ALTEC®
Aluminium-Technik GmbH

We overcome every challenge

ALUMINUM BRIDGES

MADE IN GERMANY

CUSTOMISED ACCESS

ALTEC stands for quality and reliability

Expertise in special designs

Thanks to our in-house development department, we possess a high level of expertise in aluminum and steel. We are distinguished by over 40 years of experience with welded andmillimeter-precise custom solutions in the bridge construction, aviation, rail/commercial vehicle, and industrial sectors. With extensive experience in public tenders, we ensure the highest level of professionalism in every project.

Our quality assurance teams stay up to date through regular training. From concept to installation – our customers receive their product entirely from a single source: efficient, reliable, and, of course, Made in Germany. State-of-the-art welding technology makes ALTEC products particularly robust, durable, and virtually maintenance-free –for maximum reliability in operation. Since 2013, we have also been a DIN EN 1090-certified company.

Thoroughly tested and evaluated – our certificates:

Your direct line to us: Phone 02651 4019-340
Nikolaus-Otto-Straße 18 | D- 56727 Mayen
E-Mail sales@altec-alu.de | **www.altec-alu.de**

ALTEC's solutions are used in numerous areas by public sector clients.

Our core businesses:

- Bridges and special structures
- Mobile or stationary work platforms
- Dock facilities and maintenance platforms
- Scaffolding
- Stairs and ladders
- Walkways and crossovers

Arch bridges are known for their durability and, with proper maintenance, can last for many decades.

Our range of services:

- Planning
- Structural analysis
- Manufacture and delivery
- Assembly
- Creation of the bridge logbook

Learned from the Romans:

We build the perfect arch

ALTEC stands for medium-sized businesses and generational change.

Advantages of an ALTEC aluminum bridge

In previous centuries, builders generally constructed arch bridges. They offer the following advantages:

- A long service life due to the aluminum alloys used.
- Excellent price/performance ratio as a result of the use of a modular construction system.
- Maintenance-free and corrosion-free due to the material used.
- Minimal maintenance costs even after decades.
- Quick bridge installation within a few hours and immediate commissioning.
- Short delivery times and low transport costs due to low weight.
- Aluminum bridges are 100% recyclable, have a high scrap value at the end of their service life, and thus contribute to the circular economy and climate protection.

2024 – Bad Schlema

- Bicycle and pedestrian bridge and municipal vehicles up to 3.5 tons
- Length 13.2 m
- Usable width 2.82 m
- Load capacity 5.0 kN/m² with additional load up to 3.5 tons

Wide range of possible uses for our bridges

- Cyclist and pedestrian bridges
- Port facilities
- Viewing platforms
- Railway crossings
- Maintenance bridges

The bridge is manufactured entirely at the factory, transported to the assembly site as a complete assembly, and lifted into place within a few hours using lifting equipment.

Designed in accordance with EN 1090 Parts 1 and 3 in conjunction with Eurocode 9. If required, planning and execution can be carried out in accordance with other standards.

The bridge transitions are made using grinding plates.

Therefore, consider carefully before entering into a lifelong commitment:

Some tasks require masterful performance

ALTEC stands for top performance and solutions.

Technical design

When designing a bridge, we always comply with DIN EN 1090 Parts 1 and 3 in conjunction with Eurocode 9. If required, planning and execution can be carried out in accordance with other standards. Our bridges are designed for a load of 500 kg/m² as standard. Higher loads can also be taken into account on request.

The trusses are manufactured according to your specific wishes and requirements, either as bolted or welded constructions. We use special profiles with different alloy variants. The bridge transitions are made with a grinding plate. The bridge railings are designed as infill railings, which are installed between or next to the upper and lower chords of the truss. A non-slip floor coating on the bridges, e.g. made of epoxy resin or other materials, ensures greater safety.

Our bridges are manufactured entirely at our factory in Mayen, transported to the installation site as a complete assembly and lifted into place within a few hours using lifting equipment.

2022 – Merseburg an der Saale

- Bicycle and pedestrian bridge
- Length 31.3 m
- Usable width 2.50 m
- Load capacity 5.0 kN/m² according to Eurocode 9

Special feature: coating

- Anodised coating: during anodisation, a dense and very hard oxide layer forms, which bonds firmly to the base material. This provides protection against mechanical influences, weather-related stress and corrosion.
- Powder coating
- Wet painting
- Glass bead blasting
- Press-bright aluminium

Escape the daily grind?

We set standards for durability

ALTEC stands for ideas and creative solutions.

