easy change system, the long boom can be attached for applications with a long range or the short boom can be attached to minimise transport costs and set-up times. This is because the permissible axle load of no more than 12 tonnes is exceeded if the 80 metre telescopic boom is attached and therefore, part of the boom must be transported separately. An additional 90 metre luffing boom is available for special applications.

But the 700 tonne crane has many other useful features. These include the VarioBase that can be used for variable crane support. Each support strut can be extended differently. This therefore increases safety in narrow spaces in particular. VarioBallast enables the ballast radius to be adjusted infinitely between 6.3 and 8.4 metres thanks to a hydraulic swivelling mechanism, and then enables the same load at a smaller ballast radius due to a higher ballast level. The radius can be reduced if things get tight on the site. The radius increases accordingly if the load increases. The 8 axle machine is also up to date when it comes to the engine. ECO mode reduces both fuel consumption and noise emissions to a minimum when operating the crane's upper structure by decoupling the pump drive automatically. Using ECOdrive, the mobile crane moves in a much more convenient and quiet way thanks to its low speed. Faster gear changes ensure more dynamism and drive off-road. The diesel engine's torque is used efficiently on the road, which lowers fuel consumption. Another benefit: The spotlights on the boom and the upper structure enable safe working even in the dark.

# News



## ALC

The best companies in Austria have been honoured within the framework of the “Austria's Leading Companies” (ALC) Awards from the “Die Presse” newspaper, PwC Austria and KSV1870 25 times already. The

ranking of all participating companies, around 370 this year, is compiled based on a specially-developed key figure system. Prangl has been part of this competition, known as the “Oscars of Austrian industry” from the very beginning. In 2023, Prangl occupied 19th place in the Vienna ranking in the “Large companies” category and 81st place overall in Austria.



## Suppliers

As it does every year, the trade magazine “Solid” along with its readers searched for the best suppliers to the building industry and building trade. The readers rated their business partners using a 5-star system in different

categories (product quality, service/timeliness, value for money, etc.). Yet again Prangl took 7th place in the “Construction machinery” category and therefore established itself in the top 10. This is a confirmation of the applied philosophy of enhanced service quality.



## ABMC

For the third time, Deloitte and Raiffeisenlandesbank NÖ-Wien presented the “Austria's Best Managed Companies” award and in doing so recognised excellently managed companies with the help of an independent jury of

experts. The prizes were handed out to the top 20 companies in four key categories as part of a festive gala event. Prangl was there for the second time, which pleased Christian Prangl particularly: “This award is a reward for all our employees who do an outstanding job, day in day out.”

## Company affiliation

PEJIC Vitomir	35 years
IDRISZ Mihály	25 years
MENAPACE Andreas	25 years
PREISS Robert	25 years
RAFI Rene	25 years
WEISER Robert	25 years
GÁSPÁR András Zoltán	20 years
PAUNOVIĆ Ivan	20 years
ROTHOCHS Christian	20 years
TOSSMANN Wolfgang	20 years
TUMA Roman	20 years
WEISSWASSER Alexandra	20 years
CESAR Bogdan	15 years
GIUFFRIDA Roberto	15 years
HAUER Markus	15 years
POSTL Sabine	15 years
SISIC Romana	15 years
THALER Roland	15 years
FIDA Christian	10 years
KERN Heinrich	10 years
MOPILS Andreas	10 years
PREVOLŠEK Mirko	10 years
SCHMITZ Claudia	10 years
TREUER Peter	10 years
WEISER Daniel	10 years
WIMMER Mario	10 years

# Team PLAYER

Jürgen Melzer about his role as the Austrian Tennis Federation's head of sport, his team spirit and the benefits of being left-handed.



**UP:** *Could you ever have imagined as child that you would become one of Austria's most successful tennis players?*

**Jürgen Melzer:** I always wanted to be a footballer as a child. I started to play tennis very late, when I was already eight and a half. I only got involved in tennis by chance. But the nice thing is that if you are good at a sport, you naturally want to carry on. I already started dreaming as a teenager, around age 15 or 16. But you're still a long way from reality then, as you can't say how good you really are. Although I won Junior Wimbledon at 18 and was number 6 in the worldwide youth rankings, I still had a long way to go. But one of my strengths was always doing everything to make sure that I really achieved whatever I had set my mind to and thought was achievable. It actually happened in the end, fortunately!

