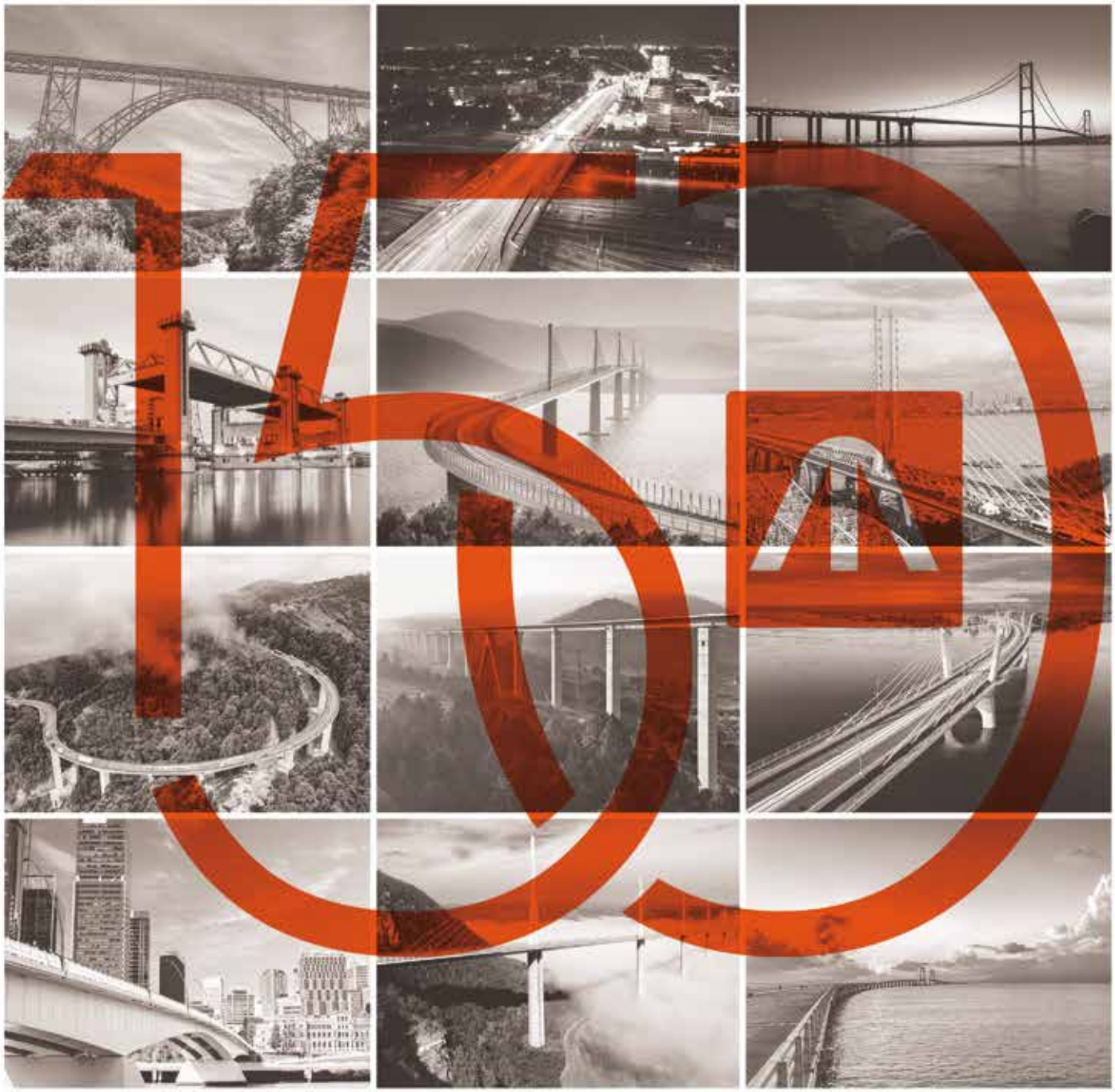
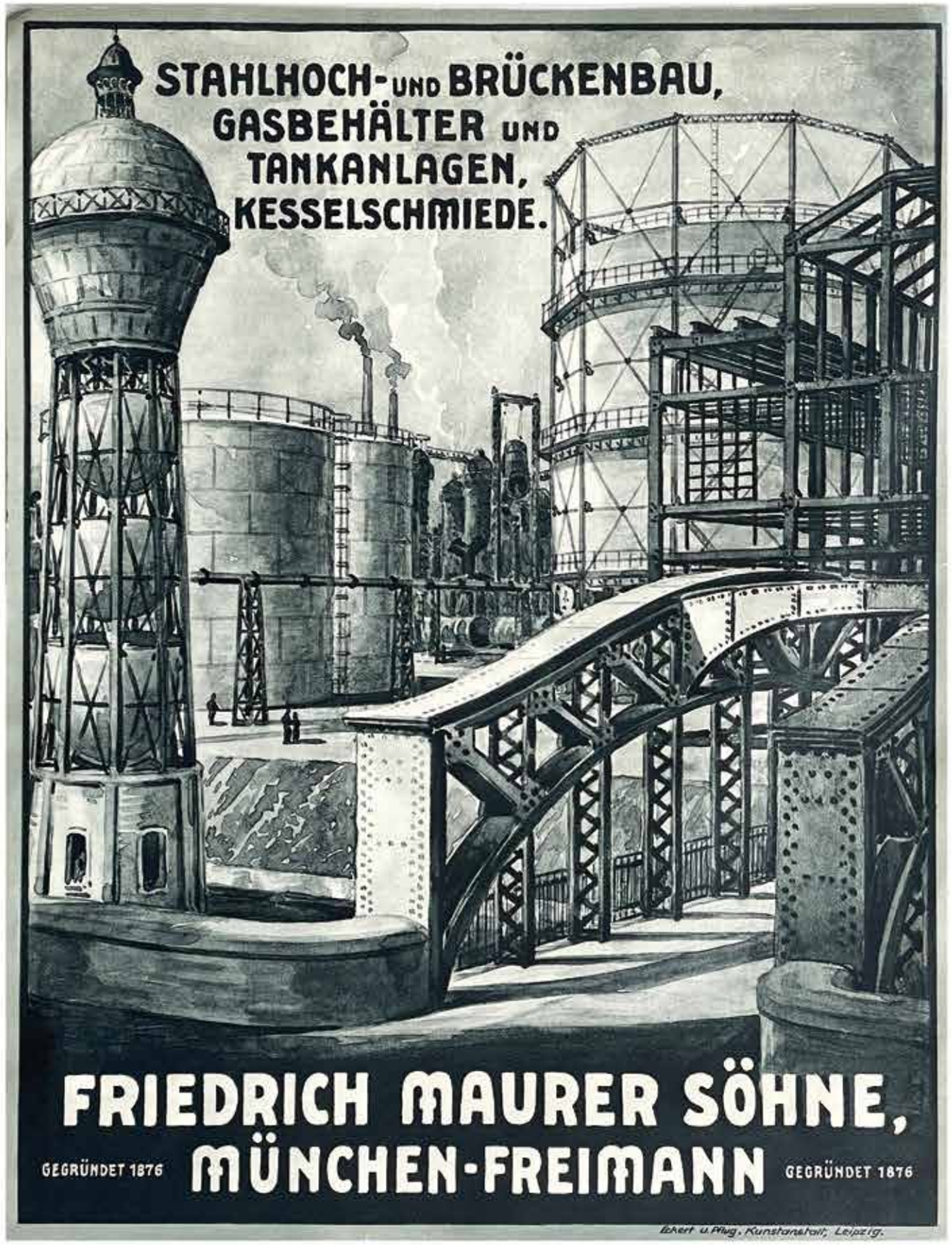
08 | MAURER MAGAZINE | 2026

MAURER

MAURER MAG



forces in motion



Dear readers,

150 years of MAURER – reaching this extraordinary milestone fills us with great pride and deep gratitude. Since 1876, our company has stood for innovation, reliability and engineering prowess.

The fact that we can look back today at such a long and successful history is thanks above all to the dedication of our employees, the loyalty of our customers and the excellent trust we enjoy with our partners around the world.

Together, we made MAURER what it is today: a globally recognised name in steel and systems construction that solves problems with expertise, creativity and team spirit, even in difficult times.

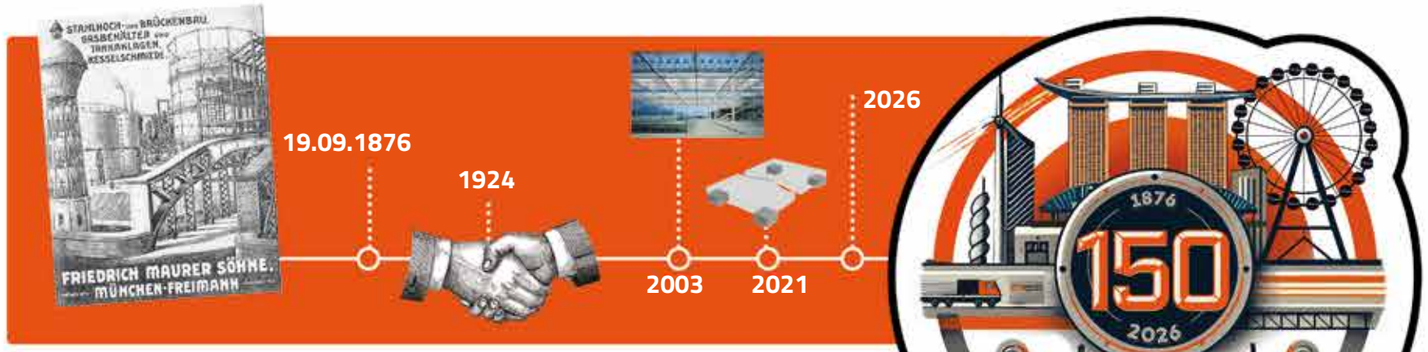
For us, this anniversary is not only cause for celebration, but also a chance to look forward with confidence. We are decisively taking on the challenges of the future with the same pioneering spirit that has driven us for over one and a half centuries.

We would like to thank you all for your support, your trust, and for accompanying us on this path – yesterday, today and tomorrow.

With best regards from Munich,

Max Meincke Holger Redecker

MAURER || TOPICS



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//IMPRINT

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3 hoch K Werbeagentur AG
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81541 Munich

RESPONSIBLE FOR THE CONTENT

MAURER SE
Judith Klein

EDITORIAL ASSISTANCE

Georg Krause

PHOTOS

MAURER SE | MAURER India | Maurer Rides | Lothar Reichel | Andreas Hantschke | Maneco | TUM | Emergo | STOG | Chat GPT | istockphoto.com/olegback | istockphoto.com/pal1983 | istockphoto.com/cundra | istockphoto.com/ whitemay | istockphoto.com/channarongsds | istockphoto.com/mkos83 | istockphoto.com/Nastasic | istockphoto.com/OliverHasselluhn | istockphoto.com/NphattharachaiRattanachaiwong | istockphoto.com/bgblue | istockphoto.com/mkos83

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Installing the new expansion joint construction.
Photo: Lothar Reichel

EXPANSION JOINT CONSTRUCTIONS AND BEARINGS // CHANGED OVER JUST TWO WEEKENDS

First operation of its kind on a large bridge calls for manpower, planning and experience.

Speyer, Germany. In March 2024, MAURER successfully replaced the old roller shutter joint with a modern MSM® swivel joist expansion joint construction. It also overhauled a smaller MAURER girder grid joint and replaced four old roller bearings with new spherical segment bearings. All in the space of one weekend with a full road closure lasting just 50 hours.

On the following weekend, they did it all again in the other direction. There were plenty of factors behind the success, from comprehensive advance planning and custom solutions to a large and well-coordinated team on site.

Two bridges cross the river Rhine near the city of Speyer in southwest Germany: the striking asymmetrical cable-stayed bridge and an approach bridge on the left bank. Both bridges were built over 50 years ago and are supported together on a single pillar on the left bank.

Replacing an expansion joint usually takes four to six weeks in each project phase. The construction site team completed the project on two consecutive weekends in March 2024, each with full road closures of just 50 hours in each direction. This extraordinary feat was a first in Germany. The record time was achieved thanks to intensive planning and preparation involving everyone working on the project.

The new MSM® swivel joists are welded onto the steel bridge over the Rhine.
Photo: Andreas Hantschke

MSM® swivel joists for demanding bridges

The project used new MSM® swivel joist expansion joints (XS12) with 12 strip seals and noise reduction. These allow the bridge to compensate up to 1,140 mm of longitudinal displacement.

The joists run at a slight angle to the direction of travel, therefore ensuring that the bridge's expansions and contractions are spread evenly across the sealing elements between the steel profiles.

Photo: Andreas Hantschke

Among the things that make MAURER's MSM® swivel joist systems special are the bearings for the profiles. Instead of simple elastomeric bearings, they run in newly developed W-shaped MSM® bearings. This so-called catamaran support allows the profiles to glide over the joists more easily and precisely. The shape and the high-performance MSM® sliding material prevent restraints and extend the service life.

Completing the work across the two weekends was only possible with a large amount of manpower. To achieve this, MAURER called upon the resources from all its assembly offices.

The team of over 30 installers came from Bernsdorf, Lünen, Munich and Vienna. MAURER was involved in the project as the main contractor for a construction firm.

The new Pamban railway bridge.
Photo: MAURER India

SPECIAL BEARINGS FOR // INDIA'S FIRST LIFT BRIDGE

MAURER develops earthquake-proof SIP®-FZ bearings for the railway.

Pamban, India. After over 100 years of service, the Pamban railway bridge in India has been replaced with a modern lift bridge that is now also protected against earthquakes.