Various types of coating

Bridges are exposed to heavy loads, which are steadily increasing year on year. Heavy use, vibrations, wind and weather take an enormous toll on bridges. A professional coating provides a durable, wear-resistant and weather-resistant solution.

We focus on processes that promise high elasticity and flexibility and can withstand high mechanical and thermal stresses.

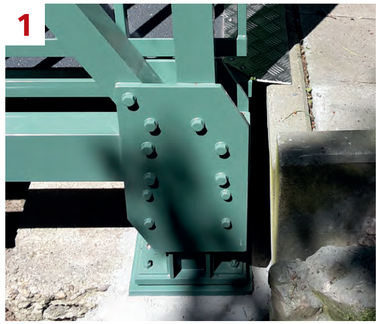
- **Anodised coating**, a decorative surface finish that meets even the highest demands. The metallic sheen of the material and the metal look are emphasised (3 and 4).
- **Powder coating** in the desired RAL colour provides a high-quality, uniform surface with high resistance and durability. The advantage: immediate readiness for use after coating, with anti-graffiti protection (1 and 2) if required.
- **Wet painting** in the desired RAL colour in matt or high gloss.
- **Glass bead blasting** creates a velvety, matt shimmering surface effect that compacts the surface and makes it less susceptible to dirt.
- **Press-finished aluminium** retains its typical silver-grey appearance. As aluminium forms a thin oxide layer on contact with the air, pure aluminium is highly corrosion-resistant.

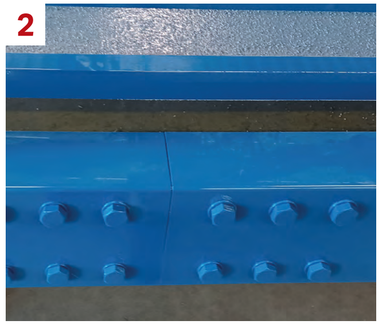
Possible **anodised coatings** (dimensions of components depending on geometry up to: length 7000 mm x width 800 mm x height 2000 mm)

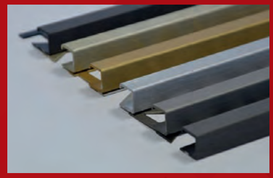
colourless protective/graffiti paint	Neutral EV1	Bronze C31	Bronze C32	Bronze C33	Bronze C34	Bronze C35
	Gold G1A	Gold EV2	Gold EV3			

E0 without pre-treatment
E1 sanded
E2 brushed
E3 polished
E4 sanded, brushed
E6 chemically pre-treated
Degreasing, pickling

Colour examples from our portfolio







- 1: Powder coated according to RAL 5024
- 2. Powder coated according to RAL 5015
- 3. Anodised bronze C33 with stainless steel screws
- 4. Anodised EV1 with stainless steel screws

Special feature: variability

We realise customised designs directly from the factory. And when a new challenge arises, we work with our engineers to plan the right solution.

Trough bridges are characterised by their low height. They are generally used for footpaths and cycle paths over streams or small rivers.

Quite right!

We‘re at home everywhere. Even in the details!

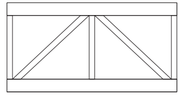
ALTEC stands for innovation and perfection.

Types of construction

Many factors play a role in determining which type of construction you choose: how wide, how far the span and what load the bridge should carry. And last but not least, the type of construction also aims at environmental planning.

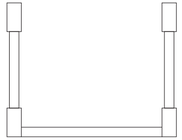
We are happy to include individual solutions for supply lines in our planning.

Side view



Truss bridge
In a truss bridge, the resolved supporting structure is the load-bearing construction.

Construction cross-section

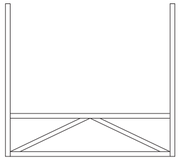


Trough bridge
The road slab is positioned between the main girders.

Construction cross-section

Box girder bridge
A hollow box is a beam whose cross-section encloses a cavity.

Construction cross-section



Custom-made designs
Custom-made products according to customer requirements.

Special feature: safety

When designing our bridges, the safety of their users is our top priority. This includes preventing slips, falls and other potential accidents. We pay particular attention to non-slip surfaces, secure handrails and balustrades that comply with all safety standards and ensure that they are both functional and aesthetically pleasing.

Aluminum fill bar railing

Material mix with larch wood

Railing infill with stainless steel wire mesh.

