

Utilizing its new Scheuerle K25 modular trailers, Taylor Crane & Rigging moved a huge chemical reactor.

Twist & turn



The chemical reactor measured 120 feet long and 13 feet in diameter and weighed about 580,000 pounds.

In-plant rigging has long been a specialty of Taylor Crane & Rigging, based in Coffeyville, KS. The company has further increased its work in industrial plants with the purchase of a Scheuerle K25 modular trailer system. Taylor Crane and Rigging took delivery of the system a little more than a year ago, and the jobs started rolling in.

"The K25 Scheuerle self-propelled hydraulic modular trailer units are working out well," said Jim C. Taylor, Jr. president. "The expansion of services and training have displayed our dedication to our mission of providing clients with the very best in service, equipment and personnel."

Thus far, Taylor said the new K25 has been used successfully on a couple dozen jobs.

One such project was the in-plant move of a chemical reactor/vessel that measured 120 feet long and 13 feet in diameter. It weighed in at about 580,000 pounds.

The task for Taylor's crews was to relocate the reactor vessel from the

production hall to the laydown yard for installation and to pick it up for road transport. It would be transported across a yard that was filled with obstacles, including concrete walls, balustrades, housing and rigs and vessels. The ground conditions were not optimal, and included sandy gravel with potholes, crossfalls and inclines.

The route from the production hall would require a right hand turn, movement through the yard, another right hand turn with an incline and a final incline to the laydown area.

Taylor used its K2506H SP8 with Z340 PPU, a 200-ton Bolster on the front end and its K2504H PB with Z150 PPU and a 200-ton Bolster on the rear.



Taylor's crews needed to relocate the reactor vessel from the production hall to the laydown yard for testing.

In pre-move work, Taylor's crews worked to position the trailers under the vessel.



On the Friday before the move, which would take place on Saturday, Taylor's crews positioned the trailers under the vessel, with the K25+K25PB as self-propelled under the rear of the vessel and the K25SP self-propelled under the front of the vessel. They lowered the vessel on the bolsters using Taylor's 600-ton capacity 2-leg gantry system mounted on a track and slide system.

First thing Saturday morning Taylor's crews held a safety meeting to discuss every parameter of the plan. The job began with the startup of the SP and PB trailer combinations. A functional test of both trailers was performed.

The move began with the 6-line self-propelled trailer pulling the combination out of the assembly hall.

Both trailers were operated individually by two remote control systems for lift/lower functions of the support groups and the steering.

"On the gravel yard, nearly the complete stroke of the K25trailers (600mm) was used because of the ground conditions," Taylor said.

Concurrently, adjustment of platform height and platform angle was performed by using the lift/lower functions of the trailers (4-point set up) via the radio remote controls. In addition, the steering capabilities (+-60 degrees) plus the possibility to use them individually were important for the successful execution of the job.