



*Scan the QR codes to view videos.

Start date	Site	Clients	Contractor	Max. load
May 1995	Kyoto Jukan Expwy. Maizuru Br. 1	Kyoto Road Corp.	Fujita / Sumitomo / KCON Special Construction Joint Venture	35,000 kg
April 2014	Chubu Odan Marutaki Tunnel	Kanto Regional Dev. Bureau	Nishimatsu Construction	50,000 kg
July 2015	Chubu Odan Obikane Tunnel 1	Kanto Regional Dev. Bureau	Zenitaka Corp.	80,000 kg
January 2016	Toyohiragawa tap-water-source-quality conservation conduit 1	Sapporo Waterworks Bureau	Maeda / Iwata Chizaki Special Construction Joint Venture	30,000 kg
July 2016	Tokyo Outer Ring Road Main Line Tunnel (north), Tomei Expwy.	NEXCO Central	Obayashi / Nishimatsu / Toda / Sato / Zenitaka Special Construction Joint Venture	95,000 kg
October 2017	Kumamoto Rte. 325 disaster recovery: Aso Br. (right, upper / lower)	Kyushu Regional Dev. Bureau	Taisei / IHI Infrastructure / Hapco Special Construction Joint Venture	60,000 kg
December 2017	Maruyama Power Stn. main engineering for waterway reinforcement	KEPCO	Hazama Ando Corp.	56,000 kg
April 2018	Kumamoto Rte. 325 disaster recovery: Aso Br. (left, upper / lower)	Kyushu Regional Dev. Bureau	Taisei / IHI Infrastructure / Hapco Special Construction Joint Venture	60,000 kg
June 2018	Shin-Tomei Expwy. Yanagishima Viaduct	NEXCO Central	Oriental Shiraishi Corp.	60,000 kg
September 2018	Shin-Tomei Expwy. Kochigawa Br.	NEXCO Central	Kajima / Taisei Special Construction Joint Venture	90,000 kg
March 2019	New Himekawa Power Station 6 engineering (Area 2)	Kurobegawadenryoku Company	Kajima / Sato Special Construction Joint Venture	60,000 kg
April 2019	Shin-Tomei Expwy. Yamakita Minasegawa	NEXCO Central	Sumitomo Mitsui / DNC / Fujita Special Construction Joint Venture	46,000 kg
November 2020	Joshin-etsu Expwy. (falling-rock measures) Kitanomaki (1)	NEXCO East	Obayashi Corp.	80,000 kg
December 2020	Shin-Meishin Expwy. Shigarakigawa Bridge East (lower)	NEXCO West	Asunaro Aoki Construction	65,000 kg

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<https://taguchi-kogyo.com>

Product Guide
03

Transport carts for inclines
Inclined equipment



Slope: 54.25°

Benefits of Installation

Shorter construction time

Our inclined equipment connects even hard-to-access mountain sites in the shortest distance. Stable equipment provision means much shorter construction time.

Ensured safety

Steep construction roads are unnecessary, reducing accident risk. Our equipment is also considerate to residents, reducing noise, vibration, and exhaust.

Cost reduction

Smooth site access has various cost benefits. Full-time operators are not needed, lowering running costs.

Eco-friendliness

Our reputation is for quick environmental restoration to minimize deforestation when building inclines. We also contribute to carbon neutrality by curbing CO2 emissions from onsite vehicles.

Taguchi's inclined equipment solves every site challenge from a unique angle.



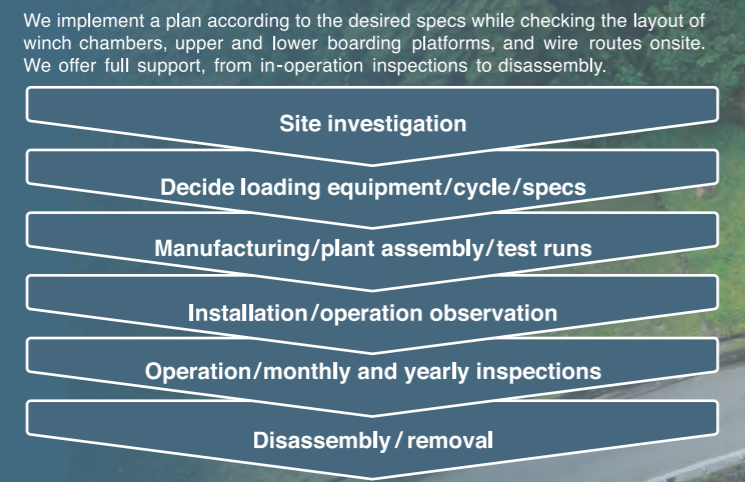
Inclines meet city engineering.

Flow maintenance bringing in RC segments was an issue in the construction of the Tokyo Outer Ring Road Main Line Tunnel (north) of the Tomei Expwy., begun in 2016. The cart running on the rail beneath the road must clear a 6 m difference in elevation to change to the line closer to the face. Consideration of various plans, like movement by crane, resulted in using Taguchi's inclined equipment. The choice emphasized safety, as the cart always touched the ground. Our inclined equipment with the smallest and shortest incline started operation and continues quietly moving segments today. Our technical prowess, refined in mountain engineering, has also been used in city engineering.

SPECS

Load	Approx. 30 - 100 t
Loading equipment	<ul style="list-style-type: none"> • 10 t dump trucks x 2 • Rough terrain cranes x 1 • Crawler crane x 1
Winding power	200 - 500 kW
Cart speed	10 - 40 m/min
Safety mechanisms	Overrun-preventing equipment (3rd-rail), photoelectric sensors, depth indicators, encoders

FLOW



New Self-Climbing Method Technology

Taguchi Industry's carts use a self-climbing method to raise and lower independently. This allows operation before the frame reaches its total length, boosting shortened construction time and cost reduction.