Perforated sheet metal as infill
Stainless steel handrail for added safety

Small things that make a big difference

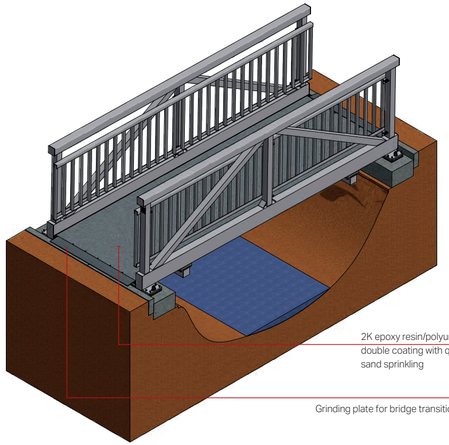
Please let us advise you.

ALTEC stands for safety and clear values.

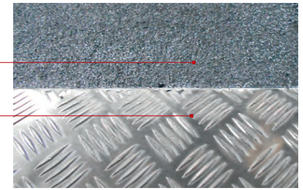
Railings

Every day, we innocently cross many bridges – by car, bicycle or on foot. Bridges are the pinnacle of engineering. That is why safety is a top priority for us.

- Aluminium infill railings with the same coating as the truss.
- Larch wood as infill railings.
- Perforated sheet metal.
- Safety glass.
- Vertical steel cables.



Grating, aluminium structural planks or perforated sheets



Safety floor coverings Slip resistance class R13

Bridge deck surfaces have to perform well. They absorb the loads from traffic, transfer them to the supporting structure and remain resistant to deformation, level and non-slip. At the same time, they must seal the bridge structure against surface water. We offer various options for this:

- Safety aluminium structure planks, slip resistance class R13
- Weather-resistant, noise-insulating and offshore-suitable 2K epoxy resin/polyurethane double coating with quartz sand sprinkling, slip resistance class R13. Colour can be applied in the desired RAL shade, with a final clear coat or with anti-graffiti protection.
- Pressed plank.
- Glass fibre reinforced composite planks, slip resistance class R13.

Running surfaces

- Aluminium structural planks, e.g. perforated sheet metal
- Larch wood for indoor use
- Glass fibre reinforced composite planks
- 2K epoxy resin/polyurethane coating with sand sprinkling of varying grain sizes
- Steel grating
- Pressed plank

Special feature: Planning

Taking into account topographical and other constraints – e.g. route alignment, bridge location and building ground – the length, height and support position of the bridge structure are planned individually in advance and agreed with you.

Highlight from our portfolio

- **1** Point screw foundations with ground screw anchors as an alternative to concrete foundations.
- **2** Railing cladding 3 mm stainless steel cables without plastic sheathing for fall protection for pedestrians.
- **3** Steel grating with a point load of up to 5 kN and a mesh size of 30 x 30 mm with notched bars complies with slip rating group R12.

1

2

3

2018 – Witten / Drei Teichen/ Borbach

- Bicycle and pedestrian bridge also suitable for horses (on bridle path)
- Length 15 m
- Usable width 1.5 m
- Parapet height 1.3 m
- Load capacity 5.0 kN/m²

Special feature: GRP

Glass fibre reinforced plastic planks (GRP) can be installed in various thicknesses of 40 mm, 55 mm or 80 mm. The thickness depends on the intended load capacity.

2020 – Bookmerland / Upganter Zugschloot

- Bicycle and pedestrian bridge
- Length 8 m
- Usable width 1.5 m
- Railing height 1.3 m
- Load capacity 5.0 kN/m²
- Wind load zone 4, snow load zone 1

Glass fibre reinforced plastic planks (GRP)

Glass fibre reinforced plastic are the materials of the future because they offer enormous advantages over conventional materials: GRP bridge decking is durable, stable, maintenance-free, UV-resistant and fire-retardant. In addition, GRP bridge decking is highly resistant and expands very little or not at all in extreme heat.

Glass fibre reinforced plastic planks are environmentally friendly bridge decking that has a very long service life thanks to a sustainable production process and can be recycled at the end of its service life.

The decking is laid with a tongue and groove connection, which allows the elements to be laid seamlessly.

Flooring with a thickness of 40 mm and an anti-slip layer with an SRT value of 55

Special feature: floor covering

Noise-reducing and non-slip (granite chippings R13) synthetic resin coating in a three-layer structure, followed by a top seal with an anti-graffiti varnish: the minimum structure height is 5 mm. The coating is UV, frost and de-icing salt resistant.

