

Laster & Bagger

Modelle von Lastwagen, Baumaschinen

Mit Wettbewerb

Clover World 1:50

Doosan DX800LC-3

Eigenbau 1:50

Scania LS 141

English text



WSI 1:50
Neuer Abrollmuldenzug

Firmenporträt
50 Jahre NZG

CCM 1:50
Caterpillar D8K



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Editorial



I would like to give a heartfelt thank you to all subscribers who have voluntarily rounded up their subscription fees. You are making an important contribution towards "unbiased reporting".

Model improvements

Everything is getting worse? More plastic, less quality? Prices are getting so high that there is no fun left in the hobby? If a casual reader would study the current forums his finding would be that the collecting hobby is only going down-hill and fast.

However, as a regular reader of these platforms, one quickly learns that the love to critique is just as necessary to the collector as water is to fish. So is the love of debate about which detail on model XYZ is acceptable or not. One of the debaters would like full functionality, the other, full detailing down to the last rivet. One loves only metal models while the next one accepts some plastic parts if they improve the details.

Many things are getting better and better, variety being only one example. If you can think back about thirty years, there are models in display cabinets today which we could not even have dreamed of at that time. In earlier years, the same models were only changed by applying new decorating stickers each

year so it was possible to use the same model for several series of the original but today the new shapes are made by re-tooling.

Or, think about the truck models from that time. Today it is possible to customize a model to the special wishes of a customer by individualizing the details down to what is loaded on to the cabin roof rack.

Finally, there are some concrete improvements to report: for the newest version of the Actros, NZG splurged on new and markedly finer rims and CCM moved the drive wheels of the D9Ls a few millimeters forward to their correct location. These examples show that the producers do have their ears open to collectors.

I wish to all a reflective time during the Advent season with time and leisure for the hobby and, naturally, of fun reading the current edition of Trucks & Construction.

Daniel Wietlisbach

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Half a century of models from Nuremberg

50 years NZG

by Steven Downes

On the 1st October 2018, NZG had their 50th birthday and throughout 2019, they have been celebrating their 50th anniversary. I was lucky enough to sit down with Gerhard Schmid, one of the two founders of NZG along with Betty Hauer, who told me how the NZG story began.

Gerhard was a mould maker for a toy company, where he became production manager and was also responsible for model development. It was O&K who first suggested that production of 1:50th scale models would be a good idea, with a marketing company asking about the production of O&K models, so Gerhard had a lot to think about. Would 1:50th scale be popular? Is there an opportunity for future 1:50th scale models.

At this point, Gerhard was not looking to start his own company, but to look into what was possible at the company he worked for and Zeppelin was the first potential customer for models. One request was to produce a model in five different parts, where you were presented with one part at a time, which would eventually become a complete model once all 5 parts were obtained and assembled. This was an interesting form of promotion.

Mr Becker had an advertising company, and was responsible for

NZG became 50 years old on October the 1st, 2018. The year 2019 was a celebration of this anniversary. We met the two founders of NZG, Gerhard Schmid and Betty Hauer ...

Zeppelin advertising. Mr Becker had a number of telephone conversations with Gerhard, trying to convince him that setting up his own company was a good idea, and that he wanted to wait until Gerhard was self employed before they moved forward with a model project as Mr Becker had already decided that he wanted Gerhard to produce the model for Zeppelin, a CAT 941 track loader.

There was a lot to think about for Gerhard. At 40 years old, it was a big decision to take on the forming of a new company so he had discussions with family members, knowing that the new venture could become a financial burden on the entire family. He sought financing from the bank and from family in order to start the company which was formed by Gerhard Schmid and Betty Hauer on the 1st October 1968.