Special sliding isolation pendulums were developed and installed instead of the initially planned elastomeric bearings, as these were better suited to the task. What makes these special is the way that they open and close with the lift bridge, while also always returning to the correct position automatically. They also resist corrosion and are optimised for monsoon conditions. MAURER India and MAURER Munich worked together hand in hand on the project.

The bearings were produced and inspected by TÜV Rheinland in Munich, before being installed in August 2024. The bridge was opened in February 2025 and is owned by Indian Railway. The general contractor was RVNL.

The special SIP®-FZ bearing. Photo: MAURER India

HIGH-TECH PROTECTION // IN THE SHADOWS OF THE PYRAMIDS

MAURER isolators dampen the obelisk in front of the world's largest archaeology museum in Cairo.

San Elhagar obelisk.
Photo: MAURER

Cairo, Egypt. Egypt has built the largest archaeological museum in the world. In front of its entrance stands a stone obelisk that is protected against earthquakes and vibrations by special seismic isolators – MAURER's lead rubber bearings.

The Grand Egyptian Museum (GEM) covers an area of more than 50 hectares and is only a few kilometres away from the world-famous Pyramids of Giza. Its modern architecture is inspired by ancient Egypt.

Keeping the exposed obelisk stable

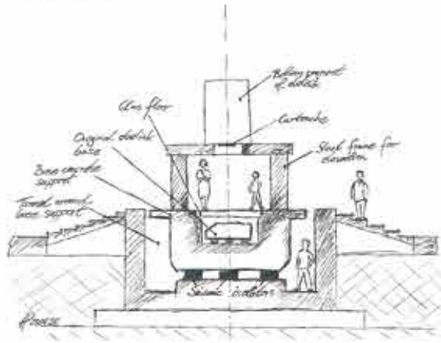
The entrance area is dominated by the 3,500-year-old San Elhagar obelisk. This tall, slender, monolithic stone pillar sits on a large baldachin with four pillars. It is believed to have been commissioned by Pharaoh Ramses II, whose seal can be seen as a cartouche on the bottom face of the obelisk's upper section. As the seal can only be seen from below, the four pillars allow visitors to pass beneath the upper section of the obelisk.

The obelisk was reconstructed after being found broken up into several pieces. Only the bottom piece was not reattached, in order to show the cartouche.

The fragile obelisk is vulnerable to all vibrations. In addition, the structure lies in an earthquake zone with a ground acceleration of up to 0.32 g. It therefore needed to be protected by vibration and earthquake isolation. MAURER supplied eight special lead rubber bearings for this purpose (MLRB MAURER Lead Rubber Bearings).

"The main focus here is on reducing accelerations in the event of an earthquake and thus preventing the obelisk from toppling. The damping is also necessary to protect against everyday vibrations caused by traffic and construction machinery. These would eventually cause the obelisk to collapse", explains Raad Hamood, Regional Sales Director Middle East & Africa.

The GEM was opened in autumn 2025 after almost two decades of construction.



NEWS

MAURER

The 195 m flagpole in Baku. Photo: Maneco

FLAGPOLE IN BAKU
// DAMPING AND STABILITY THAT LAST

MAURER supplied tuned mass dampers for the 195 m flagpole in Baku, Azerbaijan.

Baku. Azerbaijan has hoisted the world's largest flag on one of its tallest flagpoles. Located on the shores of the Caspian Sea, it is exposed to extreme winds. The Azerbaijanis turned to MAURER for a solution. The experts in structural protection supplied and installed precisely tuned mass dampers (MAURER TMDs).

The flagpole towers 195 m above the city. It consists of ten conical metal segments that are screwed together. The flag measures a massive 35 x 70 m.

When the wind blows, the forces exerted on the mast are enormous. This causes vibrations that can lead to resonance, which in turn can cause major damage ranging from cracks to total collapse. On top of all this, Baku is located in a seismically active area.

The three TMDs, which resemble three-quarter cylinders, in the plant in Munich. Photo: MAURER

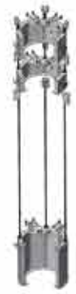
The requirements for the structural protection system were therefore daunting. The project called for a sophisticated system of tuned mass dampers (TMDs). The Azerbaijanis turned to MAURER, as its dampers were already working reliably in two towering skyscrapers in the city: the Baku Tower and SOCAR Tower.

Tuned mass dampers

In Munich, MAURER designed and produced three TMDs for segment 9. Installed at a height of around 180 m, these dampen all critical vibrations on the flagpole.

The dampers were installed on the ground before the segment was mounted up on the mast. This required them to be completely disassembled into small pieces and then fitted one above the other inside the segment.

The three TMDs are designed and calibrated to trigger a reaction even in a gentle breeze. If the wind is strong, all three dampers are activated simultaneously.



The three tuned mass dampers (TMDs) arranged on top of each other. Photo: MAURER

The damper masses resemble a three-quarter cylinder and are each suspended from three pendulum rods secured to the inner wall of the mast. This special shape is necessary so that the maintenance ladder can run up the centre of the mast to the top.

Prior to delivery, the tuned mass dampers were assembled in Munich and successfully inspected by the certification body TÜV SÜD.

The project was managed by ESDESCON MMC, MAURER's representative in Azerbaijan. The mast was erected in mid-2024, before being inaugurated for the national holiday on 9 November.

AWARDS FOR
// EXCELLENT RESEARCH WORK IN DYNAMICS AND STRUTCTURAL MECHANICS

The Maurer Söhne Foundation honours graduates of the Technical University of Munich (TUM) for their outstanding thesis work.

2024

Modelling and simulation of dynamic properties of wind turbines and wind tunnel tests

The Maurer Söhne Foundation Award is handed to Judith Hess (centre), Prof. Kurosch Thuro (left, TUM) and Dr Felix Weber (Foundation). Photo: TUM

The Maurer Söhne Foundation Award is handed to Máté-Tamás Péntek (centre), Prof. Kurosch Thuro (left, TUM) and Dr Felix Weber (Foundation). Photo: TUM

The Maurer Söhne Foundation in Munich awarded its prize for outstanding research work in construction dynamics and structural mechanics to Judith Hess and Máté-Tamás Péntek in summer 2024.

Hess was honoured for her Master's thesis "Virtual Sensing of Wind Turbine Tower Loads using Kalman Filtering". In it, she developed processes for estimating the status of fatigue loads on wind turbines using models. Her supervisor was Prof. Gerhard Müller from the Chair of Structural Mechanics at TUM.

Péntek received the award for his dissertation "Method Development for the Numerical Wind Tunnel in Applied Structural Engineering". He developed tools that simulate the wind excitation on structures with coupled CFD structural dynamics models. He was supervised by Prof. Kai-Uwe Bletzinger from the Chair of Structural Mechanics at TUM.

2025

Developing applications for metamaterials and adaptive model order reduction

The Maurer Söhne Foundation Award is handed to Raphael Rupprecht (centre), Prof. Klaus Sedlbauer (left, TUM) and Dr Christiane Butz (Foundation). Photo: TUM

In the summer of 2025, the Maurer Söhne Foundation once again presented its award to two young scientists: Raphael Rupprecht and Marcel Warzecha.

Rupprecht received the award for his Bachelor's thesis "Visualisation of Dispersion Properties of the One-Dimensional Mass-Spring Chain in an Interactive Web App". In his thesis, Rupprecht developed an app for describing metamaterials with band gaps. The thesis was supervised by Prof. Gerhard Müller and Dr Francesca Taddei from the Chair of Structural Mechanics at TUM.

Warzecha was honoured for his Master's thesis "An Adaptive Sampling Strategy for Gradient-Based Structural Optimization of Parametric Dynamical Systems Using Model Order Reduction". He developed a new method for model order reduction that minimises approximation errors in relevant model regions. This thesis was also supervised by Müller and Taddei.

The Maurer Söhne Foundation has supported open fundamental research in dynamics and structural mechanics for many years

The prizewinners were chosen based on the suggestion of the awards committee of the Department of Civil and Environmental Engineering (CEE) at the TUM School of Engineering and Design.

The Maurer Söhne Foundation has been providing targeted support for open fundamental research independent of economic utility for many years. This commitment has enabled young scientists to develop innovative ideas and research forward-thinking approaches in dynamics and structural mechanics.

THANK YOU FOR YOUR DEDICATION AND LOYALTY
// TOGETHER, WE ARE WRITING THE HISTORY OF MAURER

Our success would not be possible without our long-serving employees, and we are happy to make them part of our big anniversary.

150 years of MAURER represents 150 years of engineering prowess, pioneering spirit and shared dedication. Above all, it represents 150 years of successful teamwork. After all, this success would not have been possible without the people who work hard, think outside the box and take responsibility every day.

Whether they work in production, in the office or on the construction sites, our long-serving employees in Munich, Lünen and Bernsdorf have been the key to our success. Their loyalty, experience and constant dedication make MAURER what it is today and what we aim to remain in future – a company with strong values and reliable people.

We are proud of everyone who has been part of the MAURER family for ten, 25 or even 40 years, and would like to thank you from the bottom of our hearts. You are more than just part of our team, you are a living part of our 150-year history

BAUMBACH RONNY – MAURER Bernsdorf
SCHUSTER ANDRÉ – MAURER Bernsdorf
WOLF KERSTEN – MAURER Bernsdorf

ELLERT BETTINA – MAURER Lünen
SECKELMANN SILVIA – MAURER Lünen

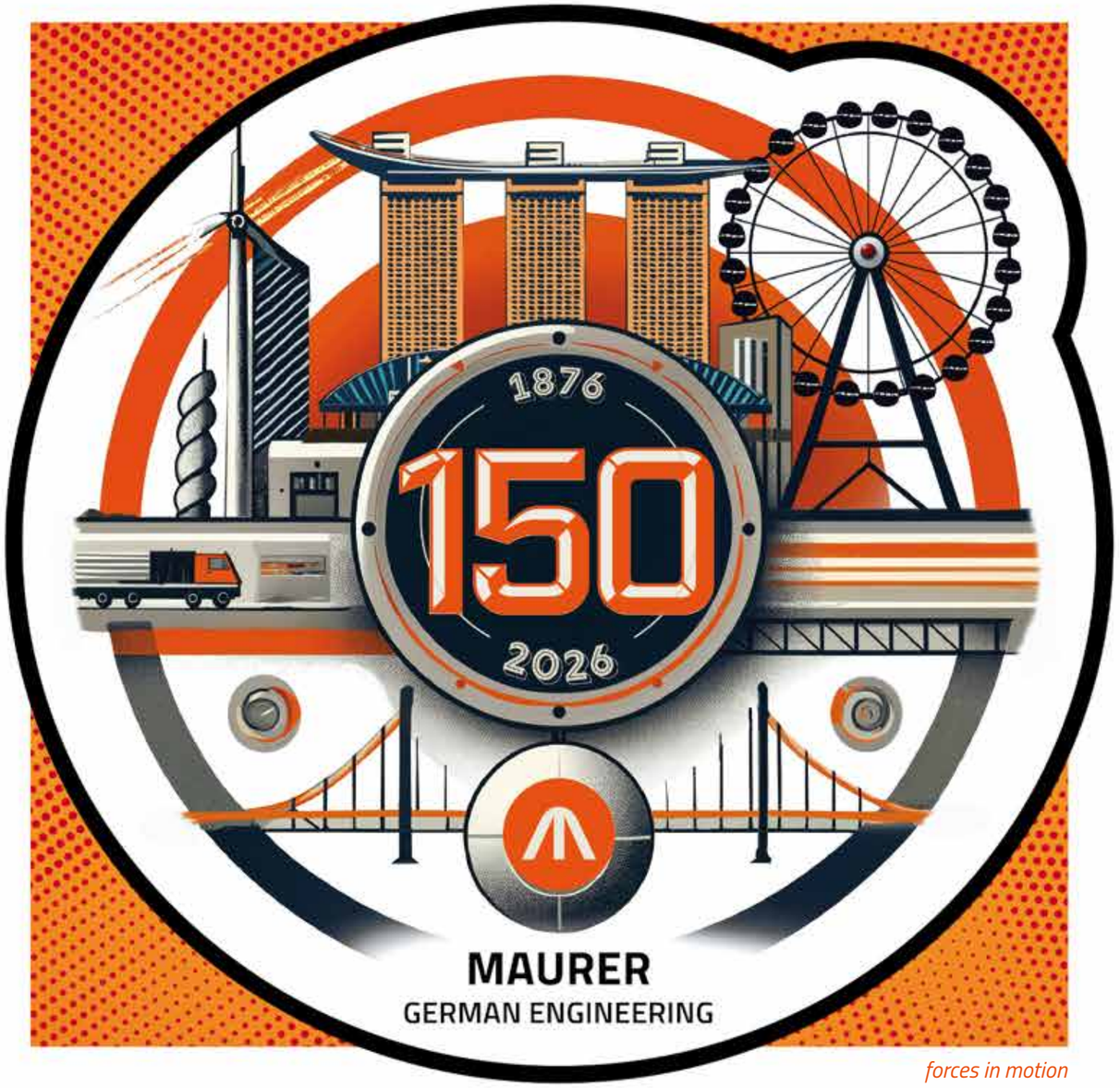
AIGNER DIETER – MAURER Munich
AUSTERMANN JÜRGEN – MAURER Munich
CRISAN ADRIANA – MAURER Munich
HANSCH ANDREAS – MAURER Munich
HOFMEISTER MARKUS – MAURER Munich
INCIR ÖNDER – MAURER Munich
KUHLMEY FERDINAND – MAURER Munich
SCHNELLINGER ELISABETH – MAURER Munich
SCHUSTER CLAUDIUS – MAURER Munich
WEIPPERT ANJA – MAURER Munich

ALBERTER ANDREAS – MAURER Munich
BENICKE OLIVER – MAURER Munich
BORCHERT STEFFEN – MAURER Munich
ELANDT KARSTEN –MAURER Munich
JAREMKO DANIEL – MAURER Munich
MUNSCHKE MICHAEL – MAURER Munich
RIEDL GÜNTER – MAURER Munich
WIDMAIER MARTIN – MAURER Munich

GEWISSLER ROBERT – MAURER Munich
LAMPALZER OLIVER – MAURER Munich

MAURER

CELEBRATION



forces in motion

150 YEARS OF MAURER

In 2026, MAURER SE celebrates its 150th anniversary. In this time, the company transformed from a small blacksmith's workshop in Munich to a global technology leader. This success is built not only on decades of engineering prowess, but also the dedication of the owners, the Beutler and Grill families, who have shaped the company for generations.