**UP:** *You have extended your contract as head of sport at the Austrian Tennis Federation until the end of 2026. What are your tasks there?*

**Melzer:** They are wide-ranging. I am the head coach at the Südstadt high performance centre. I am responsible for which coaches are there, what they coach and what requirements are there. There are then many other topics such as the tournament landscape in Austria or coaching the coaches themselves. For example, along with the general coach training programme, we have started our own training programme focussing on tennis for children. That makes it easier to foster the talent of some children early enough. Then you have the national league and many other things that affect tennis as a sport. The head of sport's tasks really are wide-ranging. But of course, I prefer to be on the court myself.

**UP:** *Fostering young talent is therefore also part of the job?*

**Melzer:** Definitely. On the one hand, the young players can train at the Südstadt high performance centre as fully-integrated Austrian Tennis Federation youth players. Individual sponsorship by the Federation is provided to those who prefer to remain in their familiar environment. Therefore, anyone who reaches a certain level receives a sum of sponsorship money. At the Austrian Tennis Federation, we can consider ourselves very lucky to have Joel Schwärzler, the best youth player in the world, at our centre. He is currently number 1 in the world youth rankings. I am responsible for his day to day training, which is an exciting task for the head of sport. It's also the reason I took on this job right after my career. Because I believe I can give a great deal to the children and young people from the experiences that I gained in more than 20 years. But you also have a massive responsibility as a coach when you get great talent and have to think how to develop it in the best possible way.

**UP:** *What makes a good coach?*

**Melzer:** Developing a player makes a good coach. How can you do that? In my opinion, you have a vision when you see a player: How ready are they, what opportunities do they have, are they tall, do they have a fast hand, are they left-handed or right-handed? A good coach will develop a short player differently to a tall player. You just have to look at what strengths can be developed and what weaknesses can be minimised to make them competitive.

**UP:** *How much does psychological support also play a part?*

**Melzer:** A coach-player relationship is extremely complex. It is almost in the same category as a normal relationship, because you spend a lot of time together. Of course, you have to understand what's going on with a player. And, as a coach, you must not shy away from admitting that you have no idea when it comes to the psychology side. If you have played yourself, you of course have some basic knowledge. But there are psychology coaches for this specialised area and they are much better at it. As the coach, you should hand over responsibility and advise the player to get help from a professional.

**UP:** *And how can you train your mental strength?*

**Melzer:** I can only talk from my point of view. For me, if I felt that I had prepared well and had done everything I could, I was also always ready mentally. So when I was fit, didn't have any aches and pains, and had completed my training sessions. You don't have a guilty conscience either when you don't quite do enough now and then, or if you don't eat the right things occasionally, for example. Preparation was always extremely important to me.

**UP:** *You weren't just extremely successful in the singles but also in the doubles. Is it hugely different if you play alone or as a pair?*

**Melzer:** They are two different sports even though you play both with a tennis racket. A good singles player is by no means a

good doubles player – and certainly not the other way round. I always found it fascinating to make use of the experiences of both the singles and doubles competitions to help me with the other and vice versa. I don't think I'd have been such a good singles player if I had not played doubles so much. And in the doubles, team spirit was extremely important to me, as I also came from a football background. Being able to experience the ups and downs together with a partner was really important to me. Those are my fondest memories.

**UP:** *You're left-handed, did that give you an advantage?*

**Melzer:** The advantage was that there are simply fewer of us and other players weren't able to prepare for us as well. Certain tactical variants have to be played differently. The serve for example. The famous left-handed serve that many people refer to is played from ad court to ad court, where most important points are won. The strengths and weaknesses are in the opposite corner. Certain moves that you perfect against right-handed people play to the strengths of the left-handed person. Other angles come back, everything is always inverted.