Zeppelin went ahead with the model order with the tooling for the model outsourced to a Franconian casting company. Gerhard remembers that once the model was produced, he received a number of requests to produce models

from equipment manufacturers including companies like Fuchs and O&K who also wanted models producing. Gerhard found that it was not hard to convince industry that they should have a model, as companies were looking to have models produced and had the budgets available, so Gerhard sent out letters to various manufacturers of equipment, asking them if they wanted models producing. He remembers one company well as he recalls

“Grove said they had the budget for the development of a model and arranged to visit NZG to discuss the project but on the day of the meeting, they could not find the NZG building as it was on the third floor of a furniture store with only a small sign displayed on the building. Despite the meeting not taking part on time, but a few hours later, Grove went ahead with an order for the TM800 mobile crane which was their first model, with 3000 pieces manufactured in 1970.”

While the new venture was proving successful, there was another problem. Additional manufactu-

ring space was needed so Gerhard began looking for other premises, forming his own tool making department in 1972 before, a year later, moving to a new building on Sigmundstrasse where NZG have been based ever since.

It wasn't just diecast models that were produced, as Gerhard recounts when they were asked to produce plastic packaging by the Sanders company to hold and display different gem stones. The order was for 250,000 plastic boxes with clear covers and Inge fondly remembers the stones all throughout the home as the family were drafted in to help pack the stones into the boxes.

One of the largest single orders to be realised by NZG were for 300,000 1:87th scale truck models for Aldi which were needed for a specific date, and Gerhard remembers that the models were produced over the summer of 1977 with young students helping in the manufacturing of the models during their study break to ensure the models were completed on time. This also required a lot of extra hours of work for the staff however the project was a success and such numbers are unheard of in today's marketplace.

With the ever-increasing need for additional space, the Sigmundstrasse factory was increased to 3000 square meters which, along with the main office, contained the model making, painting shop, manufacturing, warehouse and dispatch departments. In peak times, over 400,000 models were manufactured and shipped to customers worldwide.

In 1985, the daughter of the company's founder, Hannelore

Hauer joined the company with Inge Schmid joining the company in the following year where they both slowly took more and more responsibility for the further development of the company. Gerhard retired from the day to day operation of the company in 1993 but kept shares in the company until the year 2000 which was also the year when Hannelore Hauer decided to sell her shares in the company to Inge and Michael Ludwig.

I asked Gerhard if there were any other moments over the years which particularly stood out for him and he told me about a visit to Bau- ma. He recalls a meeting with JCB where no negotiations were needed. JCB were desperate to have a model produced and NZG got the order for 15000 pieces of the JCB 3C MkII backhoe loader which was developed in 1:35th scale.

Things have certainly changed over the years and today, model

Timeline

- 1968 NZG founded on the 1st October by Betty Hauer and Gerhard Schmid, moving into the third floor of a furniture store in Tafelfeldstrasse
- 1969 First models produced were the Weserhütte HW70 and Cat 941
- 1969 JCB gave the order for 15000 3C MkII models
- 1970 Grove made their first order, the TM800 in 3000 pieces
- 1972 Formed a 1500 square meter tooling section
- 1973 Moved to new premises on Sigmundstrasse
- 1977 300,000 piece order for 1:87th scale Aldi truck
- 1985 Expansion of the Sigmundstrasse site to 3000 square meters
- 1985 Hannelore Hauer joined the company
- 1986 Inge Schmid joined the company
- 1988 Michael Ludwig started working at the company
- 1991 Rosenbauer 8x8 „KIT“ awarded model of the year
- 1993 NZG celebrate their 25th anniversary
- 1993 Gerhard Schmidt retires at the age of 65
- 1999 Started production of the historic range of models in China
- 2000 Gerhard and Hannelore sell their shares in the company, Inge and Michael become sole managing partners
- 2000 NZG logo changes
- 2003 NZG close production in Germany, moving production to China
- 2005 Scania LT110 awarded model of the year by NAMAC
- 2008 Part of the NZG factory in Sigmundstrasse was converted and used for a dancing and theatre school
- 2013 The Clubhouse replaced the theatre school, a bar / restaurant with indoor golf facilities
- 2015 Unimog snow blower awarded MBMC model of the year
- 2017 The VW T6 awarded "Modell Fahrzeug des Jahres"
- 2018 The clubhouse expanded, taking more of the former production space
- 2019 NZG reach a milestone of 1000 different models produced.

manufacturers are lucky if they can get orders of more than a few thousand pieces, showing that the requirement for models by OEMs has dwindled over the years. There is still a wide range of models produced each year, as this year's Bauma show will attest, with over 50 new models alone produced this year and collectors are still adding to their collections, be it the latest OEM model, or a specific special painted release, of which many have been produced by NZG over the years.

