

Port of Duisburg

Barge Cranes



Within Europe's inland waterways, Kuenz was trusted once more to provide high quality cranes.

Kuenz cranes show outstanding performance at the Port of Duisburg.

Thomas Schlipkoether, Member of the board Duisburger Hafen AG

"For years Kuenz has been a reliable partner for the Port of Duisburg. High quality combined with attractive benefits were the main factors for deciding in favor of Kuenz. Now it is hard to imagine the landscape of the Port of Duisburg and the whole city without Kuenz's distinctive cranes."



Kuenz Barge Crane at the logport II Terminal

World's largest inland port

With a handling capacity of 3.7 Mio TEU per year, Duisport is the world's largest inland container terminal. With easy access to trimodal carriers, the Port of Duisburg is an optimal logistics platform and serves as a gateway function for the central European economic regions. Eight multimodal container terminals handle more than 400 combined traffic connections per week. Four Barge- and four Intermodal Cranes by Kuenz support this busy port with efficient container handling.

Kuenz's largest crane for intermodal terminals

The largest container crane built by Kuenz was commissioned in 2008 at the D3T terminal. The rail-mounted gantry crane is designed as a two-girder bridge with suspension. With each side being cantilevered 36 m, it is most impressive.

Another two Barge Cranes for Logport II

At the logport II terminal, two similar Kuenz container cranes are responsible for the flawless dispatch of containers. The trimodal cranes are also built as a twogirder bridge with suspension. The high working speeds and precise positioning of the hoists guarantee efficient handling at the convergence of water, rail, and road traffic, even with low water levels of the Rhine River.

Kuenz technology – Main hoist and reeving

Kuenz's main hoist is arranged in an U-shape on the winch frame. Two centrally located hoist motors connected by a claw coupling drive the rope drums. Kuenz trolley

Coupling and utilizing two motors provides redundancy in case of failure of one of the motors. The hoist motors are equipped with a speed control which leads to an emergency stop when the maximum driving speed is exceeded. The hoisting gears are connected by a cardan shaft, thereby enabling synchronous operation.

Mechanical anti-sway system

From each rope drum, four vertical ropes run to the guide rollers for the headblock. From there, the ropes are led to four adjustable fixed points. Thus creating a rigid rope-tower enabling swing-free operation of the container during gantry drive, trolley drive and slewing movements.

Technical Data Barge Crane D3T

Capacity Capacity at hook	41 t 60 t
Track width	57 m
Cantilever both-sided	36 m
Total lifting height	30 m
Lifting height top of rail	18 m
Working speeds:	
Hoist's rated load	0 – 40 m/min
Hoist with partial load	0 – 80 m/min
Gantry drive	0 – 80 m/min
Trolley drive	0 – 150 m/min
Slewing	0 – 1.6 rpm
Power:	
Main hoist	2 x 200 kW / 60%ED
Gantry drive	32 x 18 kW / 100%ED
Trolley drive	4 x 36 kW / 100%ED
Slewing mechanism	2 x 7 kW / 100%ED

Technical Data Barge Crane Logport II

Capacity Capacity at hook	41 t 60 t
Track width	57 m
Cantilever landside / waterside	18 m / 36 m
Total lifting height	30 m
Lifting height top of rail	18 m
Working speeds:	
Hoist's rated load	0 – 40 m/min
Hoist with partial road	0 – 80 m/min
Gantry drive	0 – 80 m/min
Trolley drive	0 – 150 m/min
Slewing	0 – 2 rpm
Power:	
Main hoist	2 x 200 kW / 60%ED
Gantry drive	28 x 18 kW / 100%ED
Trolley drive	4 x 36 kW / 100%ED
Slewing mechanism	2 x 7 kW / 100%ED



The best references are successful projects.



DIT Duisburg Intermodal Terminal, Germany

DIT is a trimodal terminal. A Kuenz Intermodal Crane takes care of the efficient handling of containers from rail to road.

PKV Duisburg, Germany

The DUSS Terminal of the PKV Planungsgesellschaft Kombinierter Verkehr Duisburg GmbH is located in the center of Duisburger Hafen. Proper handling of the combined rail traffic is provided by a Intermodal Crane with suspended girders and a hydraulic-spreader by Kuenz.





DKT Duisburg Kombiterminal, Germany

The "Just-in-time" handling is a requirement of the chemical industry. The Bertschi DKT Duisburg Terminal in Duisburg Rheinhausen fulfills this need and Kuenz ensure smooth execution, thereof.

Further information: www.kuenz.com



Künz GmbH 6971 Hard Österreich / Austria sales@kuenz.com www.kuenz.com