For me, our 150th anniversary inspires respect, gratitude and humility. Respect for everything that we have created in that time. Gratitude for the trust that the business continues to enjoy to this day. And humility in regards to the responsibility that I bear for this company. As today's owners, our job is to continue our family tradition and secure the future of this company that dates back to 1876, when Friedrich Maurer ran a workshop in the Glockenbachviertel district of Munich.

Almost 100 years ago in 1931, our grandfather Johannes Beutler took over the company and developed it into a steel construction firm at its current site in Freimann. The 1960s saw the gradual introduction and expansion of our structural protection systems under the leadership of my father Hans Beutler. This strategic pivot turned MAURER into an international technology leader.

The history of our company shows that success does not come from standing still, but from having the courage to change. As well as constantly developing our products, success came from repeated technological leaps that revolutionised old ways of doing things and opened up new opportunities.

Today, our products protect spectacular structures all over the world.

> **I would like to extend my heartfelt thanks to all of the staff who work to ensure our company's success every day.**
>
> *Jörg Beutler*

The list of our outstanding reference projects is long and impressive. These successes give us the confidence that we are on the right path. Through innovation and technical excellence, we have been able to work on some of the most significant construction projects of our age, and will continue to do so in future.

But despite all our technological prowess, we must never forget that the core of our business are the people who work here, who identify with us, and who drive us forward with their ability, creativity and loyalty. Many of them have spent their entire careers at MAURER and pass on the knowledge to their successors. It is this continuity, and the stability it brings, that makes our company special.

Just as valuable are our long-standing relationships with customers and business partners, many of whom have placed their trust in us for decades. These relationships are proof that quality and reliability are key to success, both nationally and internationally.

From left to right: K. Beutler, C. Grill, L. Grill , J. Beutler , U. Beutler

As a family company, these values really mean something. For us, the long term is not just next quarter's results. We make prudent investments in research and development, modern technology and the constant development of our business. This independence is a privilege that we want to preserve. It allows us to take decisions that may be unpopular, but that are right in the long run, and stand by our employees in difficult times.

The challenges that we face are daunting. International market structures are changing. Political uncertainties are upending international trade and global relations. Digitalisation offers incredible opportunities, but also requires great effort to not be left behind.

Finding qualified staff is more difficult than ever. Last but not least, the significant advance outlays and frequent late payments in the project business require delicate financial management. We can only overcome these challenges through sound and proactive management.

I draw optimism from our love of innovation. Today, our engineers and technicians are working on solutions that will become tomorrow's benchmarks and open up new markets. But innovation goes far beyond product development. It helps us make processes faster, better and more efficient. This constant dedication to innovation and transformation is the key to remaining competitive in future.

Our goals for the coming years are clear. We will build upon our position as a technological leader and open up new markets with continuous innovation. We will invest in the training and professional development of our employees – our most important asset.

We will remain loyal to our sites while also developing our international presence where it is most effective. And we will remain a company that is not only successful from a business perspective, but that also lives up to its social and ecological responsibility.

When I imagine how someone would look back at this time in 20 or 30 years, I'd like to imagine them saying: "This was the time when MAURER built the foundations on which we stand today: effective automation of routine tasks, efficiently taking on more complex challenges, and being the global partner of choice for demanding structural protection projects".

As we celebrate this special anniversary year together, let's also work to continue MAURER's success story for the next 150 years.

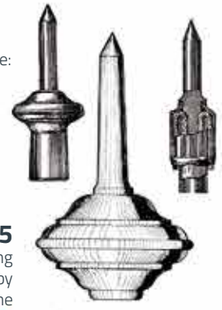
I would like to extend my heartfelt thanks to all of the staff who work to ensure our company's success every day. With your support, expertise and dedication, I'm convinced that the best is yet to come. Let's raise a glass to the next 150 years!

Yours sincerely,

Jörg Beutler
Chairman of the Administrative Board on behalf of the family shareholders

THE MAURER STORY

1899
Sons Friedrich & Georg continue the business under a new name: Friedrich Maurer Söhne



1905
A lightning conductor made by Maurer Söhne

1924

Meeting between Georg Maurer & Johannes Beutler

1934
The company purchases the adjacent plot of land to expand the factory

1934
The business begins with steel construction on a large scale

1937

Maurer Söhne becomes known throughout Germany for its hangar gates

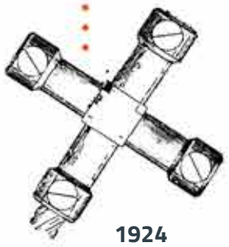
1962

MAURER supplies cantilever scaffoldings for concrete bridge construction

1965
Patent acquisitions and proprietary developments of expansion joint constructions. MAURER becomes the leading manufacturer

19.09.1876

Friedrich Maurer opens a metal spinning workshop in Fraunhofer Strasse in Munich



1924
The company produces various iron goods for railways, halls, roof structures and bridges

1932

Brake cylinder supports are made in high volumes following a licence from Kunze-Knorr

1948
MAURER supplies components for the Spitzingsee mountain lift

1945
The years 1945 to 1954 are a period of demolition, improvisation and reconstruction

Palace of Justice in Munich

1958

The company is involved in significant steel construction projects, such as the main railway station, the Palace of Justice and the National Theatre

1966
Three new factory halls are constructed, along with an office building

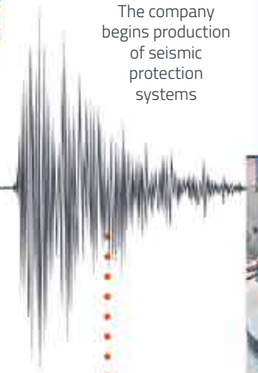
1993

Wilde Maus roller coaster, Munich: coaster type with no inversions

1973
Production of bridge bearings

1984

Introduction of the swivel joist expansion joints



1996
The company begins production of seismic protection systems

2003

MAURER develops MSM® (MAURER Sliding Material): a high-performance sliding material for structural bearings

2004
Development of low-noise expansion joints

2005
Introduction of semi-active cable vibration dampers for stay cables

2010

Development of the XW1 wave-shaped expansion joint. Introduction of the MSA® spherical bearing

2018
MAURER introduces the guided cross tie

2021
Further development of spherical bearings for special applications. Introduction of vibration dampers

2021

MSM® swivel joist systems, a modification of the proven MAURER swivel joist

2026

MAURER celebrates its 150th anniversary

1995
First DS 2000 Storebæltsbroen, Denmark

2001
Terminal 2 at Munich Airport, steel construction

2004
Seismic isolation of the New Acropolis Museum

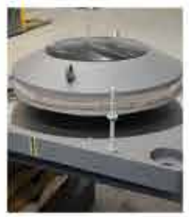
2004
Steel construction and roofing of BMW Welt, Munich

2006
MSM® is approved across Europe

2011
Development of the MAURER Modular Bridging System

2019
Umadum, the Munich Ferris wheel, is inaugurated

2021
Introduction of MANTIS® and SHARK®



2021
MAURER SIP®-V (sliding isolation pendulum)

2025

New test system for dampers and shock transmitters

You can read the whole MAURER story here:

WE ARE MAURER

We come from different countries, speak different languages, are different ages and have different levels of experience, but we are all proud to be part of MAURER. Every single one of us stands for a piece of MAURER and our success story – a story of innovation, engineering prowess, craft, responsibility and dedication.

We work side by side and across borders with the same goal: mastering forces in motion. Our faces show what really makes MAURER special – people who care and who do their jobs with passion and team spirit. Together, we are MAURER.

250 faces – a strong symbol for our anniversary year! Thank you to everyone who took part in our anniversary collage.

aloha
LEGGIMI!
GALLAGHE

TRADITION IN MOTION – INNOVATION FOR THE FUTURE

MAURER has been shaping the construction industry for over 30 years, with precision, innovation and engineering prowess. In this anniversary edition, we look back at some incredible structures that not only set new benchmarks in terms of technology and design, but that also make a lasting contribution to safety and quality of life.

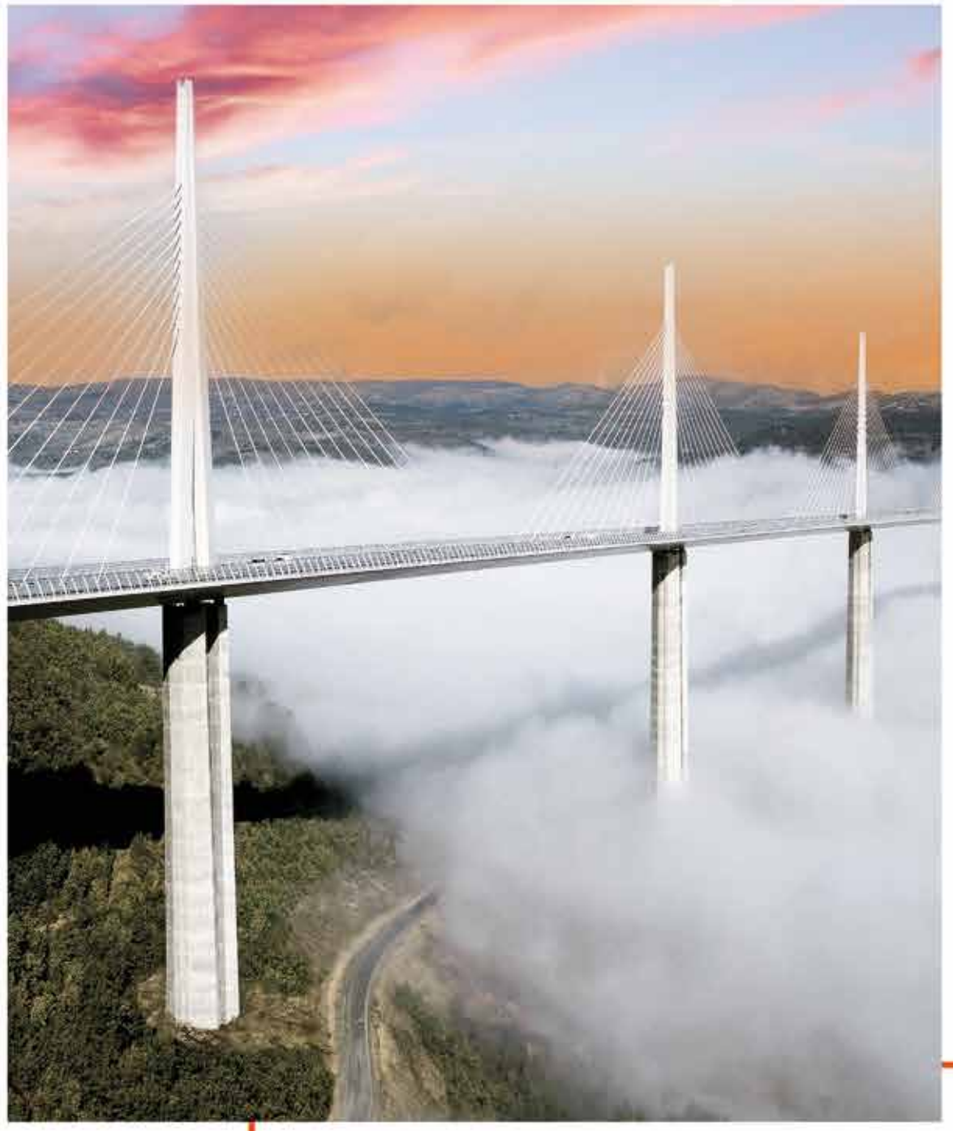
From imposing bridges and architectural icons like hotels and hospitals, to professional renovation of major infrastructure, each of these projects epitomises our pioneering spirit and world-class engineering.

In seismic protection in particular, MAURER helped set the standards.

Awareness of the need for these systems has increased markedly around the world in recent years.

Through smart technologies and customised solutions, MAURER is strengthening its leading position in this safety-critical market segment.

In doing so, we help make sure that structures not only meet the needs of today, but are also ready for the challenges of tomorrow.



MILLAU – THE SPRINGBOARD TO GLOBAL SUCCESS
Millau viaduct | France

Designed by Michel Virlogeux and Norman Foster, the Millau viaduct carries the A 75 autoroute in the south of France over the river Tarn. With a total length of 2,460 m, piers measuring up to 343 m in height and a deck 270 m above the river, it is the highest bridge in the world. MAURER supplied 64 incremental launch bearings with a launching rate of 600 mm, 32 MAURER MSM® spherical bearings (120,000 kN of vertical load) and two MAURER swivel joist expansion joints of the DS11 and DS12 types (each measuring 27.75 m and capable of absorbing movements of ±520 mm and ±600 mm respectively).