**UP:** *Who was/is the greatest tennis player of all times in your opinion?*

**Melzer:** This discussion is very interesting, as the question is: what constitutes the best tennis player of all times? For me, it's not just about titles. The decisive factor for me is what influence have they had on a generation? Did they encourage many people to take up tennis? How popular were they? When it comes to the men, I would choose Roger Federer, as he drew people along with him and influenced so many generations, so many children. With the ladies, I'd go for Steffi Graf. She is one generation ago but she shaped the sport, especially in the days before social media. She's my personal favourite.

**UP:** *You remain captain of the Austrian Davis Cup team. The next match against Turkey is coming up in September. What are you expecting?*

**Melzer:** We have to be very happy with the draw. We're also playing at home which means we can choose the conditions. But you have to be very careful with predictions, as a lot can happen in international competitions over two days. We allowed ourselves to be cast as the favourites against Portugal last year and then we lost. It won't be easy but I am confident that we will leave the court as winners and take the three points. We have not yet decided who will be in the team. All players have declared themselves ready to play. So I can choose from the whole pool so to speak. I hope that they all stay fit until then. I'll select the players in August.

**UP:** *How do you keep yourself fit?*

**Melzer:** I try to eat healthily of course, still play a bit of tennis and maybe sometimes take part in a different sport. I am a passionate golfer when I have the time. I'll sometimes hop on the bike or an exercise machine. But usually, I like to have a ball with me.

**UP:** *Does your young son (age 7) already play tennis?*

**Melzer:** He plays once per week. But he much prefers handball. He also does that several times per week. I'm delighted that he's playing a team sport because it's so important at his age. It helps you to learn how to integrate yourself with friends and team members.

**UP:** *What job would you have chosen if you had not become a professional tennis player?*

**Melzer:** If I had not pursued a career in sport, I would have probably looked at going into law. I was always interested in that and it's a shame that it never happened. But I'm not starting a degree at 40. And if you were to sum up my career as it is, I would have no complaints. I never regretted it for a moment.

**UP:** *Mr. Melzer, thank you for talking to us.*



Bilder: Maserati

## Maserati GranTurismo Trofeo

The four-seater Maserati GranTurismo coupé stirred up the sports car scene for the first time in 2007. Back then, it did not have another name and was simply known as the GranTurismo. There have been a total of six models in this range up to 2019. Since 2023, a new generation of GranTurismo has been in production.

And here's one of the latest versions: Based on the 550 HP engine (650 Nm torque at 6,500 rpm), it's no wonder that the Maserati GranTurismo Trofeo focusses on performance. The three-litre V6-Biturbo engine that Maserati has nicely named "Nettuno" comes from motor racing. It has a maximum speed of 320 km/h and despite the car's weight of 1795 kg, it can do 0 to 100 km/h in just 3.5 seconds. It is therefore the most powerful engine to ever be installed in a GranTurismo.

The all-wheel drive ensures that the sports car remains on track and the 8-gear automatic transmission covers all trip ranges. A rotary knob on the steering wheel can be used to choose between four driving modes. Comfort mode is ideal for relaxed driving, being very user-friendly and offering maximum convenience. The engine and transmission react less sensitively to commands. GT mode provides a balanced, typical "GranTurismo driving experience". For day to day driving, it guarantees maximum user-friendliness, convenience and efficiency without sacrificing the dynamics that are typical of a GranTurismo. Sport mode provides the best dynamic performance for an exciting driving experience on all roads, accompanied by a louder exhaust sound. The engine runs at maximum power and the chassis tuning improves the driving dynamics. Corsa mode is something for the race track. In this mode, the accelerator becomes very direct and the engine and transmission respond very quickly. In other words a pure race feeling.

The power generated inside the vehicle must of course be shown on the outside. The design is therefore powerful and combines luxury and sportiness. Special front splitters, a rear spoiler with carbon-fibre accents, side sills made of solid carbon fibre and black, glossy radiator grille fins underline the dynamic look. The wheels also play their part. The Trofeo is equipped with a graded wheel configuration that is larger at the rear (21" 295/30) than at the front (20" 265/30). Of course, you are also spoiled for choice when it comes to the tyres, as there are four different designs with different surfaces available. Even the brake callipers are available in seven different colours.