NZG are certainly a global player when it comes to the production of die-cast scale models of construc-

tion equipment. The company has changed over the years to meet the demands of the marketplace, including the move to China which started around 1995 when NZG began production of its range of historic models which were developed and produced at a model producing factory in China. In 2003, NZG took the decision to outsource all production to China and closed their tooling, manufacturing and paint shop facilities at the Sigmundstrasse site. Their current product range and development still focuses on construction machinery and trucks in 1:50th scale however, they are also developing other product lines

including lifting platforms, crane & road construction models, historical models and larger scale releases including the new range of 1:18th scale vehicle models which include the Mercedes Benz Actros, Volkswagen T6 Transporter, a 3-axle container trailer and a car transporter trailer with further 1:18th scale models in development.

One moment of note is that NZG has produced over 1000 different projects over their 50-year history and will hopefully continue to produce more of the models we all love well into the future.

Scania LS 141 with HMF trailer

Erik Mortensen, Skive

by René Tanner

A fog bank obscures our look onto the idyllic lake. A light wind blows through the edged parking lot. Slowly the morning awakes and the fogged-up windows announce yet another fall day.

The alarm shrills, the stocky Dane rubs the sleep from his eyes and slowly crawls out of his bunk. He opens the side curtain a bit and takes a peep outside. While he slips into his jeans on the driver's seat he cranks down the squeaking side window. The fresh morning air blows refreshingly onto his

The colorful and attractive Scania LS 141 short hood in the livery of Erik Mortensen, Skive has a special place in René Tanner's internationally-oriented collection ...

face. A further look into the rear mirror and he opens the driver's door which protests with a squeal. A smell of stale air and a bit of mustiness escapes the driver's cabin as he lowers himself outside. A wonderful landscape, so quiet and dreamy, the ideal place to fill his rest period he thinks as he rum-

mages for the gas stove in the storage box. Nothing happens without a coffee first.

While the water begins to boil, Erik shaves using the mirror on a sighting pole and glancing once in a while at the side of the loaded truck and trailer set. There it stands, leaning slightly to the right

with its total length of 19 m. A truly impressive sight and a very special one at that.

The coffee cup stands steaming on the dashboard as Erik Mortensen, owner-operator from Skive, starts the engine. He pushes the characteristic Bosch ignition key into the starter keyhole with a click then the red control lamp in the combination instrument starts to flicker, tick and to light up. The indicators for oil pressure, tank, voltage as well as the air reserve indicator move gingerly into the level control setting. Waiting a moment, he then pushes the black starter button on the dashboard and with only one try he starts up the 375 hp. It is as if the trigger on a 45 gun has been pulled when the mighty 8 cylinder starts to turn over. A loud roaring sound begins, sounding like mighty oak trees being felled very slowly with a buzz saw. Shortly thereafter every sound is accompanied by the rattling noise of the centrifugal filter.

When Erik exits the driver's cabin he feels as though it is swinging along every time a piston moves in the engine block. The air from the compressor streams through the lines to fill the air tanks and the trailer's air suspension rises hesitantly to the drive position. The biting, light blue exhaust fumes accompany him as he goes to the rear of the vehicle to check on tires, hook-ups and the VBG coupling. Somewhere, an airline whistles. He cleans the trailing lights, checks the customs seal and takes a look at the truck parked behind him. It is a Norwegian FB89 truck and trailer set, driving for Continental Longtraders from Tonsberg, on its way home. Once the Volvo has reached its destination, Erik

will have another two hours of driving ahead.