BUILT ON SEISMIC PROTECTION

Acropolis Museum | Greece

MAURER provided top-class seismic protection with 94 automatically resetting MAURER-SIP® sliding isolation pendulums. Each bearing point is adjusted individually to static loads and resists earthquakes measuring up to magnitude 10. The flexible bearing allowed the construction of an elegant transparent building that floats above the excavations, with glass flooring and light-filled rooms. Although barely perceptible, this technology made the building even more impressive.

SUN, SUMMER, SAFETY

Hotel Secrets & Dreams Bahia Mita | Mexico

This luxurious resort in Mexico is the largest structure in Latin America that sits entirely on 410 MAURER SIP®-D sliding isolation pendulums. These bearings were tailor made by MAURER to protect against horizontal displacements of up to ±500 mm. They also dissipate energy and return the building to the correct position after earthquakes.

GRAND EGYPTIAN MUSEUM – HIGH-TECH PROTECTION FOR ANCIENT STRUCTURES

Grand Egyptian Museum | Egypt

In the shadow of the Pyramids of Giza, MAURER protects Egypt's cultural heritage. Eight custom-built MAURER lead rubber bearings protect the monumental San Elhagar obelisk against earthquakes up to 0.32 g and general daily vibrations. The elastic bearings allow for movements of up to ±50 mm, ensuring that the 3,500-year-old granite obelisk remains in position, even under glass.

PRECISION IN MOTION ON THE BOSPHORUS

1915 Çanakkale Bridge | Turkey

MAURER provided gigantic MSM® swivel joist expansion joints for the longest suspension bridge in the world. These enable individual longitudinal movements of up to ±2,800 mm and a cumulative sliding performance of over 50 km. The bearings are certified for at least 50 years of reliable service. An outstanding example of engineering precision and durability.

THE BRIDGE DEFYING THE ELEMENTS

Rio-Andirrio Bridge | Greece

Greece is subjected to some of nature's harshest tests, from earthquakes and tectonic shifts to storms.

For the spectacular crossing of the Gulf of Corinth, MAURER supplied two of the largest swivel joist expansion joints ever constructed, each measuring 27.7 m in length.

These compensate longitudinal movements of up to 5,010 mm and lateral movements of 5,200 mm, withstanding the risks posed by seismic events and wind.

HOW MAURER TURNED AN IDEA INTO REALITY

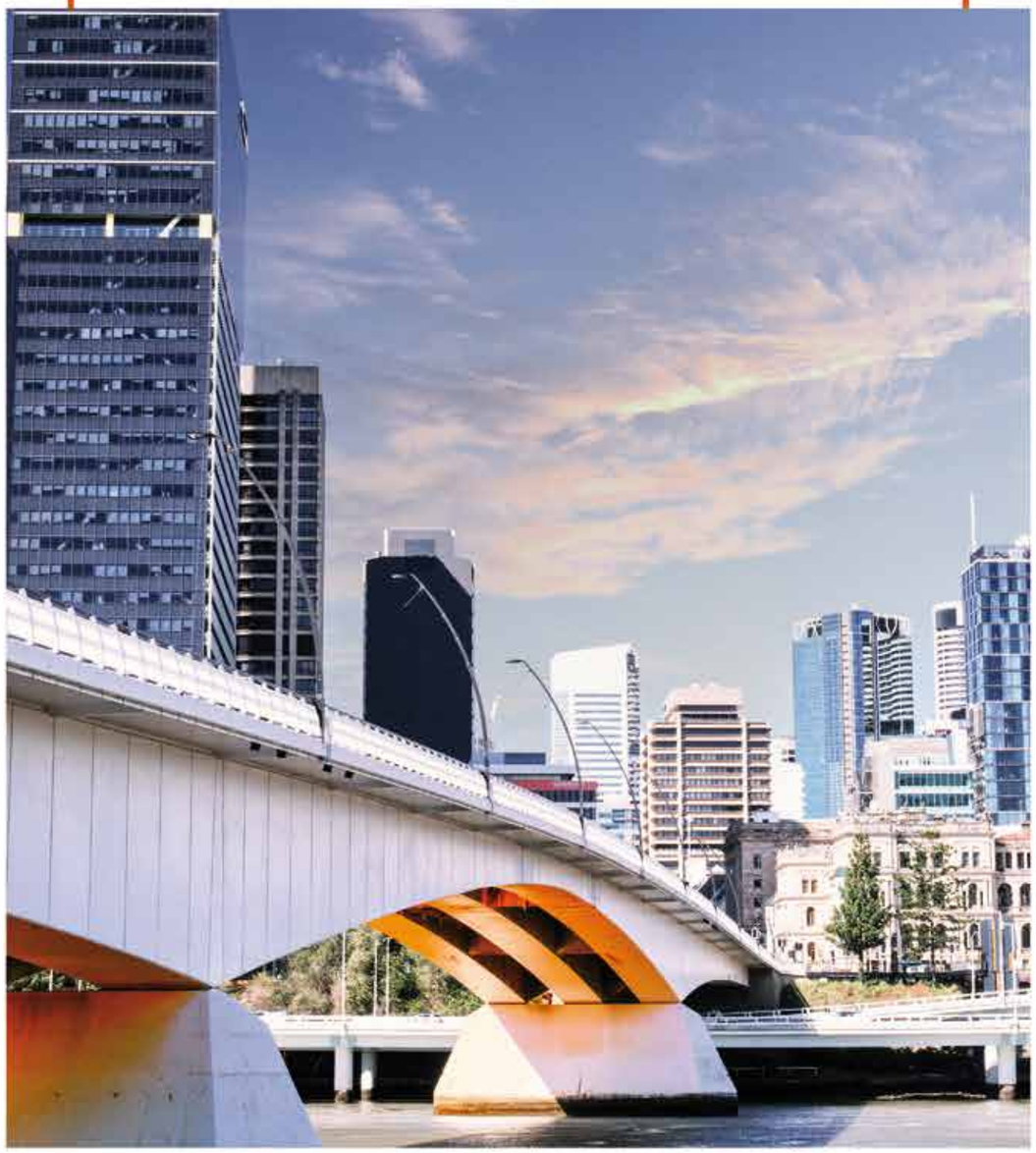
Yarumo Blanco | Colombia

A viaduct in the rugged mountains of Colombia lay half finished – that is, until MAURER came in. The company cut through the endangered piers, raised them by 50 cm and mounted them on four MAURER SIP®-D sliding isolation pendulums. Each bearing withstands 14 MN of vertical load, allows horizontal movements of 600 mm in all directions and resets automatically after earthquakes.

RELIABLE BEARINGS DOWN UNDER

Captain Cook Bridge | Australia

Six spherical bearings from MAURER have been helping to keep traffic over the Brisbane River safe for decades. A pair of MAURER MSM® and four MAURER MSA® bearings, each designed for a load capacity of 4,000 kN, ensure controlled movements and durability under constant load. All this in a tropical climate, with high traffic volumes and varying thermals every day.



TAKE OFF THE GERMAN WAY

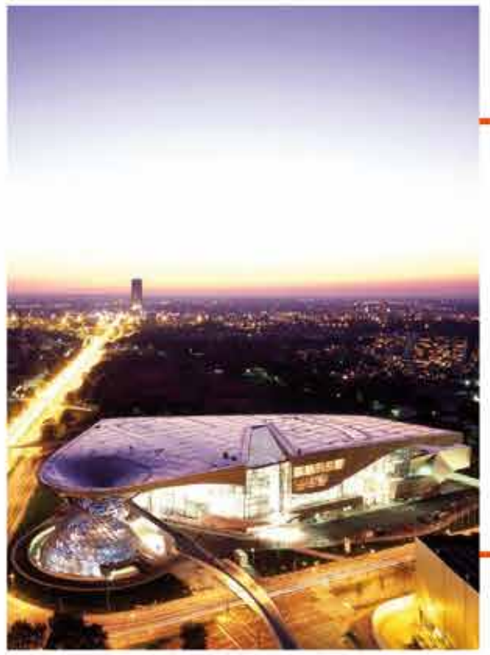
Terminal 2 at Munich airport | Germany

In 2001, MAURER was tasked with constructing the striking, light-filled check-in hall in terminal 2 at Munich airport. Thanks to a combination of CNC precision and CAD-assisted project management, the company succeeded in creating a steel structure measuring 172 m in length and 140 m in width. This perfect example of German engineering prowess was honoured with the European Steel Design Award 2005 due to its combination of technology and aesthetics.

STOREBÆLTSBROEN – THE BRIDGE TO A NEW ERA

Storebæltsbroen | Denmark

With a free span of 1,624 m, the eastern bridge of the Storebæltsbroen was the longest suspension bridge in the world when it was opened in 1998. This technological wonder crosses the Great Belt strait with pylons measuring 254 m in height. The project saw MAURER implement a 25-profile expansion joint with a movement of 2 m – the first of its kind in Europe. This incredible achievement paved the way for MAURER to gain international recognition.



HOW MAURER MADE A FLOATING CLOUD OF STEEL

BMW Welt | Germany

The spectacular architecture was the work of the avant-garde designers at Coop Himmelb(l)au in Vienna. MAURER was part of the steel construction and facade working group, and delivered the solution for this "floating cloud" with double cone: construction on temporary pylons, with the load then later shifted to the main beams. Using a total of 4,500 tonnes of steel, the project was completed precisely and on time, and was later honoured with prizes. A striking feat of engineering for one of the symbols of Munich.

BRIDGE MODERNISATION IN RECORD TIME

A8 motorway | Germany

The A8 motorway bridge crosses the river Lech at Gersthofen in Bavaria. Completely replacing the expansion joint here would normally take at least three weeks. MAURER did it in just 57 hours. The new stainless steel MAURER MMBS (Modular Bridging System) hybrid module is extremely durable, reduces noise and can replace any old construction. This incredible achievement shows how expansion joint replacement projects can maximise capacity and minimise closures on busy motorways.

A FAMILY AFFAIR – BUILDING BRIDGES TO THE FUTURE

Three families, three generations, three stories. The De Neefs, the Balabanics and the Raitz stand for everything that has made MAURER special over the decades – openness, opportunity and sticking together.

Their stories show how unconventional ideas, international contacts and personal dedication can create successes that shape entire generations.

The story of MAURER would not be complete without telling the stories of the people who helped shape the company – in some cases for decades. They are the ones who create technical innovations, maintain international partnerships and carry the spirit of a family business into the future. This can be seen in particular in the stories of three families: the De Neefs, the Balabanics and the Raitz.

The De Neef family has been supporting MAURER in Belgium for three generations. Paul De Neef founded EMERGO NV in 1950, and the partnership with MAURER was agreed in 1967. Today, his grandchildren lead the company in Antwerp. They have bridge building in their blood, with projects from their homeland to Bangkok.

By contrast, the Balabanics show how the choice of career can create family history. From father Jozo and his son Zvonko to the grandchildren's generation, the family has dedicated itself to engineering for over 100 years combined. Whether as fitters in Munich or as purchasing managers and executives in Croatia, the family embodies the values of loyalty, passion and team spirit.

Lastly, we come to the Raitz, from Dieter the electrician to Georg the logistics specialist and works council chairman to granddaughter Melina the commercial apprentice. Their history tells a story of a changing company that created opportunities for craftspeople and administrative staff alike, taking responsibility across three generations.

Together, their stories are more than just family trees. They are proof of MAURER's ability to create opportunities, whether in international business, technical development or simply as part of the team. Family dynasties like these embody the values of reliability, openness and development that make MAURER strong. They encourage us to shape the world together.

> **Looking back at 150 years of MAURER, we see not only technical milestones, but above all people who have grown with us.**
>
> *– Holger Redecker, Managing Director of MAURER SE*

Paul De Neef of EMOTEC (left) and Jozef De Neef of EMERGO (right). Caroline De Neef (left) of EMOTRADE BAUZUSATZTEILE, Leen De Neef (right) of EMOTRADE GEOTEXTILIEN.

THE DE NEEFS: THE THIRD GENERATION OF BRIDGE BUILDERS

The De Neef family and EMERGO have been MAURER's exclusive partner in Belgium since 1967. They see bridge building as a way to create a better tomorrow.

EMERGO was founded by Paul de Neef in Antwerp in 1950. The name comes from the Latin motto Luctor et emergo ("I struggle and overcome"). It is a motto that has inspired the company to this day.

Paul's son Jozef opened the door to MAURER in 1967 by securing the exclusive licence for Belgium. The two companies have been growing together ever since, offering everything from elastomeric bearings to complex bridge systems. Today, the business is led by the third generation of management under EMERGO Holding, with Caroline and Leen De Neef at Emotrade, and Paul De Neef Junior at Emotec. From the Rama IV bridge in Bangkok to the Theunissen bridge in Antwerp, the De Neefs stand for technical excellence with an eye to the future.

For MAURER, the partnership with the De Neef family was a stroke of luck, offering both technical expertise and familiar reliability over generations.

Jozef De Neef hands over a certificate at a ceremony in Bangkok in 1988.

THE RAITZ: POWER, LOGISTICS AND PAPERWORK

The Raitz family carries MAURER values across generations in all kinds of roles.

When Dieter Raitz started work at MAURER as an electrician in 1999, our company shortly thereafter celebrated a significant anniversary.

He would go on to become part of our history. For 16 years, he kept the power on in our production facility before retiring in 2016.

He was joined in 2008 by his son Georg, who began his career at MAURER by organising logistics processes and staying on top of our supply chain. Since 2022, he has been Chairman of the works council, representing the interests of employees with the same loyalty that characterised his father.