The interior features exquisite materials and the finest craftsmanship. The ergonomic seats are extremely comfortable. Modern technology and intuitive controls provide the highest level driving experience. That's because innovative systems such as the Maserati Intelligent Assistant (MIA) multimedia system and the latest infotainment make driving the luxury sports car pure pleasure. Not forgetting the comfort display that combines the most important functions in an integrated touchscreen interface. There is also a digital clock and an optional head-up display. All interior materials such as the perforated leather or 3D-touch carbon fibre have been selected carefully and underline the high level of quality. It's a given that this Maserati – which only offers the best of the best – is not cheap. The base price is around € 223,000.

# Advertisement



A Prangl telescopic boom lift was used for lighting when filming an advertisement.

It's no secret that Prangl has a great deal of experience in the film industry. Due to regular jobs from film production companies, the experts know exactly how they can best support filming with special devices. In this case, it was about filming an advert. An aerial work platform was ordered to illuminate one of the scenes. Due to the specified parameters, a telescopic boom lift with a maximum working height of 43 metres, a maximum capacity of 450 kilos and a horizontal reach of 20.2 metres was chosen. Filming took place outdoors next to a street in the 19th District in Vienna. Due to the uneven ground, underlay materials had to be provided for levelling. Work took place long into the night. Thanks to the Prangl aerial work platform, the backdrop could be perfectly illuminated and filming was completed to the utmost satisfaction of the customer – incidentally a long-standing customer.



# Transporting beer



Disassembling, transporting, unloading and assembling – Prangl Slovenia wrapped everything up in a complex package for Heineken.

Three beer tanks, each with a weight of 13 tonnes, a length of 18 metres and a diameter of 4.84 metres were transported from Ljubljana to Laško. After a painstaking road survey and precise planning of the disassembly and transport processes, the green light was given. The tanks were disassembled from a narrow space in the centre of Ljubljana. Absolute punctuality was vital, as the roads and a railway had to be closed. Despite this, the tanks were removed and loaded without incident. The journey, which involved having to close junctions and roads, move signs and raise power cables, was completed over the course of two nights accompanied by a police escort. Telescopic cranes with maximum loads of 60, 110, 120 and 160 tonnes, an articulating boom lift with a working height of 16 metres and a telescopic boom lift with a working height of around 28 metres were used for this job. A 3-axle and a 4-axle tractor unit along with a special trailer with a low-bed semi-trailer were used for transport.

# Tandem lift



A combination of two barges and a dredging boat were used for transport from the Drau in Carinthia to Tyrol.

In Edling (Carinthia), a 130-tonne telescopic crane and a 220-tonne telescopic crane were set up in a suitable location on the banks of the Völkermarkt reservoir. The barge components (four parts, each with a weight of 40 tonnes tons and a length of 22 metres) were delivered by water on a freighter. The cranes took on this load together and lifted carefully in tandem to the prepared unloading area. Little by little, all parts were transferred and put down. The heavy duty transporters were then used. The ship parts were again lifted in tandem and the transporter positioned directly underneath. The parts were put down slowly and secured by the Prangl team. The now prepared transporters then got under way. In Kufstein, the ship parts were unloaded by a 250-tonne telescopic crane and a 160-tonne telescopic crane. In exactly the same way as those ship parts that Prangl delivered from St. Jakob to Rosental.



# Ship transport



From Wilhelmsburg to Pöchlarn and the Danube:  
How a ship can also make its way along the road.

A houseboat that once travelled the canals of Amsterdam has been brought up to scratch by its new owner. It was then time to take it to the water with Prangl's help. Prangl loaded the 31-tonne houseboat with a length of 20 metres, a width of 4.24 metres and a height of 4 metres onto a 4-axle tractor unit with a 4-axle low-bed semi-trailer at its storage location in Wilhelmsburg. The complete transport train had impressive dimensions: a length of 35 metres, a width of 4.25 metres, a height of 4.45 metres and a total weight of 75 tonnes. The route was around 40 kilometres long and therefore had to be chosen carefully. And despite this, the roundabouts and many bends were still a great challenge for the drivers and support crew. The roundabout at the Pöchlarn motorway exit alone took an hour to pass, centimetre by centimetre. In the end, it took hours for the team to safely reach their destination on the Danube and the houseboat was lowered into the water using a Prangl mobile crane.