Checking while he walks, he returns to the cabin, closes the storage box and climbs up the three steps to the cabin with the help of the handrails. He leisurely tidies up his cot and puts the last bits and pieces away. He takes a new speedometer disc out, fills it out and inserts it into the trip recorder. After a last sip of coffee, he engages the second gear, the air hissing as he releases air from the air suspension tank, and he lets the clutch in carefully. The loaded truck and trailer set starts with a little jerk to the right and shaking slowly, takes up speed. The engine sound mounts, the roaring noise increasing in volume and disturbing the morning's silence as the 141 picks up speed. Erik carefully shifts the gears in the small group; success is noted by the banging sound from the open exhaust pipe, a standard feature among Scandinavian trucks. Now the driver shifts into the larger set of gears, gives the transmission enough time, and when he feels it right, based on knowledge from many hours of driving, moves the stick into the next gear. He increases his speed again and the wind blows along the sides and gingerly tugs on the tarps covering the load. Despite its high weight, the truck and trailer set pick up speed effortlessly. Sitting high up, Erik, bent slightly forwards, looks in the rearview mirror and sees the trailer bouncing over uneven patches in the ground in tandem with the truck. The last of the morning dew is disappearing from the front window screen. Time to light a cigarette and enjoy the winding road. Passing small, sleepy villages and

huge fields of wheat, this time his trip goes high to the north of Norway. The approximately 28-ton load of stone bits he is transporting is from Jumbo Transport AS in Århus. He drives regularly for them in all of Scandinavia and the Benelux countries.

Scania L-LS-LT

While most truck builders shelved building trucks with short hoods in the early 70s, Scania kept the concept. In 1972, two years after the 1969 introduction of the rustic LB 140, the LS (LS = Lastbilar-Släpaxla) was introduced. The demand for vehicles with engine hoods was undeniable and the Scandinavian forestry business also clung to traditional trucks with hoods. Designed as pure forestry vehicles, the 140 became quickly a favorite and was used in all segments of industry. The driver's cabin was taken over from the smaller 80s series because its narrower width fit better to the newly constructed fiberglass engine hood. With the introduction of the 1er series, an LS 141 that had been redesigned in many details was also offered. A sleeper cabin was never a factory option on all types. It is estimated that about 3,800 of the L 140-141-145 series have been built.

For my kit conversion I used a Heavy-Goods kit of the 6x4 version with a long sleeper cabin for a long-distance freight truck to achieve a similar impression. A photograph of the original helped of course, but here and there I wanted to live out my own fantasy and that is why the trailer has been built with three axles.

Among the substantial changes I had to make to the kit were the extensions of the chassis with hand-bent aluminum U profiles made from 0.3 mm sheet stock and a new rear axle for the 6x2 version. The driver's cabin had to be shortened by 2.0 mm. All of the upper chassis add-ons were made from 2.0 mm plastic sheet stock and the fenders were scratch-built from 0.3 mm aluminum sheet stock. The tarp is made from writing paper; it

was my first try making realistic-looking tarp covers, recognizable by the missing customs seals. The paint job was done with paint from spray cans. I bleached out and aged the color by treating it with a slightly thinned varnish remover mixed with Revell thinner which took overcoming some hesitation on my part.

As with most scratch building projects, I fell back to using several detail pieces from Tekno and

other makers. If you want to find such items my highly recommended trip is to visit the model swap meet in the Dutch town of Houten. This is Europe's largest model swap meet and is held six times a year by NAMAC (www.namac.nl). For truck fans an absolute El Dorado and always worthwhile a visit to discover new things.

Affordable excavator in 1:50

Doosan DX800LC

by Daniel Wietlisbach

If you want to be noticed at the Bauma, you need an excavator of the 80-t class or bigger. With the DX800LC, Doosan presented a massive machine. According to its makers, it is a machine that is designed for the heaviest of challenges. Despite this, the excavator is designed not for the mining industry and the moving of large amounts of soil alone. Therefore, besides a front and backhoe shovel option there are also options for high-reach demolition excavation and even material transfer equipment available.