2021 – Bad Oeynhausen

- Bicycle and pedestrian bridge
- Length 45.45 m
- Usable width 3 m
- Stainless steel handrail at a height of 1.30 m
- Load capacity 5.0 kN/m² Eurocode 9

Highlight from our portfolio with a total length of approx. 45 m

- **1** Paved area leading to the bridge crossing.
- **2** Guide for a cable protection pipe for supply lines along the entire length of the bridge.
- **3** The abutment and pier head bearing benches were raised by a reinforced concrete base.

Special feature: stairs

If required, we can also build bridges with stairways for bicycles with a suitable bicycle ramp.

We also offer barrier-free options for wheelchair users on request.

Highlight from our portfolio

- **1** Staircase with anodised safety grating steps with a mesh size of 30 mm x 15 mm.
- **2** 75 mm cable protection covers on both sides, including empty conduit for supply lines.
- **3** Stainless steel handrail for the staircase: Handrails are more than just a piece of pipe – they come in various shapes, materials and, of course, qualities. Possible variants can be found on page 22.

2022 – Reichelsheim

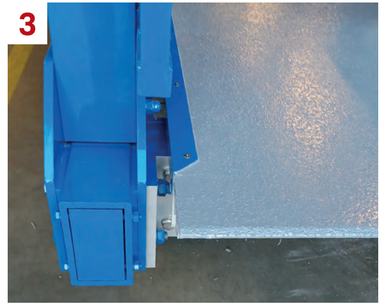
- Footbridge
- Length 9 m
- Usable width 1.5 m
- Railing height 1.3 m
- Stainless steel handrail at a height of 1.3 m
- Load capacity 5.0 kN/m² Eurocode 9

Special feature: handrails

- **Round:** the classic among custom-made handrails with a diameter of 42.4 mm or 48.3 mm.
- **Square:** the modern shape of the handrail is particularly suitable for unusual bridges.
- **Brushed:** these robust handrails impress above all with their durability.
- **Polished:** they add a particularly elegant and luxurious touch.

Highlight from our portfolio

- **1** Substructures made of complex reinforced concrete support beams as prefabricated parts are outsourced. Foldable bearing cover to protect against corrosion.
- **2** Filling rod railings and handrails are designed to match the superstructure.
- **3** Aluminium hollow flat profiles with noise-insulating and non-slip synthetic resin coating in a three-layer structure with hard stone granules of slip class R13.



2023 – Stadt Brake/Unterweser

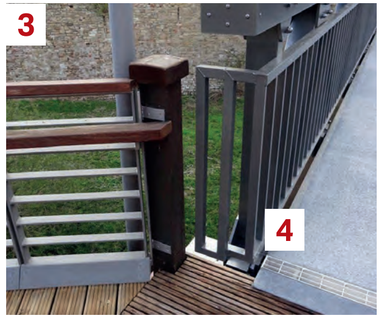
- Bicycle and pedestrian bridge
- Length 25 m
- Usable width 2.5 m
- Railing height 1.3 m
- Stainless steel handrail
- Load capacity 5.0 kN/m² Eurocode 9

Special feature:
listed building status

The approach to urban monument preservation when constructing bridges in a historical context is a fundamental requirement of planning. To this end, we naturally work together with the best experts in the field.

Highlight from our portfolio

- **1** Integrating a wooden staircase as an existing component – visually matching and in line with heritage requirements.
- **2** Our bridges blend effortlessly into any setting, as shown here at the 17th-century Baroque Moritzburg Castle in Zeitz.
- **3** Connection of the railing to the gate and platform using angled aluminum railings.
- **4** Special construction for drainage in front of the support axis with a cross gutter and drain.



2021 – Zeitz Moritzburg Castle

- Pedestrian bridge
- Length approx. 23 m
- Usable width approx. 2.5 m
- Railing height 1.3 m
- Load capacity 5.0 kN/m² Eurocode 9

Special feature: Length

We can use aluminum to realize your bridge project up to a length of 80 m. The challenge with such long or wide bridges is transport, including traffic management measures.

Highlight from our portfolio with a total length of approx. 35 m

- **1** Secure screw connections between the individual bridge sections, enabling aluminum bridges to be constructed in great lengths.
- **2** Welded aluminum hollow flat profiles with non-slip coating and expansion joint made of 1-component polyurethane multi-purpose adhesive sealant with a wide range of adhesion properties at the connection point.
- **3** Bearing protection cover against corrosion and hinged for regular inspection of the bearings.