# New building part 1



The first European factory for a South Korean manufacturer of battery separation films has opened in Nyíregyháza in Hungary.

Prangl Hungary played a very important role in building a production factory to produce battery separation films for electric cars. The first building phase of this € 728 million project involved erecting the columns for the production hall, which each weighed 56 tonnes. In order to complete this delicate work, special attention was paid to choosing the required equipment. It quickly became clear that the requirements called for the largest mobile crane in the Hungarian fleet, which is also the most powerful telescopic crane in Hungary. Namely the 500-tonne telescopic crane with a 56 metre main boom and a total system length of 145.8 metres. The crane was equipped with a luff and a 180-tonne counterweight for the ground level structure. In order to be able to erect an additional level, the second phase involved modifying the crane by installing a tilting auxiliary boom. The hall therefore grew steadily to a height of 42 metres thanks to Prangl.



# New building part 2



Two new all-wheel telescopic boom lifts took on the second stage and showed what they can do during the assembly work.

However, erecting the columns did not mean that the work in Nyíregyháza was over. The next step was to install the entire reinforced concrete structure and façade panels. For safety reasons, no machines were to be positioned too close to the concrete foundation. This task could only be performed by equipment with a large range and high mobility, namely the all-wheel telescopic boom lifts with working heights of 48 metres or 57 metres, which are unique on the Hungarian market. These enabled work on the structure without restrictions even from a great distance. All work was completed on time and without incident. The cooperation with all other international building teams also worked pleasingly well. Following completion of the factory, it will start operation in 2024 and produce 1.2 billion square metres of battery separator film for electric vehicles every year.

# Bentley



Sensational use for a residential building project in a newly-renovated building with exclusive apartments.

In order to encourage purchasers for the new luxury apartments, a 4-week event took place in a historical brick building in Vienna. The highlight of the event was lifting a new Bentley Bentayga worth €300,000 onto one of the roof terraces. A special car lifting beam was used to lift the Bentley with a 60-tonne telescopic crane with a 48-metre main boom and a maximum system length of 63 metres. In order to guarantee that the 2.6-tonne luxury vehicle would not get damaged in any way, correct positioning at all four lashing points was monitored precisely. Once the Bentley had taken its short "flight", it had to be set down in exactly the right position on the foundation that had been prepared for it on the terrace. The crane driver was guided by a Prangl colleague over the radio for this. Everything went exactly according to plan. And the Bentley was taken off the terrace again after the event.



# Industrial press



Port handling and heavy transport of a press for stamping parts for the automotive industry.

The task for Prangl Slovenia: Unloading in the port of Koper and transporting to the site in Brežice. The challenge here was the lifting parameters: the 155-tonne net weight for the heaviest component with an operating radius of 21 metres. With a 600-tonne lattice boom crane, the nine parts of the press were unloaded from the ship without problems. The weights of the components were between 50 and 155 tonnes. The largest component measured 9.90 x 4.97 x 3.75 metres, the smallest 5.20 x 2.00 x 3.50 metres. The components were loaded onto the waiting HGVs one by one: 4-axle tractor units with modular 14-axle heavy-duty combinations and 3-axle tractor units with 3-axle and 7-axle semi-trailers. The convoy then made its way to the building site in Brežice, which was 200 kilometres away. Despite the difficult conditions on the route, the expert team completed the job without complications.

# Rotary kiln



Prangl enabled a 10-tonne rotary kiln to be moved into a production hall.

Due to the limited space available, disassembly work was performed in the hall. A 70-tonne telescopic crane in front of the building then unloaded the delivered kiln parts from the low-loader. A forklift truck with a load capacity of 3.5 tonnes and a maximum lifting height of 4.5 metres and heavy-duty rollers was used to transport the individual parts to the installation location in the hall. Due to the lack of space, a mobile crane could not be used for assembly and transport within the hall. Instead, a forklift was used to set up a hydraulic gantry between the assembly site and the kiln's final installation position. After the rotary kiln had been assembled (4.4 metres high with a diameter of 4 metres), the hydraulic gantry picked it up, moved it to its intended location, positioned it millimetre by millimetre and installed it, all without interrupting ongoing operations.