The working weight is said to be between 76.9 and 78.5 tons and the shovel capacity varies from 3.42 to

With the DX800LC we are showing you another much-discussed Bauma model. In fact, Doosan surprised collectors with a really affordable model ...

5.58 m³. The built-in six-cylinder Perkins 2509D engine delivers 354kW (481 hp) and is in compliance with exhaust control regulations according to Tier 3, and that is why this Korean excavator is not yet in the European program.

Model

The news about the 'affordable and not even half-badly made model' spread like wildfire through the

Bauma and that first issue was already sold out after two days. In the meantime, it is now available regularly. On the underside of the upper carriage even the name of the maker is seen, Clover World Ltd. from the South Korean city of Seoul, until now unknown for models of construction machines.

The model is packaged between two plastic half shells and surprises pleasantly by its high weight. It has been made true to scale and the

lower carriage is shown in its fully-extended working width. Together with its scale 750 mm wide tracks, the excavator is very stable. The tracks are made from rigid plastic links and they turn very well. The middle ridges on the segments turned out rather flat. Ascent stairs and the middle support running wheel at the drives have not been modeled.

The well-proportioned upper carriage is made up in the main from two massive metal castings. On the floor are the finely engraved walkways on the sides. The machine room has all the important joints and the bolts are correctly shown. Air grilles and hinges are engraved. While the handholds are integrated into the basic shape, the fine-looking safety railings are made from a robust plastic material.

On the right side one can see the large exhaust air vents and, on the top, some anti-skid surfaces made from plastic and separately applied which suits the model well.

On the cabin we like the flush-fitting windows with the printed-on rubber gaskets but also the handholds with the mounted rear-view mirror and the work spotlight. The interior is kept rather plain and is in only one color and the rock protection cage was left off.

The DX800LC is equipped with a 7.7 m long boom, a 3.55 m jib and a S Class shovel which has a width of 1900 mm and a 4.64 m³ capacity for heavy work jobs. The functionality of the model is especially impressive because in addition to the correct transport position, the equipment also reached the maximum working height and digging depth.

At a glance

- + Functionality
- + Value for Price
- Bolt heads



First class! Unfortunately, on our model, the cylinder for the boom is rather loose so the shovel would eventually lower itself down. Also, the silvery shiny bolt heads are a bit distracting.

The hydraulic lines are one unit with the boom, however, at the joint they are made flexible being made from soft plastic and are separately applied. The hydraulic cylinders for the shovel and the jib are very nicely done; the rather simplified lifting cylinders are made from a single casting. The shovel which is made from a metal casting is very nicely engraved. The Doosan logo was even made raised and then painted white.

The satin paint finish has been applied very cleanly and the lettering is neat and covers well.

The DX800LC offers a lot of excavator for little money. Despite the compromises that perhaps are due to the low price, never-the-less, over all it is convincing.

Hybrid from First Gear in 1:50

Komatsu HB 365LC-3

by Daniel Wietlisbach

Komatsu's hybrid excavator functions on the basis of energy recovery during the braking of the upper carriage during swiveling. The energy is stored in a capacitor and released when needed to the electri-

The model of the HB 365LC-3 hybrid excavator is not as new as it appears, but never the less, it is worth taking a look at ...

cal motor for the slewing movement or to an auxiliary electric motor that

supports the diesel engine. Compared to the conventionally-powered

PC 360-11, the fuel savings are around 20%. The built-in, six-cylinder Komatsu SAA6D114E-6 is capable of producing 202 kW (275 hp) and complies with the exhaust control requirements for EU step V. The operating weight lies between 36.4 to 37.35 t and the shovel volume is a maximum of 2.66 m³.

The model is a true evergreen in the First Gear programme as it started its existence as PC 350LC-8. By changing some molds and bringing logos and letterings up-to-date, it was first the PC 360LC-10, then the version 11 and now, finally, the HB 365LC-3.

While the model cannot deny that it has a few years on the clock, it can keep up with models currently constructed. The HB 365LC-3 is correct to scale in all major measurements and is pleasant to look at and feel because of its high metal content which comes from the high proportion of metal used in the model.