And now the third generation is joining in, with Georg's daughter beginning her commercial apprenticeship. For MAURER, the Raitz family represents continuity, dedication and sticking together across generations. These values are not just on paper, but are lived every day.

In the middle is Dieter Raitz, to his left is his son Georg Raitz.

The Raitz family during a test ride on the R80 XL Ferris wheel in January 2013.

Today: Melina Raitz with her father Georg.

Dieter Raitz in around 1999 during the production of what was then the world's largest spherical bearing for the canal bridge in Magdeburg.

Zvonko Balabanic and team: Goran Coric, Anna Langner and Wolfgang Haller.

Zvonko and Jozo Balabanic

Left to right: Papić Toma; Zvonko Balabanic, Papić Dragan; Krstačič Kristijan.

THE BALABANICS: 100 YEARS AND STILL GOING STRONG

Two generations, over 100 years of service together.

Zvonko Balabanic is proof that climbing high in your career is not just for white-collar jobs. In 1992, he decided against a career in banking and went to work at MAURER. His industrial management apprenticeship was his springboard to success. Today, he leads our purchasing department and is also the Managing Director of Maurer Croatia.

His father Jozo was one of the first Croatians to work for our company. After arriving in 1968, he worked as a fitter at MAURER for over 40 years. He soon brought his uncle and cousin with him – proof that the Balabanic family sticks together and never does anything half-heartedly. For MAURER, the Balabanic family is the perfect example of loyalty, ability and solidarity. They have been living these values for a total of over 100 years of service.

Jozo Balabanic working on one of MAURER's first first milling machines in 1972.

"MODERN CONTROLLING // IS ABOUT MORE THAN NUMBERS

– we want to be the sparring partners for our company's development". Timon Sasse speaks about digitalisation, international partnerships and a team that wants to make a difference.

Mr Sasse, you and your young, dedicated team are responsible for controlling at MAURER. How did you get into this role?

Timon Sasse: "After university, I started work at MAURER as a junior controller. Right from the start, I was able to contribute my own ideas, take responsibility and shape processes – and I absolutely loved it. Taking responsibility for investment controlling in 2019 was an important milestone. Working together with our international subsidiaries made me focus on the big picture from technical, cultural and strategic perspectives. I have been Head of Controlling since 2021 and work with my team to make our department fit for the future and work closely alongside projects".

What are the major topics on your agenda these days?

T. S.: "We are driving the digitalisation of reporting throughout the company. Excel is still important, but modern tools are more dynamic and give us more options for automating repetitive processes like monthly statements. We are also heavily involved in integrating new companies that join the MAURER Group through international growth. Alongside this, we as controllers are increasingly becoming more like business partners, checking where AI can play a larger role in future and support us in our tasks, for example."

International growth sounds exciting but also challenging. How do you control the global subsidiaries?

T. S.: "MAURER operates in around 15 countries, with over ten currencies and different legal frameworks. This requires not only technical expertise, but also intercultural sensitivity. We regularly collect, consolidate and analyse financial data from all business units. Clear standardisation is essential here, in order to make the data comparable. Our goal is standardised, transparent reporting throughout the entire group".

What is it that makes your team special, both as experts and people?

T. S.: "Alongside solid financial knowledge, modern controlling calls for analytical abilities, digital skills and strong communication. We think in terms of workflows, tools and automation. My team is open to new possibilities and changes, has a hands-on mentality, and sticks together. We support each other and grow together with every challenge".

How does collaboration work successfully across cultures and time zones?

T. S: "Like many businesses, we use hybrid working tools like MS Teams for our daily digital meetings. But when it comes to strategic issues like annual planning or introducing new tools, we prefer to work in person, whether that's visiting the various sites or in our annual global finance workshop. Digitalisation may make things more efficient, but meeting face-to-face is what creates trust".

Are there times of the year that are particularly demanding for Controlling?

T. S: "Due to the nature of our international project business, there is always plenty going on. End of year is particularly intensive, such as when planning budgets and creating the statements. Lots of things are happening at the same time, so we need to be fast but also precise and well-organised".

What do you enjoy most about your work at MAURER?

T. S: "I like how it enables us to shape things. Whether it's new reports, improved tools or optimised processes, we aim to create true value and drive changes. MAURER combines technological excellence with an openness to innovation. This is true of both our products and our internal processes".

What do you see as MAURER's particular strengths when it comes to Finance & Controlling?

T. S: "Our transparency, reliability and high data quality create trust both internally and externally. We don't just provide the numbers, we are an active sparring partner for all business units. And we have a team that sticks together when things get stressful.

I think increased automation, data visualisation and predictive forecasting offer a lot of potential, and that is what we are currently working on".

In terms of management, what are your most important principles?

T. S: "Leadership for me is about creating the conditions for others to shine. I delegate both tasks and responsibility. I explain why goals are important, give honest feedback and maintain the team culture. For me, enjoying your work is a major factor for success".

Mr Sasse, how would you describe the quality standards for controlling at MAURER? What things are particularly important to you and your team?

T. S: "For us in Controlling, quality means creating analyses and reports that are always clear, reliable and help make decisions. We see ourselves as an internal service provider, giving company management and the operative divisions a solid foundation of numbers.

With this in mind, we value accurate data, clear processes and continuous improvements. Every report needs to be not only correct, but also easy to understand and use. That is what represents true quality for us".

How do you like to switch off after work?

T. S: "Although my work life is very structured, I prefer to be more spontaneous in my free time.

I spend a lot of time on the golf course. Golf requires concentration but also helps you switch off and clear your head".

TIMON SASSE // HEAD OF CONTROLLING

- Born in Lauingen an der Donau, Bavaria
- **2012 – 2016** B. Sc. in business administration, University of Augsburg
- **2017 – 2019** Junior controller, MAURER SE
- **2019 – 2021** Investment controller, MAURER SE
- **Since 2020** Member of the Supervisory Board, MAURER India
- **Since 2021** Head of Controlling, MAURER SE

How would you describe your team in three words?

T. S: "Motivated, curious, astute".

What do you like most about working together?

T. S: "The mix of teamwork and individual responsibility. Everyone is dedicated and willing to go the extra mile when needed".

Where do you see the biggest changes?

T. S: "Digitalisation is drastically changing the way we work, from data analysis to process design. This is challenging, but also a great opportunity to develop".

HUGE EXPANSION JOINT FOR THE SHENZHONG LINK

// RESISTING THE TYPHOON

The Shenzhong Bridge is part of the 24-km Shenzhen-Zhongshan Link and is the largest bridge of its kind in the world. It is located in China's Pearl River Delta, an area heavily affected by dangerous typhoons. The requirements for the expansion joints were therefore daunting. MAURER responded with four cleverly designed constructions.

The Shenzhong Link bridges the Pearl River Delta and connects the Chinese cities of Shenzhen and Zhongshan. It consists of two large suspension bridges, a 6.8-km-long tunnel with artificial islands at both ends, and several girder bridges. With its four lanes, the Link shortens the journey time from Shenzhen to Zhongshan from two hours to under 30 minutes.

Typhoons hit 1,666 m main span

All bridges are designed to withstand extreme weather conditions, particularly the kind of strong winds caused by the typhoons in this region. Structures here are exposed to incredibly high wind speeds of up to 88 m/sec. The Shenzhong Bridge, the largest of the two suspension bridges, is no exception. It is 2.7 km long and has a main span of 1,666 m, making it the world's longest steel-box-girder suspension bridge crossing the sea.

The massive expansion joint waits to be transported to China at the MAURER yard in Munich.

The pylons measure 213.5 m in height, while the bridge deck is suspended at 91 m above the water with a clearance of 76.5 m, the largest across the sea.

The requirements for the expansion joints were therefore daunting. Fitted at both ends of the suspension bridge, these flexible elements compensate for movements that the bridge makes due to traffic, wind and temperature fluctuations in relation to the connecting bridges.

Expansion joints also ensure that vehicles can drive across this juncture unimpeded, regardless of the transition construction's displacement. The joints are installed perpendicular to the direction of travel.

For this record-breaking bridge, MAURER supplied four of its MSM® expansion joints (type MSM® DS 28-80), with 28 profiles and a potential longitudinal displacement of 2,240 mm.

Each of these joints is around 20 m long, equivalent to the width of the bridge deck: "These are among the largest expansion joints that MAURER has ever produced", says Luca Paroli, Regional Sales Director Europe and Asia at MAURER. "Simply dealing with the massive size is an incredible feat of engineering in itself."

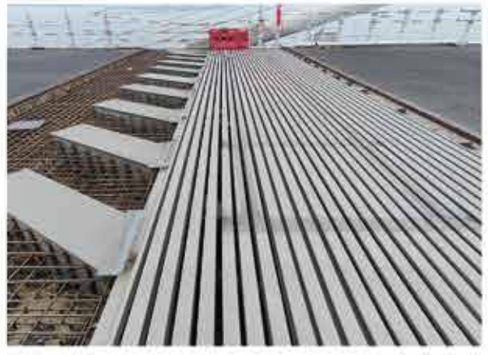
MSM® swivel joists the solution of choice for demanding bridges

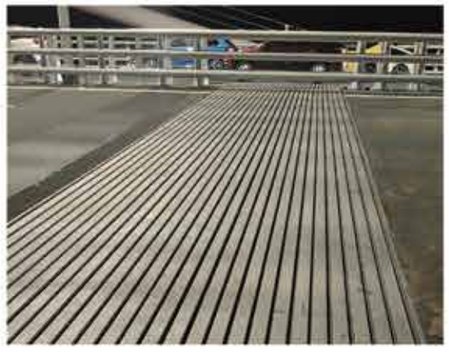
Expansion joint constructions with swivel joists have been used successfully in demanding bridge projects around the world for decades. They allow for movements of up to three metres and more in some cases, as well as rotations in all directions. The parallel profiles rest on top of the swivel joists. These run at a slight angle to the direction of travel, therefore ensuring that the bridge's expansions and contractions are spread evenly across the sealing elements between the steel profiles.

Among the things that make MAURER's swivel joist systems special are the bearings for the profiles. Instead of simple elastomeric bearings, they run in newly developed W-shaped MSM® bearings. This so-called catamaran support allows the profiles to glide over the joists more easily and precisely. This prevents restraints and increases the service life to over 50 years.

The expansion joints were manufactured in Munich, before being installed in China at the start of 2024. After seven years of construction, the Shenzhong Link was approved for use by traffic at the end of June. It is part of the development of the Greater Bay Area, the world's largest metropolitan region that includes cities like Hong Kong, Guangzhou and Macau. The massive project received the George Richardson Award from the International Bridge Conference, and was selected as one of the world's 50 most iconic tunnelling projects by the International Tunneling Association.

The main bridge of the Shenzhong Link, with its 1,666 m main span and bridge deck 91 m above the sea.





Left: The expansion joint in place ready to be encased in concrete. The boxes containing the swivel joists are visible on the left.

Right: The expansion joint with traffic passing over.

ROBERT GEWISSLER

// HEAD OF PRODUCTION AND MAURER VETERAN

From apprentice to Head of Production, Robert Gewissler has been leaving his mark on production in Munich for over 40 years. His career is not only impressive, but also a great example of how managerial responsibility can grow from experience.

"I have grown with MAURER from both a personal and professional perspective". When Robert Gewissler speaks about his four decades at MAURER, you immediately realise that the business is more than just an employer, but part of his life.

He began his apprenticeship at MAURER in 1985 and completed it two years later. In this time, he experienced everything from steel construction and cutting to late shifts on the sawing and drilling system. As early as 1998, he took responsibility for the department as workshop manager. Alongside this, he completed additional qualifications for his management tasks.

This was followed by qualifications in mechanical production in 2015 and the restructuring of management into separate areas for expansion joints and bearings in 2019. Since 2022, Gewissler has been fully responsible for production and production planning at the site in Munich.

Manufacturing with passion and precision

Gewissler's explanation of his main task is succinct but accurate: "As Head of Production, I am responsible for every area of production and everyone who works here". His working day starts at six in the morning with a walk through the production halls. This ritual not only gives him a quick overview of the goings on, but also signalises a closeness to his team. "The only way to understand the real problems is by speaking to people".

This is followed by meetings with the line managers and the director for commercial activities, and daily tours of the production facilities for expansion joints and bearings. All before lunch.

Next comes the unavoidable meeting marathon. Despite the countless interactions with other areas like the technical office, work preparation, purchasing, HR, sales, sales processing and assembly, he knows: "Production only works when you work together".

Built on team spirit

Gewissler is proud of his team: "They are professionals on whom I can rely". But leading this team is always a challenge: "Bringing different personalities together and making sure they all pull in the same direction is a balancing act. You need sound judgement and sensitivity".

For him, team spirit is key to successful production. He values direct communication: "Fewer emails, more face-to-face – that would be better for everyone".

Eye on the challenges

Gewissler's biggest challenge at present is the introduction of IFS Cloud. There are also stressful situations in the team, as well as a high number of sickness absences that force him to outsource tasks. The solution is clear: "Long term, we will need to bring more value creation in house. Increased automation can help reduce outsourcing while also making life easier for our staff".

His work is also directly affected by external factors like late or defective deliveries. "That is catastrophic if you want to deliver top quality on time. But our colleagues in purchasing and work preparation always stay on top of things", he emphasises.

Qualified staff hard to find

One of the major problems faced by production is finding replacements for experienced workers who retire. For Gewissler, this is an urgent issue. "We have to become more attractive as an employer, especially for young people. Training is the foundation on which our future is built".

Dedicated to production and his team

Despite all these challenges, Gewissler's passion for his job is infectious. He lives for the day-to-day action in the production halls, but never neglects the need to switch off.