2024 – Northeim 35 m/Ruhme

- Bicycle and pedestrian bridge
- Length approx. 35 m
- Usable width approx. 2.5 m
- Railing height 1.3 m
- Load capacity 5.0 kN/m² Eurocode 9

Special feature: cross member

Some municipal locations cannot be accessed with heavy equipment. This often makes it impossible to pour concrete foundations. In such cases, we offer ground screw anchors. These can be easily removed without leaving any residue when the bridge is no longer needed.

Highlight from our portfolio

- **1** Hot-dip galvanized, corrosion-free ground screw anchor with surface-mounted U-profile.
- **2** Cross beams with diagonally tensioned wire ropes with turnbuckles between the ground anchors for greater stability.
- **3** Sandwich bearing: The elastomer bearing plate can deform horizontally in all directions.
- **4** Anodized in silver gray RAL 7001 with GRP bridge floor of slip class R13.

2023 – Buchen

- Bicycle and pedestrian bridge
- Length approx. 10 m
- Usable width approx. 2 m
- Railing height 1.3 m with handrail on one side
- Load capacity 5.0 kN/m² Eurocode 9

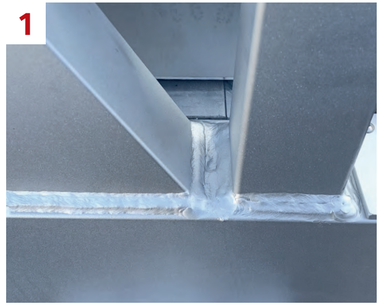
Special feature: heavy load

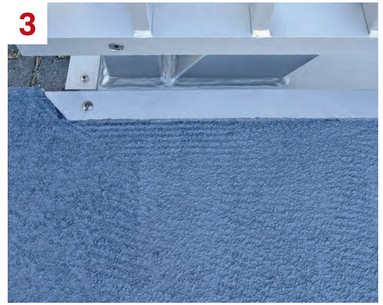
Bridges for trucks require special consideration: they must be able to withstand higher dynamic loads, e.g., from braking or higher speeds.

These bridges are also usually cleared in winter. Therefore, the surface is resistant to de-icing salt.

Highlight from our portfolio

- **1** Our welded bridges guarantee maximum performance even under extreme environmental and operating conditions. Advantages of welding: No drilling required, the connection cannot come loose. Weld seams ALU according to EN ISO 10042.
- **2** All bridge bearings are supplied by our professional supplier of elastomer bearings and are tested and monitored by our own specialists.
- **3** Extra-strong aluminum hollow flat profiles with a height of 80 mm, suitable for service vehicles up to 7.5 t, frost and de-icing salt resistant.
- **4** Construction of the bridge taking into account a 110 kV overhead line.





2023 – Kinding

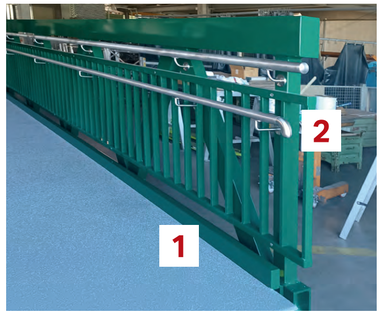
- Bicycle and pedestrian bridge
- Bridge structure for trucks up to 7.5 t
- Length approx. 13.4 m
- Usable width approx. 3 m
- Railing height 1.3 m
- Load capacity of 7.5 t according to Eurocode 9

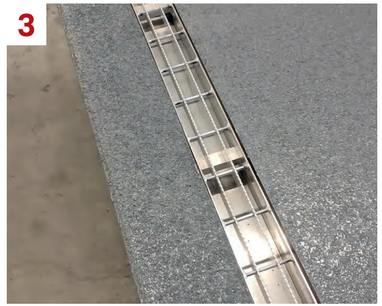
Special feature: barrier-free and wheelchair accessible in accordance with DIN 18040-1

The needs of wheelchair users must also be taken into account when planning a bridge: in addition to easier access for wheelchair users by means of adapted ramps with a longitudinal slope of less than six percent, there is an additional lower stainless steel handrail that provides extra support. Adjustments are also made to the width to provide sufficient space for maneuvering and changing direction on the bridge.

Highlight from our portfolio

- **1** Wheel deflectors at a height of 10 cm to prevent wheelchairs from getting stuck.
- **2** Increased safety: Non-slip handrails with a diameter of 48 mm and additionally at a height of 1 m, protruding 30 cm at the entrance and exit of the bridge.
- **3** PU flooring of slip class 13 with integrated drainage channel.
- **4** Permanently installed empty conduits under the bridge for supply lines.