As on the original, the drives are rather plain but well modeled and are augmented on each side with two pierced steps. Even though the guide wheel has no springing that is worth mentioning, the metal tracks run very smoothly, even on a slippery surface. Because of the choice of 800 mm wide track segments, the

model stands very stable.

The upper carriage has some nice engravings which show all rivets, bolt heads, air intake slits, joints, locks and many other details. Compared to the PC 360LC-11, the radiator grilles on the right side are redesigned and the dark grey engine hood is a completely new construction because the hybrid power system needs more space. Unfortunately, with this new release, the maker missed the opportunity of constructing new and finer safety railings; sadly, the over-dimensional plastic ones look out of place and spoil the optics significantly. The centrally placed slewing motor and generator was modeled very well and includes the supply lines. The hydraulic distribution control system is in the immediate neighborhood. Four lines go to the lifting cylinders and a further five to the boom.

The cabin is metal, has a glass backing behind its frames and it is made from a single black plastic

casting with the window gaskets printed on in black. An antenna made from non-breakable rubber material as well as a window wiper and rear-view mirror complete the detailing on the outside of the cabin. The exactly detailed interior is finished in many colors.

The model is equipped with a 6.5 m Monoblock boom, a 3.2 m jib as well as the scoop which has already been criticized as being too small on the earlier models. Both boom and jib are made up from two parts and the gap where the parts meet is almost completely hidden by the skein of the five supply lines. The skein is made from colored rubber and goes all the way to the jib cylinder and also to the end of the boom from where the lines go into a hinted-at metal covering all the way to the cylinder on the shovel. The hydraulic cylinders are very exactly done but modeled without any screw fittings. The shovel is made from a rather plain metal casting. It is quite possible that it represents the smallest available scoop for this machine but it does not look right when comparing it to the rest of the model.

Coloring and lettering are faultless, the paint covers well and the lettering is sharp.

At a glance

- + True to scale
- + Metal content
- Plastic safety railings
- Size of the shovel



Group of crawlers in 1:48 from CCM

Caterpillar D8K

by Daniel Wietlisbach

The D8 is a classic among construction machines. The K series was built from 1974 to 1982 and was powered by the D342 six-cylinder engine producing 300 hp. The machines were available in a Powershift gear or direct drive with weights between 24.27 to 31.98 tons. With an 8U blade and single-tooth rear ripping attachment, the maximum weight was 37.65. The cabin, with its prominently forward-inclined front, just oozes 70s design while giving optimal protection from the sun's rays.

The models

Great was the joy when CCM announced a whole trio of the D8Ks. They took great pains when it came to choosing the tools and other equipment for the new models. All three of them, shown with the most commonly used blades, single or triple tooth rippers, rear winch, driver's cabin or roll-over protection bar and even a version with an enclosed engine compartment are now being delivered. The models arrive at the collector's home in the well-known boxes with Styropor shells; they feel hefty in the hand and exude value for money. The look so big that the author of this article had to get a D9H model out for comparison. But everything is

Available again in three versions, the D8K has been released by CCM. after the D9H and D9G, it is the third dozer from the time before the Delta drive ...

correct; the D8Ks have been made true to the 1:48 scale.

The frame for the drives is exactly engraved and the guide wheel is sprung in such a way that the metal tracks turn very easily. Because of the tracks not being mounted in a precision way they tend to be drawn inwards at the front. Running and support wheels are dummies and the track support brackets oscillate as on the original. They are arranged in pairs opposite each other.

As per usual, the engine has been detailed and equipped with supply lines and further secondary power units. On the version with the covers, the engine can be seen through the finely etched grating. The shape of the engine hood and the very finely done radiator grill are very likable and so is the typi-

cal K-Series silencer with exhaust that is placed in the middle of the engine hood.