In his free time, he enjoys going on trips with friends and family, loves touring on his motorbike and enjoys holidays in Italy.

His leadership philosophy is very down to earth: "You spend around ten hours a day with your colleagues, so you have to get along. Only when the team works can production be successful too".

ROBERT GEWISSLER
// HEAD OF PRODUCTION

1985	Employed at MAURER during the first year of his apprenticeship
1987	Successfully completed his apprenticeship as a steel fitter, before working in Hall 1
1989 – 1991	Cover for the sawing and drilling unit in cutting, alongside his work in Hall 1
1991 – 1992	National service
1992	Switched to cutting, working on the flame cutting system and other cutting machinery
1998	Appointed workshop manager at the age of 29
2010 – 2012	Successfully completed management training in metal construction
2015 – 2019	Took responsibility for mechanical production alongside cutting
2019 – 2022	Manager in FM1 division, covering all groups involved in expansion joint construction, including cutting
Since 2022	Head of Production at the plant in Munich

COMPLEX BEARING REPLACEMENT // AT THE PORT IN HAMBURG

Changing the bearings on the important Köhlbrand bridge at the port of Hamburg is a major challenge. Through a combination of massive scaffolds, special launching tracks and electric winches inside the bridge deck, MAURER demonstrated what engineers and installers are capable of.

The Köhlbrand bridge sits at the heart of the port of Hamburg. Opened in 1974, the asymmetric cable-stayed bridge crosses the Köhlbrand, which is part of the Süderelbe. It connects the western areas of the port with the island of Wilhelmsburg in the river. It also links the port to the motorways heading towards Flensburg, Kiel, Hanover and Bremen.

The bridge carries large volumes of heavy goods traffic, particularly on weekdays, while its clearance of 53 m allows container ships to pass underneath. It was this height that posed a challenge when it came to replacing the bridge bearings.

Launching track and scaffold tower

"The problem when changing the bearings here isn't the bearings themselves, but rather the installation and removal", explains Michael Trzeciok, Project Manager at MAURER.

Each of the three piers forms its own project phase. After intensive preliminary work, replacing the two bearings on each pier required the bridge to be closed from Friday evening to Monday morning every time. This was because the bridge deck could only be raised when there was no traffic.

The first two bearings were replaced in October 2023. Pier 101 stands on the island. A scaffold measuring around 40 m in height was built here to reach the bridge bearings.

A special launching track with table was designed, in order to remove an old bearing from the pier and replace it with a new one.

The old bearing was taken away on the table via the launching track and put down, before the table returned with the new bearing (photo).

This required electric winches, which were installed inside the bridge's box girder. The image shows the cables passing down through the box girder on the left and right.

Replacement over water

The second phase in September was even more challenging, as pier 102 is located in the water of the Köhlbrand itself.

To replace the bearing here, a temporary bridge was constructed from pieces of scaffold in order to access the pier from the water. A total of six pot bearings were replaced in three phases between 2023 and 2025. The bearings each measure 1.5 x 1.5 m, with a weight of 2 t and a load-bearing capacity of up to 30,400 kN.

Top: The Köhlbrand bridge in Hamburg.

Left: A newly inserted bearing.

Right: The launching track.

The powerful hydraulic unit that forms the heart of the test system. The orange piston accumulators that temporarily store energy and release it when necessary can be seen on the right. The compact arrangement ensures efficient routing and high reliability.

// UNDER PRESSURE

An innovative new test system for dampers and shock transmitters gives us greater speed and precision.

MAURER is investing in the future, creating one of Europe's most capable and dynamic tensile and pressure testing systems on its premises. This will make it possible to test dampers, shock transmitters and other safety-relevant components on site, benefiting customers, development and quality assurance alike.

Power meets precision – an overview of the new testing system

The testing system currently being built at the company headquarters in Munich is no ordinary machine. Known colloquially as a testing press, it is more accurately a highly dynamic tensile and pressure test system that is among the most powerful in Europe. With a maximum load of ±3,200 kN, a movement range of ±765 mm and testing speeds of up to 3,000 mm/s, it is capable of testing virtually the entire MAURER product portfolio, particularly dampers, shock transmitters and path-dependent connection elements. It can also be used for both static and dynamic conventional components and material tests.

The dimensions are impressive, with the system able to test specimens measuring up to 10 m in length and 1,200 mm in width. Its modular design also allows for future expansions, such as additional test units for bearings.

Turning a vision into reality

The fact that this new test system became reality is thanks above all to the initiative of Holger Redecker. It was he who had the idea of building a cutting-edge test system in-house and who recognised early on the opportunities this would bring for MAURER.

Redecker was the driving force behind the project. He brought the right experts together, created an effective team consisting of two external and two internal specialists, and provided the impetus that would turn the idea into reality.

The floor of the hall was reinforced for the installation of the test system.

Power in action: the massive hydraulic actuator controls the precise movements. Its size enables the incredible forces and precise reactions necessary for large test systems or demanding load simulations.

The project was conducted jointly by Maurer Engineering and Florian Obholzer Engineering in four coordinated phases: design, plant planning, production and installation. But it was Redecker who provided the decisive input. The project would not have succeeded without his leadership, commitment and stubbornness.

Why we invest and how customers benefit

Although there were many reasons for constructing the system, the benefits are clear. Above all, it gives MAURER a degree of independence. Instead of outsourcing testing, the company will be able to perform real-time load tests in house in future. This will save time, reduce interfaces and improve quality.

"This test system will allow us to use real acceleration data known as accelerograms for control for the first time. This is a huge step forward for our development and testing processes", explains Holger Redecker. Getting reliable results fast is becoming more important, particularly in time-critical construction projects like bridges or high-rise buildings. The new system will shorten production time by up to three weeks – a clear competitive advantage.

It will also unlock new business models, allowing MAURER to offer customers testing as a service. This additional offer builds trust and fosters long-term relationships.

TECHNICAL DATA

- **Testing forces:** ±3,200 kN
- **Movement range:** ±765 mm
- **Speed:** Up to 3,000 mm/s
- **Specimen size:** Up to 10,000 mm in length, 1,200 mm in width, 1,000 mm in height
- **Test types:** Dynamic and static tensile and pressure tests
- **Test specimens:** Dampers, shock transmitters, connection elements, materials, components

An innovation motor for the future

The test system also promises extra momentum in innovation. It will make it possible to generate empirical values for the first time in basic research in areas like seismic impacts, damper behaviour and the volume flow paths of pressure relief valves.

"Many of our applications, such as earthquake protection, are in areas that are barely relevant in other engineering fields. These extreme loads cannot simply be taken from other industries. This new system allows us to validate theories and better understand just what our products need to be capable of".

The depth of data granted by the system will be vital for both quality assurance and product development. MAURER plans to expand the system in future with additional modules, such as an automated controller or additional test unit for bearings.

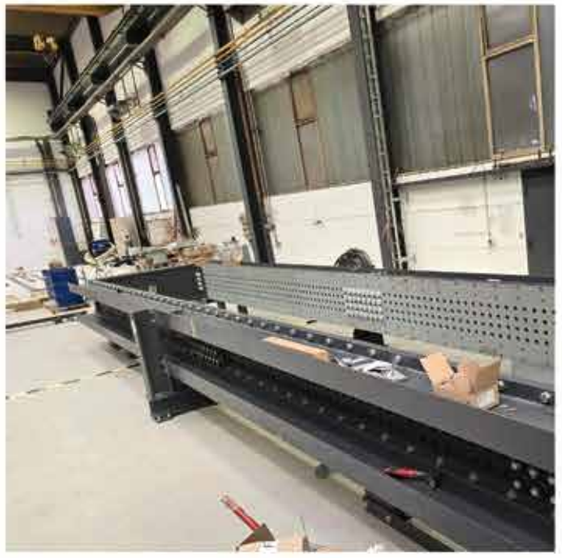
A true milestone for both team and technology

The new test system represents not only technological strength and independence, but also trust in MAURER's staff. The fact that the project was able to progress so quickly is down to a highly dedicated team of development, planning, production and project management specialists.

The significance of the new system can be summed up in one sentence: greater reliability, greater speed and greater trust in what MAURER can deliver.

The valve station and the massive valve block. The hydraulic flow is directed precisely via this central unit according to the respective requirements, such as increasing and relieving pressure or dynamic load changes.

The hydraulic unit. The pump units, filters and sheathed piping can all be seen clearly. The entire system is designed for maximum performance and reliability, with a high output and precise pressure control for demanding testing processes.



The huge testing frame acts as a rigid structure for applying large forces and movements during component testing. It forms a stable counterforce to the actuators and enables precise load scenarios under realistic conditions – a central requirement for quality assurance in testing.

MAURER CHINA

// A STRONG PARTNER FOR ASIA

Ten years of strategic partnership, technological innovation and a growing team. MAURER's subsidiary in the Chinese province of Jiangsu is becoming a key element of its Asia strategy.

The Hutong bridge on the Yangtze, Shanghai, China

Sustainable painting system with active charcoal filters and catalytic combustion.

At the centre of change

Although MAURER China (MCN), based near Shanghai, has been active for two decades, the sense of transformation has never been as vivid as it is now.

The signing of a ten-year collaboration agreement with local sales partner iLeader represents the start of a new chapter: "This agreement will change not only our market presence in China, but also our entire business model", says Managing Director Matteo Carlet. This change is characterised by a fast-growing export market, structural realignments and investments in modern technology.

Quality for the global market

The site employs 46 people and specialises in the production of top-quality expansion joints for construction projects in Hong Kong, Singapore, Thailand and other countries in the region.

The combination of competitive prices, technical expertise and knowledge of local markets makes MCN attractive for international customers. "Our model of mass production allows us to produce large quantities in consistent quality, whilst also remaining competitive", explains Carlet.

A team for the future

Alongside technical expertise, team spirit plays a decisive role. Carlet praises the special mix of long-standing specialists and new team members who previously worked at large Chinese companies: "This brings fresh ideas and new perspectives to our business". A performance-based management system with clear KPIs, bonuses for top performers and an increasing focus on personal development aims to further strengthen team spirit.

»This country is changing so quickly, and our business is changing with it.«

Modern, digital, sustainable

MAURER China also sets benchmarks when it comes to technology. The investment of over 200,000 euros in a cutting-edge, environmentally friendly painting system with active charcoal filters and catalytic combustion clearly demonstrates the company's commitment to sustainability. Alongside this, the company is developing automation and visualisation solutions, with a particular focus on supporting talented youngsters. "Our employees are our most important asset", says Carlet. "Good ideas often come from within the team".

A new culture of growth

The cultural differences between the "old hands" and the talented youngsters from Chinese businesses are noticeable but do not represent an obstacle. "This country is changing so quickly, and our business is changing with it", says Carlet. Company management sees this as an opportunity rather than a threat, aiming to make growth, openness to innovation and the willingness to learn hallmarks of the site.

Entrepreneurial spirit

Although the journey was not always a smooth one, the structural changes of recent years have opened up new opportunities. Former MAURER employees have founded their own companies that are now successfully cooperating with MCN.

"This shows the entrepreneurial spirit that we encourage here and that we need in order to be successful long term", says Carlet.

Strategic anchor in Asia

China remains key for MAURER. As the gateway to dynamic markets like Thailand, Indonesia or Vietnam, the site is important from both operative and strategic perspectives.

Competitive production costs, a growing internal market, modern infrastructure and a high level of technological maturity make MCN the ideal launch pad for further expansion.

Looking forward

The company's short-term focus is on optimisation and efficiency, while expansion and scaling are on the agenda for the future. "The solid collaboration with iLeader and our international positioning gives us the secure footing we need for the next steps", explains Carlet. He plans to rely on even greater commitment in the team and further developing the company's structures, in order to meet the ever-growing order books.

Summary

MAURER China is not a typical production site, but rather a business undergoing a revolution.

Strongly anchored in the region, with an ambitious team and a clear strategic focus, MCN is on course to become the cornerstone of MAURER's activities in Asia.

The entire team from both commercial and production divisions standing behind an expansion joint.

MATTEO CARLET // MANAGING DIRECTOR MAURER CHINA

2010	Masters degree in construction engineering, University of Padua
2012	Accepted into the Civil Engineering Association, Padua
2011 – 2013	Freelance construction engineer, Revine Lago (Italy)
2013 – 2019	Technical Manager, FIP Hubei Bridge Products Co., Ltd., Wuhan (China)
2019	Vice Technical Manager, Hirun International Co., Ltd., Taichung (Taiwan)
2020 – 2021	Technical Manager, Yongkang Lavor Wash Equipment Co., Ltd., Yongkang (China)
2021 – 2024	Operations Manager, MAURER Bridge Accessories Co., Ltd., Nanjing
Since 2024	Managing Director, MAURER Bridge Accessories Co., Ltd., Nanjing

TEN YEARS OF STRATEGIC PARTNERSHIP

// MAURER BRIDGE ACCESSORIES CO., LTD.

Born in Italy, Matteo Carlet has been living and working in China for over ten years. In that time, he has grown to love the country from both personal and professional perspectives. In this interview, he speaks about cultural differences, daily challenges and his vision for an authentic MAURER site in the Middle Kingdom.

Top: M. Carlet with H. Meissner, MAURER SE, at the signing of the contract with iLeader. Left: M. Carlet speaks to a delegate at the IABSE conference. Right: Staff summer party at the site.

MAURER Bridge Accessories Co., Ltd.
618 Fangzhou, Luhe
211500 Nanjing - P.R. China

// *INTERVIEW*
MATTEO CARLET

"China has become my second home" – five questions for Matteo Carlet, Managing Director of MAURER China.