2024 – Einbeck

- Bicycle and pedestrian bridge
- With additional load capacity for service vehicles up to 7.5 t
- Length approx. 12 m
- Usable width approx. 3 m
- Railing height 1.3 m
- Load capacity 5.0 kN/m² Eurocode 9

Special feature: maintenance bridges

Public institutions often require customized access solutions for all maintenance and repair tasks. For this purpose, we offer special maintenance bridges with access restrictions for increased safety in our portfolio.

Highlight from our portfolio

- **1** Maintenance bridge with bar fence as anti-climb protection and with serrated strip to prevent unauthorized access.
- **2** Lockable door with tubular frame lock and stainless steel door handles at each end of the bridge.
- **3** Walking surface with perforated sheet metal profile grating.
- **4** Welded aluminum truss construction with filler bar railing.

Truss bracing floor for greater stability

Bar fence on both sides and lockable door

2024 – Witznitz
Level measuring bridge over pumped storage reservoir

- Maintenance bridge
- Length approx. 21 m
- Usable width approx. 1 m
- Railing height 1.3 m

Special feature:
Road width approx. 3.5 m

As this bridge is used as a heavily frequented crossing point during major events and markets, greater width is important for increased safety. Vehicles with a total weight of 6 tonnes can therefore cross the bridge for maintenance purposes or in emergencies.

Highlight from our portfolio

- **1** Wave mesh as railing infill for increased safety, made of aluminium with a mesh size of 40 x 40 mm and a material thickness of 4 mm.
- **2** Seamless synthetic resin coating on the 6 mm thick tread, strength class R13, frost, de-icing salt and UV resistant.
- **3** Elastomer bearings including upper and lower anchor plates made of stainless steel for absorbing a normal force of 0.5 MN.
- **4** Accessibility: 10 cm high edge upstand on the long side as a wheel deflector for wheelchair users.

2025 – Freising

- Bicycle and pedestrian bridge
- In emergencies, the bridge can be used by vehicles weighing up to 6 tonnes.
- Length approx. 10.75 m
- Usable width approx. 3.5 m
- Railing height 0,85 m
- Load capacity 5.0 kN/m² Eurocode 9

Special feature: lightweight prefabricated component

Fibre-reinforced plastic planks (FRP) used as bridge decking are lightweight, which makes them easy to install on site. The decking is durable, maintenance-free, UV-resistant and fire-retardant. In addition, this decking is highly resistant and expands very little or not at all in extreme heat.

Highlight from our portfolio

- **1** FRP decking is laid on an aluminium substructure with tongue and groove joints.
- **2** Two ground screw foundations with a length of 10.2 m reach down to the load-bearing subsoil when screwed in. These ground anchors are a good and sensible alternative to concrete foundations, especially if no concreting or earthworks are permitted on site, according to a subsoil survey.
- **3** For hard-to-reach locations that cannot be accessed by low-loader trucks, our bridges can be delivered as individual parts and assembled on site.
- **4** Cross bracing of the bridge deck for particularly high stability.

2024 – Trittau Lauenburg

- Bicycle and pedestrian bridge
- Length approx. 10.0 m
- Usable width approx. 2.5 m
- Railing height 1.3 m
- Load capacity 5.0 kN/m² Eurocode 9