The working space of the operator has also been modeled exactly. Pedals and levers are made from plastic but are well protected from inappropriate handling. All gauges in the cabin are placed correctly beneath the front windscreen window. On the version without a closed cabin, the rear is protected by a finely etched grille. The glass of the cabin is made from a plastic part and has very flush-fitting windows on the sides. At the front and rear it also represents the sides and therefore is painted yellow between the windows. Window wipers and gaskets are printed on in black. The doors open to a 90° angle and all handholds are made from metal.

Equipment

On straight 8S and the 8U-blade there are pushing arms, the finely detailed hydraulic cylinders are identical and all have hydraulic lines. Both of the blades are made from metal and are exactly engraved. On the two-part U-blade,

At a glance

- + Metal content
- + Detailing
- + Wide variety of models
- Assembly / Finish



New versions of the D9L

It has already been five years since CCM released the D9L in two versions (issue 1-2014). Now a third version has been released; it differs from its predecessors by the tools attached to the dozer. The new, straight blade of the 9S type has been very well done and is nicely detailed. But, because nothing has been changed on the pushing arms and hydraulic cylinders, once again it cannot be angled backwards far enough.

On the new three-tooth ripping attachment there is another limitation: it reaches the correct ripping depth but not the correct lifting height and the tips of the ripping teeth remain just short of the surface. Again, the detailing is done very exactly all the way up to the hydraulic connections.

The really positive surprise is found not on the tools but on the drive wheels. Their position, one of the most criticized points, was moved about 2 mm forwards which improves the look of the Delta drive and now is correct to the original.

however, there are some visible gaps around the part attached at the front and that detracts a little from the otherwise good-looking model. The 8A blade can be fixed in three

positions, however, it should be attached to the C frame. Unfortunately, the included pins are too long and do not hold it quite satisfactorily. Here one would have expected

a more practical and nicer solution.

The lower frame of the two Cat #8 Series D ripper attachments are identical as are the lower hydraulic cylinders and the dozer-mounted distributor block. On our models, unfortunately, one of the hydraulic lines had come off; because the length was too short, it came off when the ripper was lifted. All ripping teeth are attached separately but are not adjustable. There is a pushing block on the single-tooth ripper for especially hard jobs.

The Cat 58 winch does not function but is nicely detailed. The cable is made from black thread and the eyelet is permanently fixed to the pulling jaw.

Color and lettering are up to CCM's usual quality. Unfortunately, we found some traces of glue on our samples which does not seem to fit with the image of this maker.

Mobile Material Handler from Conrad in 1:50

Sennebogen 830E

by Daniel Wietlisbach

The Sennebogen 830E is a material handling machine with a maximum reach of 17 m. Thanks to its modular upper carriage design, even the sales catalogue shows only a small part of the possibilities; it has the ability to adapt to a great many work situations. The full working weight varies from 38.0 to 43.5 t. It is powered by a Cummins 6.7 engine with 168 kW and complies with the exhaust protocols of step V. Alternatively, an electric drive with 132 kW or 160 kW is also available.

The model from Conrad would weigh in at 41 t in the original and would be able to achieve a maximum reach length of 17 m. For this, the 9.8 m long compact boom with a 7.5 m jib is necessary which gives really impressive dimensions to the model which is true to scale in all main measurements.

The HD lower carriage, correctly taken from the 835E, is made up from several exactly-made parts. The prototypically correct wheels are steerable on one axle and give the model the same kind of maneuverability as the original. The drive train has been replicated and is protected underneath by sheet metal coverings. The four outrigger supports give the model a high degree of stability; unfortunately, the built-in hydraulic cylinders are from soft plastic and tend to bend

From all the ten new items that could be discovered at the Sennebogen Bauma stand, the 830E mobile Material Handler machine is on the test stand today ...

out of shape when retracted. Here, care and all precautions have to be taken. All steps, ladders and anti-skid surfaces are made from metal and have been separately applied.