Mr Carlet, what is it that fascinates you about living and working in China?

Matteo Carlet: "The pulsating energy in Asia is incredible. You can literally sense how many opportunities are opening up here. It was a difficult decision at the time, but it turned out to be one of the best of my life. I've been here for over a decade now, and China has become a second home for my family and I. The people, the culture and life in general have enriched my life in a way that I would never have expected".

What is it like to work together with Chinese colleagues?

M. C.: "Our collaboration is very special and calls for a deep understanding of cultural differences. Chinese teams are very cooperative and often show impressive solidarity.

These are characteristics that I would like to encourage more at MCN. Alongside this, people here deal with pressure situations differently. My technical background helps me to build bridges between German precision and Chinese flexibility. My goal is to successfully translate our strategic ideas from Munich to a Chinese context, with respect, adjustment and mutual understanding".

What have been your greatest successes so far at MCN?

M. C.: "If there is one thing that I'm really proud of, it's the way we have started to change how we think in this business. It's not just about structures or products, but also a new understanding of quality, efficiency and responsibility.

All values that MAURER embodies in Germany. Gradually transferring these principles into everyday working life in China is a major challenge. That is also where I see the potential for MCN to be successful long term".

Could you give an example that illustrates this change?

M. C.: "Yes, but it is unfortunately somewhat depressing. Counterfeit MAURER products are widespread in China, many of them are even produced by former employees. It would be true to say that MCN did not always have the standards that we aspire to today.

But this is precisely why it is my ambition to turn this site into a real, authentic part of the MAURER Group, with clear positioning, new structures and a strong commitment to quality".

What does your working day look like? Do you even have time for life outside work?

M. C.: "My days are long and often physically demanding. As an expat, I experience the cultural and linguistic barriers every day. But I still find room to relax, whether by going fishing or on trips with my family.

I travel to Europe twice a year, usually to Munich, and visit my family in Italy every two years. Finding this balance is not always easy but it gives me the energy and confidence to shape this chapter".

Matteo Carlet's commercial team on a staff trip.

// "OUR INTERNATIONAL PLANTS ARE AT THE HEART OF OUR GROWTH STRATEGY"

Heiko Meissner is responsible for MAURER SE's international production facilities. We speak to him about cultural diversity, technical innovations and the art of building trust across continents.

Mr Meissner, you are a relative newcomer at MAURER. How did you join the company?

Heiko Meissner: "It was only three years ago but feels much longer. There are lots of people who've worked at MAURER for 20 or 30 years. I previously worked in aviation, and before that in the automotive industry. After my career was heavily affected by the pandemic, I needed a new challenge. I discovered MAURER via a careers adviser and was thrilled at the opportunity to manage its international plants".

You are responsible for facilities in Brazil, India, China and Turkey. What makes the job so exciting?

H. M.: "Working with four completely different cultures is absolutely fascinating. Every site has its own challenges. It is a privilege to visit them regularly, speak to people and understand their perspectives. It sharpens your focus, both personally and professionally".

Why is internationalisation so important for MAURER?

H. M.: "Germany is becoming a more expensive place to do business. At the same time, customers expect global presence and quick reaction times. Having facilities in Asia, South America and Turkey means we are closer to our markets, as well as more flexible and efficient. Internationalisation is vital strategically".

Business in India and Turkey is going well. What's going on in China and Brazil?

H. M.: "Our strategy in China is based on three elements: a sales partnership with iLeader, boosting exports to regions like Southeast Asia and New Zealand, and introducing our MSM® swivel joists. In Brazil, we aim to expand our product portfolio with things like lead rubber bearings and strengthen our Sales department, in part due to high import tariffs".

What are the differences between the locations?

H. M.: "India is growing fast, producing both elastomeric and lead rubber bearings. Turkey is our all-rounder. China is extremely fast and customer focused. Brazil may be the smallest of the four, but it is our most sustainable site, with over 90% of the electricity coming from renewable sources".

How important is innovation internationally?

H. M.: "Extremely. In Turkey, we are currently testing the automated application of bonding agents. We have invested in a test system for elastomeric bearings in Brazil and a modern painting system in China, where we are also considering a welding robot. These innovations are often implemented faster abroad than in Munich".

How do you experience the cultural differences?

H. M.: "I don't really experience these very much from Munich. Local management takes care of a lot of things. But when you're there it becomes much more tangible, from the speed and dynamism to the mentality. I consciously take a back seat, observe things and ask questions. Decisions are often made more quickly and pragmatically than in Germany. What's important to me is that communication works in both directions".

Where do you see MAURER internationally in five to ten years?

H. M.: "Better connected and more independent. The international plants are becoming more important as engines of innovation, gateways to markets and key parts of our production, while also remaining attractive employers in their region".

Finally, what is it that drives you?

H. M.: "Curiosity. I enjoy leaving my comfort zone, both personally and professionally.

And I like working with people – it brings the job to life".

India

Brazil

Turkey

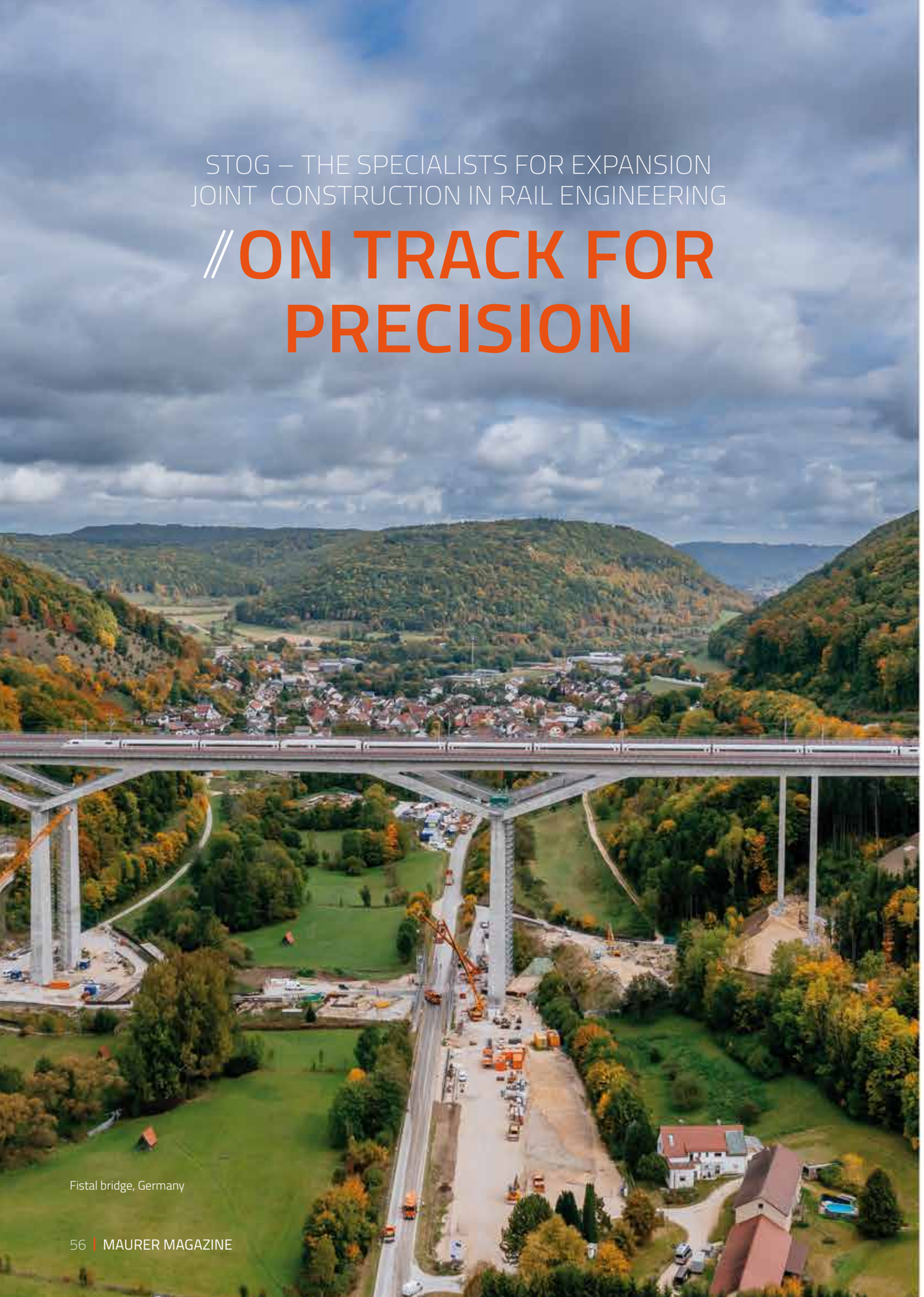
China

HEIKO MEISSNER
// VP GLOBAL OPERATIONS

2003 – 2006	Carpenters apprenticeship
2009 – 2013	Bachelor of Engineering (B.Eng.), industrial engineering and technology, University of Munich
2012	Module "Business Management for Engineers", University of Plymouth
2013	Project manager, Ernst Friedrich Heuer GmbH, Schlierbach
2014 – 2015	Assembly planner, Daimler AG (through Ingenics AG), Sindelfingen
2015 – 2016	Project manager, MAN Truck & Bus SE (through Ingenics AG), Munich
2016 – 2017	Sub-project manager, AUDI AG (through Ingenics AG), Ingolstadt
2017 – 2023	Project manager, RUAG Aerostructures GmbH, Gilching
2023 – 2024	Executive Assistant – International Coordination, MAURER SE Munich
2024 – Today	Vice President Global Operations – International Plants Director, MAURER SE Munich

STOG – THE SPECIALISTS FOR EXPANSION JOINT CONSTRUCTION IN RAIL ENGINEERING

//ON TRACK FOR PRECISION



Fistal bridge, Germany

Almost 50 years of reliable bridge solutions

Ever since it was founded in 1976 by Arnulf Stog, the Munich-based company STOG GmbH has specialised in top-quality expansion joint constructions for bridge structures.

Today, it is the market leader in watertight joint solutions for railway bridges in Germany, and has been involved in countless infrastructure projects around the world. The company develops and manufactures its products at its production facility in Waltrop/Lünen in north-west Germany.

Roots in rail engineering, solutions for various fields

The company began life developing watertight expansion joints and tapes specially designed for use under ballast beds on rail bridges in Germany.

This led to the creation of the STOG system: a reinforced expansion mat with closed, surface-flush profiles. This was ideal for railway bridges as well as bridges for foot paths and bicycle lanes, and even roadway bridges in certain cases.

Further needs in railway bridge construction were soon identified. The company developed open expansion joints with drainage channels, profiles with attached elastomer membranes for frame corners and various custom solutions.

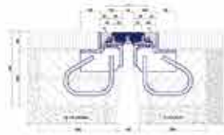
Thanks to many years of collaboration with designers and decision-makers at Deutsche Bahn, STOG products are now a key element of regulations and planning.

Robust, durable and zero maintenance

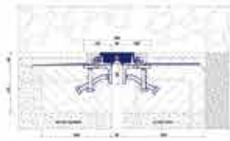
STOG solutions are highly functional and durable, and are adapted to the respective load situation:

- **Joint constructions for railway bridges**

- **Noise-reduced solutions for roadway bridges**

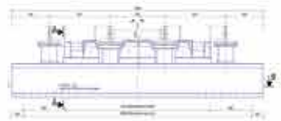


- **Joint constructions for footpath and bicycle lane bridges**



- **Compensating plates for ballastless track**

- **Cross beams for provisional bridges**



Tower Bridge, London

Compensating plates

Quality certified to the highest standards

All STOG products are developed and produced in line with Deutsche Bahn specifications.

These include:

- Manufacturer-related product qualifications for expansion joints, compensating plates and supporting crossbeams
- Certification to DIN EN ISO 9001:2015
- CE marking and conformity according to Metall-Zert CPR-1668
- Performance qualification EXC 3DB as per DBS 918 005

Used around the world

Alongside projects in Germany, STOG systems are in demand internationally – including in Austria, Switzerland, the Netherlands, Great Britain, South Korea, Israel and the USA.

With decades of experience, a clear focus on quality and development that puts practical benefits first, STOG has always been a reliable partner for durable, zero-maintenance bridge solutions.

Contact
STOG GmbH
Frankfurter Ring 193
80807 Munich
Technical office
Zum Holzplatz 2, 44536 Lünen
www.stog.eu

Cross beams for provisional bridges

Bands

Expansion joint on an HGV

JÜRGEN KELLER AND HIS MISSION AT STOG

// MAN OF ACTION

For over three decades, Jürgen Keller has epitomised reliability and customer focus at STOG GmbH, as a sales director, team player and an experienced navigator in the project business. We discuss how small teams can achieve big things, along with what he views as good cooperation.

When Jürgen Keller speaks about his work, one immediately notices that this is not just someone doing a job, but taking responsibility. He has been on board at STOG GmbH since 1995, beginning his career in the sales department before becoming Sales Director for Germany.

"I had to learn everything there was to learn about joint constructions from scratch", he remembers. "But Mr Stog was very patient with me, and that had a big effect". Today Keller not only knows every technical variant by heart, but supports his projects from the initial enquiry to billing.

Sales is all about trust

As Sales Director, Keller is more than just a typical salesman. He sees himself as a technical consultant, project coordinator, listener and finder of solutions. "We are a small team, so every project is different", he says. His tasks range from supporting tenders and technical consulting to troubleshooting in ongoing projects.

He is helped by STOG's decades of experience in expansion joint constructions for bridges and traffic routes, particularly when it comes to the sensitive collaboration with Deutsche Bahn.