Nr./Jahr	PLZ	Ort	Straße	Länge	Breite
01/2023	25348	Glückstadt	Storchenfleth 36	22,5 m	2,5 m
02/2021	26607	Aurich/Tannenhausen	Sandstrahlenweg	10,2 m	2,5 m
03/2023	26919	Brake	Stieglitzstraße / Dungendeichsweg	25,0 m	2,5 m
04/2023	19240	Lüttow-Valluhn	An der Boize	13,4 m	1,5 m
05/2014	31600	Samtgemeinde Uchte	Zur Ihle	14 m	2,0 m
06/2014	31224	Stadt Peine bei Schmedenstedt	über die Woyst + an der Simonstiftung	4,3 m; 6,0 m	1,5 m; 1,5 m
07/2020	39291	Lostau Hohenwarte	L52	5,5 m	3,0 m
08/2021	32423	Minden	Fluchtwegbrücke Fort	20,6 m	1,5 m
09/2020	31812	Bad Pyrmont	Hauptmann-Boelcke-Weg	24,0 m	2,0 m
10/2023	15926	Luckau	Goetheweg	9,5 m	2,0 m
11/2015	33428	Stadt Harsewinkel	Oesterweger Straße	8,8 m; 8,3 m	2,5 m
12/19+24	37154	Northeim	Am Rhumekanal + Am Kalbesbrook	16,0 m + 35,0 m	2,0 m; 2,5m
13/2024	37574	Einbeck	Alte Stadtgärtnerei	13,0 m	3,0 m
14/2020	06406	Bernburg	Albert-Schweitzer-Ring	10,8 m	2,6 m
15/2022	37445	Walkenried / Zorge	Wilhelmsplatz	6,9 m	1,5 m
16/2014	37194	Flecken-Bodenfeld	Hafenstraße Anlegeplatz „Hessen"	11,5 m	2,5 m
17/2015	47509	Gemeinde Rheurdt	Dufhausgraben/Kirchstraße	19,9 m	1,5 m
18/2020	44894	Bochum Werne	Wernerstraße + Im Grüngürtel	12,0 m + 12,0 m	3,0m; 3,0m
19/20+21	32549	Bad Oeynhausen	ü. d. Kaarbach + Schwarzer Weg (2x)	8,6 m + 40,0m + 4,5 m	2,0m; 3,0m
20/16+19	52074	Aachen + Richterich / Grünenthal	Hanbrucher Weg + Amstelbach	8,7 m + 8,9 m	1,7 m; 1,5 m
21/2022	58453	Witten / Rüdinghausen	Waldstraße / Borbach	15,0 m	1,5 m
22/2022	58300	Wetter (Ruhr)	Im Brennen	6,5 m	3,0 m
23/2017	42499	Hückeswagen	Brückenstraße	16,2 m	2,5 m
24/2019	34233	Fuldatal / Simmershausen	Kasseler Straße	14,3 m	3,0 m
25/2023	37318	zw. Arenshauen und Uder	B80	6,6 m	2,5 m
26/2022	06206	Merseburg	Vorderer Gotthardteich	31,3 m	2,5 m
27/16+22	53909	Zülpich + Schwerfen + Füssenich	Bleibach + An der Gülichsburg + Jülicherstr. u.a.	7,3 m + 6,5 m (3x)	1,5 m; 1,4 m
28/2019	58840	Plettenberg	über die Oester / Ebbetalstraße	9,5 m; 7,5 m	3,0 m; 1,5 m

Nr./Jahr	PLZ	Ort	Straße	Länge	Breite
29/2022	06667	Weißenfels / Langenberg	Am Weisenhaus / Geißlaubach	5,4 m	1,5 m
30/2021	06712	Zeitz	Schlosspark Moritzburg	24,0 m	2,5 m
31/2015	04565	Regis-Breitingen / Ramsdorf	über die Schauder	5,3 m	2,5 m
32/2023	01920	Elstra	Bischofswerdaer Straße	11,0 m	3,0 m
33/2015	57548	Kirchen / Wehbach	Zum alten Bahnhof	19,9 m	1,5 m
34/2015	35274	Kirchhain / Annapark	über die Mühlenwohra	9,0 m	2,5 m
35/2016	07768	Freienorla	Über die Orga	18,1 m	1,0 m
36/2016	04626	Schmölln	Am Schafberg	6,9 m	2,0 m
37/2014	36124	Eichenzell-Welkers	Talstraße	5,5m; 9,5m; 10,2m; 17,7m	1,5 m (alle)
38/2020	36358	Herbstein Altenschlirf	Erlenweg	18,0 m	1,6 m
39/2024	08280	Bad Schelma	Hauptstraße	13,0 m	2,8 m
40/2020	53949	Kronenburg	Binzernweg	22,1 m	1,5 m
41/2018	36119	Neuhof	In der Au	6,5 m	1,5 m
42/2020	54597	Lünebach		14,4 m	2,5 m
43/2024	67583	Guntersblum	Bechtheimer Kanal am Bahnhof	12,1 m	2,5 m
44/2022	64385	Reichelsheim	Heidelbergerstraße	8,9 m	1,5 m
45/2018	67317	Altleiningen		6,3 m	0,8 m
46/2023	74722	Buchen	Hollerbach + Mühlengrund + Mühltal	15,0 m + 10,0 m + 8,3 m	2,0m; 1,7m
47/2021	66440	Blieskastel / Niederwürzbach	Würzbachhallenstraße	24,0 m	2,0 m
48/2019	74889	Sinsheim	Über die Elsenz am Bachdamm	12,0 m	2,5 m
49/2024	94347	Ascha	Chamer Straße	11,8 m	2,5 m
50/2016	71737	Kirchberg an der Murr	Mittelwiesensteg / Kläranlage	15,0 m	2,0 m
51/2023	85125	Kinding	über die Anlauter	13,4 m	3,0 m
52/2021	94363	Oberschneiding	ü.d. Niederastgraben + ü.d. Aiterach	8,0 m + 35,0 m	2,5m; 2,5m
53/2020	71157	Hildrizhausen	Würmstraße	7,0 m	1,5 m
54/18+19	85354	Freising	Spechtweg + Angerbach	7,3 m; 7,3 m	2,0 m; 2,0 m
55/2014	86399	Bobingen-Waldberg	Bachgasse	9,1 m	2 m
56/2014	79238	Ehrenkirchen	An der Möhlin/Hochwasserschutz	10,3 m	2 m

