

Trolleys for moving yachts in boatyards

They are strong, reliable and built in Italy by ticam, a company in Varese that makes 32 different kinds and sells them all over the world.

When you use a trolley to move a vessel of 30 or 40 m everything has to work perfectly. On starting, where the most power is needed, there must be no uncertainty, the engine must support the load torque and be reliable, lasting and resistant over time. Also considering the climatic conditions in which it could be used and the environment, which being rich in salt could over time damage its performance and operation. But the trolleys designed and built in Italy by Ticam are known in boatyards for being reliable in all conditions. They have been built for 30 years in the Varese factory and are equipped with orbital hydraulic motors by Oleodinamica Geco, a company based in Pianezza in the province of Turin. A collaboration that has been going on for 15 years and has produced solutions used all over the world to lift, move and transport. “The collaboration with Oleodinamica Geco has been perfected and consolidated over time, says Mattia Nicora, manager of Ticam. “It is a partnership between small companies whose timing and working methods are compatible.”



The self-propelled Dumbo trolley can lift and move loads from 20 to 200 tonnes.

High-performance engines

Oleodinamica Geco has for 50 years been supplying its hydraulic engines with fixed and variable capacity axial pistons to constructors in a wide range of application fields: from heavy metal working to railways, the farming and naval sectors to name but some. Today the company has developed three ranges with a total of more than 50 different models: HF-HV (400 BAR 10-2000 RPM, KF-KV (250 BAR 1-1000 RPM), SF (150 BAR 10-500 RPM). The company has solid know-how in the sector that in the past 20 years has led it to develop also orbital hydraulic engines in various series for a total of about 2000 different models that can satisfy every application requirement with a competitive quality/price ratio.

Collaboration that creates value

“The engine is one of the most important components of a trolley: on the one hand it must move and handle even very heavy weights, and on the other all its

The trolleys built by the Varese company are sold all over the world and used by international boat and yacht builders.



Even after years of use the Ticam solution works perfectly.



Oleodinamica Geco produces several series of hydraulic engines with a total of 2000 different models (piston and orbital engines).

TICAM TROLLEYS ARE ENTIRELY BUILT IN ITALY IN THE LARGE VARESE FACTORY WITH ITS MODERN TECHNOLOGIES AND ARE SOLD FROM EUROPE TO AMERICA

er must be proportional to the work the machine has to do to optimise costs and performance. And here the advice of Oleodinamica Geco is strategic." Another strong point of the Pianezza company is having a large, well stocked warehouse to guarantee rapid deliveries. "This has proved a winning factor above all in recent months because with recent tax relief orders have soared," says Nicora.

power must be concentrated in a very small space. So the engines that power our trolleys must be small but produce a lot of torque, especially when starting," says Nicora. "Our decision to rely on Oleodinamica Geco in these years was the right one because we have never had any problems and have never had to replace an engine." The Turin company not only offers a wide range of solutions but also places at the disposal of customers the professionalism and know how it has built up in more than half a century of operation. "In addition to the functionality and reliability of the engines, it is important to choose the right model for the application: cubic capacity and pow-

A top of the range solution

Among the key products from Ticam is the self-propelled Dumbo trolley available in three different versions: the 400 V model, the battery model and the 400 V model also equipped with a battery. Dumbo can work in various situations and lift and transport loads from 20 to 200 tonnes. Thanks to its highly evolved remote control system, it needs no attachments or plugs: in this way Dumbo makes it possible to work in complete safety, to save on costs and transport speed and to operate in complete autonomy. This solution was designed and manufactured by the Varese company in collaboration with researchers from the Milan Polytechnic for work in the Gran Sasso.

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