Customers value this: "We are known as specialists that have a solution for virtually everything. We want to preserve this position, particularly for DB where we are the market leaders", explains Keller. But nothing stands still at STOG. Developing new product lines like compensation plates or cross beams for provisional bridges brings fresh impetus, including for the international business that the company aims to expand in future.

A team that sticks together

Keller places particular value on team spirit. "We've all known each other for many years, so there is no need to boost team spirit – it comes naturally", he emphasises. In Munich, he collaborates closely with his colleagues speaking to customers. Since the start of 2025, he has been assisted here by Rainer Roos, who brings decades of experience in international business from MAURER SE.

The site in Lünen (formerly Waltrop) is home to the designers, administrators and assembly planning, as well as the company's production facility. Keller is clear: "Without Lünen, nothing happens". He is particularly proud of the way that new team members, such as Site Manager Eckhard Taube, have been able to find their feet quickly while also providing their own input.

Measured leadership

Keller's managerial style is direct and pragmatic. "Whenever there is a problem, I address it directly and we look for a solution right away. Everyone's personality is different, and we make it work". This culture of open communication and flat hierarchies has been a characteristic of STOG over the years. It is one of the reasons why the company has experienced so little employee turnover.

But Keller also knows that the future will bring challenges. The demographics of his team calls for targeted development of talented youngsters. "We need to find qualified new employees in order to pass on our expertise", he says. "Training and onboarding take time but are worthwhile".

50 years of STOG – and then?

2026 will see STOG celebrate its 50th anniversary. For Keller, this will be an opportunity to look back with pride, but also to the future. "Our goal must be to celebrate our 100th birthday. With the same quality, the same spirit and new people that carry it forward".

Keller sees being part of the MAURER Group as an opportunity, particularly in terms of production and international markets. The company already enjoys excellent communication with colleagues at MAURER in Munich. "They really made us feel welcome, which made the transition very easy".

Friends, music and summer bicycle rides

In times when he doesn't have a project to work on, Jürgen Keller likes to switch off. He plays guitar and goes to rock concerts, and enjoys playing golf or riding his bicycle in summer.

Every now and then, however, he is happy to just laze around. "You need that balance so that you can recharge your batteries for new challenges".

A true suspension bridge: the 500-metre-long suspension cables of the Danube bridge in Linz are anchored in the rock.

OVER THE DANUBE: //SWEEPING BEAUTY

Modular expansion joints from MAURER fitted on the fifth Danube bridge in Linz.

The new bridge over the Danube in Linz is an elegant landmark for the city. One of the many challenges posed by this flexible suspension bridge were the expansion joints. The large rotations at the ends of the support structures called for a custom-made solution: swivel joist expansion joints from MAURER.

The fifth bridge over the river Danube in Linz is part of the A 26 bypass project, which aims to connect the A 7 Mühlkreis motorway with the B 127 on Rohrbacher Strasse. Once complete, the bypass will both reduce traffic in the city centre and shorten journey times for commuters travelling from the west.

Measuring 305.55 m in length and 22.5 m in width, the bridge is the only suspension bridge over the Danube in Austria – and it is a true suspension bridge. The 500-metre-long suspension cables are anchored directly in the rock, while the access and exit ramps are located in tunnels at the north and south ends of the bridge. The bridge is the longest earth-anchored suspension bridge of its kind, and appears to float elegantly over the Danube without any piers.

The superstructure features a composite design consisting of a single-cell steel-box girder with a concrete deck. This keeps the bridge slim and elegant, making it a landmark that is already being praised for its combination of form and function.

Expansion joint construction at the tunnel entrance. The image clearly shows the rhomboid plates welded on for noise reduction.

Light, flexible, stable

An optically light design generally brings a number of technical challenges, and the bridge in Linz was no exception. The compact conditions on site also made the project tougher for everyone involved. These challenges could only be overcome through detailed planning and solutions, together with intensive teamwork. MAURER was tasked with one of the most decisive elements: the transition from the bridge into the tunnels. Due to its comparatively light and soft design, the bridge is subject to relatively large movements and rotations at its ends on the north and south banks. The bridge is connected to the ends by means of expansion joint constructions.

These allow for displacements and rotations in the structure, while also absorbing the traffic loads. The specific expansion joints used in Linz are known as swivel joist expansion joints. Unlike other expansion joints, these can allow for displacements in all directions and rotations in all axes.

The swivel joists were designed, built and installed in order to provide a permanent solution to the large rotations around the bridge's lateral axis at both ends of the superstructure.

A pair of noise-insulated expansion joint constructions were fitted in the summer of 2023. Each of these measures around 23 m in length, with a movement capacity of 570 mm (XLS 600) and 665 mm (XLS 700) respectively.

Additional noise reduction

The surface of the expansion joints features special rhomboid plates that reduce the noise of vehicles passing over. In addition, MAURER developed an enclosed insulation system. As a result, the noise level at the expansion joint construction is only slightly higher than that of the normal road surface.

Construction of the new bridge over the Danube began in January 2019. It was approved for use by traffic in November 2024, initially with only one lane in each direction for local traffic. Once the next section of the A 26 is completed in 2028, the bridge will open to traffic on two lanes with hard shoulders.

ASFINAG (Autobahnen- und Schnellstrassen Finanzierungs-AG) is responsible for managing the entire project.

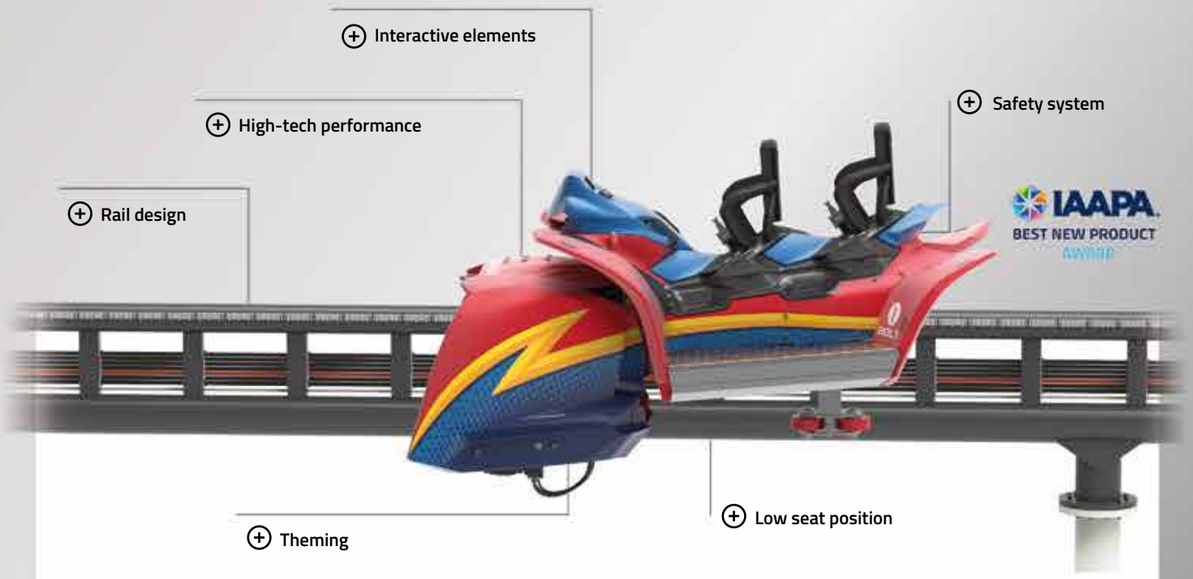
The new bridge over the Danube in Linz has been partially approved for traffic.

SPIKE RACING
// THE REVOLUTION ON RAILS

From the Alps to the oceans, interactive roller coasters from MAURER Rides entertain thrill seekers around the world, with eight installed across three continents.

Desmo Race, Mirabilandia, Italy

// SPIKE RACING



Testing the boundaries

- The only true roller coaster that offers the driver interactive control of the vehicle's speed
- Extreme, intuitively controlled acceleration with more than 1 g
- Wide range of multimedia features included
- Unlimited layout freedom and unique theming options

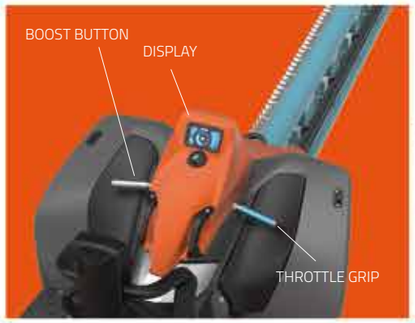
Spike interactivity

- Interactive speed control within freely programmable limits
- Passengers can adjust their ride experience
- Time races and competitions
- Play elements like boost refuels, etc.

Full multimedia equipment

- Complete video system with various cameras and automated sale via app
- Freely programmable sound based on speed, position and events
- Programmable front and brake lights, along with additional lights depending on theming
- Touchscreen with information about position, speed, acceleration and ride time for the driver
- Time measurement and ranking display via monitors or the app

Desmo Race, Mirabilandia, Italy



Spike Coaster cockpit

Spike Coaster front

SkyDragster, Skyline Park, Germany

The dawn of a new era

// Sky Dragster, Germany

Opened:
2017 at the Skyline Park, southern Germany

Data:
60 km/h | 271 m course length | 12 m height | 1.2 g acceleration | 400 passengers per hour

The success story began in early 2017, when Sky Dragster became the world's first SPIKE Racing roller coaster. Passengers sat down on motorcycle seats, grabbed the throttle grip and were thrilled by the chance to set the speed themselves.

The result was sheer enthusiasm. Guests rode again and again to beat their times, leading to incredible repetition rates.

The Sky Dragster is more than a roller coaster. It is proof that interactivity and adrenaline can go together perfectly.

The technical insights from the pilot project formed the basis for every installation to follow.

SPIKE Racing was no longer just a concept, but the dawn of a new kind of interactive attraction.

Desmo Race, Mirabilandia, Italy

Italian racing passion

// Desmo Race, Mirabilandia

Opened:
2019

Data:
80 km/h | 1,050 m course length | 22 m height | 1,000 passengers per hour

The Desmo Race, installed in the Ducati World at Mirabilandia Park in Italy, represented the next stage of development.

Two parallel courses enable real head-to-head duels – curve by curve, boost against boost.

The close collaboration with Ducati created an authentic motorcycle race feeling, conveyed through everything from the sound and seating position to the acceleration. The system also offers high capacity and maximum flexibility for larger theme parks.

Desmo Race shows how SPIKE technology can combine brand partnerships with emotional story-telling to create experiences.

Bolt, Carnival Cruise Line

On the high seas

// Bolt on the Carnival fleet

Ships:
Carnival Mardi Gras (2021), Celebration (2022), Jubilee (2023)

Data:
60 km/h | 220 m course length | 57 m above sea level | 190 passengers per hour

A roller coaster on a cruise ship. It sounds impossible, but SPIKE Racing made it reality. Bolt is the world's first roller coaster at sea.

Installed on the latest ships from Carnival Cruise Line, passengers can race over the deck at speeds of up to 60 km/h while the ocean roars beneath them.

The combination of sea, wind and speed makes Bolt an incomparable highlight in the global cruise ship sector.

And this success story continued with the introduction of the next generation in 2025. With a course length of 303 m and capable of carrying 315 passengers per hour, it is the longest roller coaster at sea. SPIKE Racing proves that even the ocean cannot stop innovation.

Six Flags Qiddiya City, Saudi Arabia

A sprint through the desert

// Sea Stallion in Six Flags Qiddiya City, Saudi Arabia

Opened:
2025

Data:
70 km/h | 510 m course length | 12 m height | 650 passengers per hour

From the oceans to the desert, where the Sea Stallion has become the heart of the entertainment metropolis in Qiddiya City near Riyadh.

It is the first SPIKE Racing coaster in the world with a Möbius loop layout, combining modern technology with regional storytelling.

Focusing on the meeting of earth and water, the roller coaster represents a fascinating connection between technology and culture.

With adjustable speed and family-friendly design, the coaster appeals to a broad target audience and brings interactive racing to the Middle East for the first time.

Spike Racer, Chongqing, China

The next big market

// Mall of China, Chongqing, China

Status:
In construction, to be opened in 2026

Data:
65 km/h | 290 m course length | 11 m height | 500 passengers per hour

By entering the Chinese theme park market, SPIKE Racing is moving into the world's fastest-growing entertainment region.

The first coaster is being built indoors – a technical milestone for the system.

Further projects are currently in planning and construction, with over 100 track intersections in a compact space representing a new world record in layout density.

SPIKE Racing will therefore open up completely new options for parks where space is at a premium.

Technology that sets benchmarks

SPIKE Racing is impressive proof of how versatile modern roller coaster technology can be:

Geographical diversity:
From Europe to Asia, from deserts to the high seas

Operational safety:
Reliable in tropical heat, seawater and strong winds

Scalability:
From 190 to 1,000 passengers per hour

Guest satisfaction:
Impressive interactivity makes guests come back for more

The combination of technological excellence and emotional experience makes SPIKE Racing one of the most exciting developments in the modern theme park sector.

The future is interactive

Whether on land, at sea or maybe one day soon in the air too, SPIKE Racing represents an all-new experience. Passengers become active participants, technology meets emotion, and every ride tells its own story.

With every new installation, MAURER Rides proves that innovation, passion and engineering prowess are the perfect formula for global success.

SPIKE Racing – the revolution rolls on.

MAURER

MAURER SE
Frankfurter Ring 193
80807 Munich
Germany

PO Box 440145
80750 Munich
Germany

Tel. +49 89 323 94-0

Fax +49 89 323 94-306

info@maurer.eu
www.maurer.eu

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