An overview of our aluminium bridges across the country

Special feature: aluminum – the better choice when stability counts

Due to the high corrosion resistance of aluminum, bridges are virtually maintenance-free and have very low maintenance costs over their intended service life.

Protection against vandalism: Graffiti can be easily removed from bare aluminum by brushing or sanding. Powder-coated aluminum can be treated with an anti-graffiti coating.

Our customers are kings

Control is service. Quality is a must.

ALTEC stands for on eye level and trust.

We are familiar with the responsibilities of many municipalities.

For us, customer satisfaction is the basis of a good customer relationship. We achieve this through openness, honesty, transparency, and good communication. Because open, respectful cooperation is very important to us for a good end result. You always work with the same team that is dedicated to your project. We work **WITH** you and take your needs into account throughout the entire project or in specific phases.

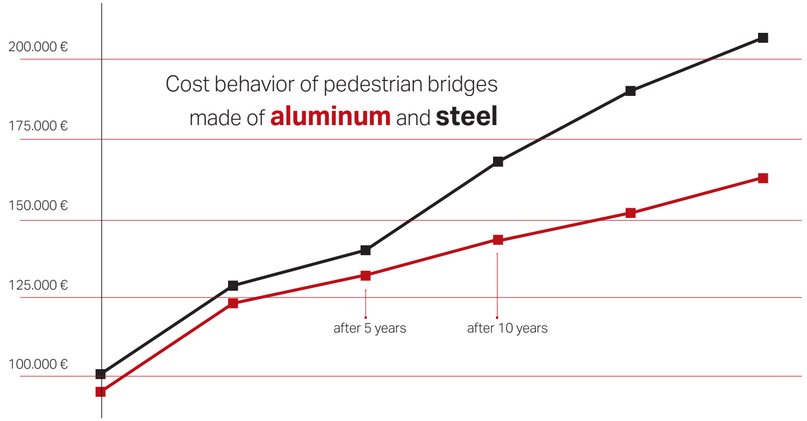
1

Bekannte Probleme und Sicherheitsmängel von alten Brücken.

2

Are you familiar with similar tasks in your municipality? We would be happy to advise you!

We are attentive to you as a customer in order to provide personal service and increase our productivity. In doing so, we maintain our competitive position in the market and meet or even exceed your requirements. We comply with applicable standards and laws – because safety is important to us.



The advantages of aluminum bridges at a glance

- Best price-performance ratio
- Easy to recycle with high scrap value
- Lightweight
- Flexible positioning
- Quick assembly
- Length up to 80 m possible without support (80 m)
- Durable and corrosion resistant (RUST PROOF)
- Endless possibilities

Special feature: cost efficiency

Galvanized steel is only suitable for continuous use to a limited extent: in harsh environments or when exposed to the weather for long periods of time, the zinc coating corrodes over time, causing damage to the steel. This results in typical cost factors for steel that add up over the years: regular maintenance and the application of corrosion protection.

CUSTOMISED ACCESS

ALTEC stands for safety and precision.

All of our ALTEC bridges, scaffolding, work platforms, and maintenance platforms are the result of years of expertise gained through development and practical experience. You, too, can benefit from our commitment to quality and safety! Our qualified employees manufacture our products with dedication and precision – supported by a modern, state-of-the-art machine park. The entire production process is subject to strict internal quality control – from the delivery of raw materials to the finished product.

We are your partner for reliability and cost-effectiveness.

ALTEC® Aluminium-Technik GmbH

ALTEC Aluminium-Technik GmbH
Nikolaus-Otto-Straße 18 | 56727 Mayen/Germany
Phone + 49 (0) 26 51- 4019 300
mail@altec-alu.de | **www.altec-alu.de**