The upper carriage has been engraved to show all gaps, flaps and the openings for the radiator and further details. Noticeable on the counterweight is the raised company lettering and the all-round three-part safety railing made from cast metal which only needs to be inserted into the pre-drilled holes. The cabin which tilts hydraulically has been copied into model form including its complex kinematics. The flexible skein of supply lines follows every move the cabin makes. The new 'Maxcab' cabin has been replicated perfectly and has flush-fitting glazing with matt black printed-on window gaskets and window wipers. The interior equipment is two-colored and all operating elements are placed as on the

original, the safety railings on the side are made from cast metal.

Boom and jib are kept simple and are enclosed at the bottom as on the original. The two-part skein of five rubber hydraulic lines that go all the way from the upper carriage to the cylinders is very nice to see. The cylinders have free-standing hooked-up supply lines but the glands have not been modeled. At the joints are the typical Conrad hollow rivets.

Using the included pin, the clam grab can be attached. The supply lines just plug in. The grab is made completely from plastic and looks like the prototype; even the company logo is on it. With regard to functionality, the producer chose a well-known compromise: none of the five small hydraulic cylinders moves, but instead, the central mounting plate where the hands of the grab are mounted is moveable.

A semi-lowboy trailer for the transport

In keeping with the style, Sennebogen has ordered up a six-axle Goldhofer low-deck trailer pulled by a Mercedes-Benz Arocs 4x2

At a glance

- + Metal content
- + Functionality
- Cylinder supports



tractor truck in the in-house colors. An Actros in these colors is responsible for transfers between the Sennebogen factories in Straubing and Wackersdorf, however, the lowboy trailer has fewer axles.

That decision was the right one because Sennebogen wanted to show off a transportation solution for the new material handler: to adapt the trailer according to the weight of the machine and give it the extra

axles. In any case, the transport looks really great. As we are used to, both models are cleanly painted and carefully lettered.

Dismantling excavator from Motorart in 1:50

Kobelco SK210D

by Daniel Wietlisbach

The 'D' in the type designation here does not refer to the series but is the short form for 'Dismantling' which translates into scrapping or dis-assembling. The SK210D is equipped with specialized tools for the scrapping of automobiles: while the dismantling scissors look like scrap scissors, for many, the mighty grabbing arms on the under carriage might be new. These are available in two versions: on the Multi-Dismantling excavator both of the grabbing arms are side and height adjustable hydraulically; on the Auto-Dismantling excavator they are only height adjustable. This shows up in the total weight of the machines being 30.0 or 27.4 t, respectively. TA Hino four-cylinder J05EUMKSSC engine with 119 kW is used as a power source.

Kobelco's model production concept has the goal of introducing the whole breadth of the Japanese maker's original vehicles in model form. And so, the new model from Motorart fits perfectly

Dismantling excavators are mainly at work in scrap yards and are usually hidden behind fences and closed doors. It is good that with this model of the SK210D, Kobelco introduces us to these kinds of machines ...

into the 1:50 model line-up. The model is made true to scale and its functionality is like the original. The excavator has the correct transportation measurements, the grabbing arm reaches the maximum height and the dismantling scissors are just a bit shy of the maximum working height but that is acceptable.

Like the original, the model is based on the SK210LC which was produced two years ago as the first

Kobelco excavator in 1:50 scale (see issue 3-2017). Many parts were taken over but there was a need for some new tooling.

The two drives are made from exactly-engraved metal castings. The running and support wheels are cast-on dummies. Very fortunately, the manufacturer took pains to produce new tracks with the flat track segments that are often used in recycling yards. The grabbing arm is very well modelled and has the appropriate pulling hooks and anchors on the ends for ease of dis-assembly. It is adjustable using two hydraulic cylinders with wear protectors. The supply lines have also been modelled.

The upper carriage is a good match to the original so could be

At a glance

- + Choice of model
- + Functionality
- + Metal content



taken over from the standard version. The safety railing is made from solid wire and is complemented with reflecting rear view mirrors. The cabin is new and on it, in particular, is the protective wire cage over the front window. The steps for the driver are also new. The multi-colored interior equipment is very detailed.

It was possible to take over the boom and jib with all its components from the standard model and the free-standing lines are even nice to look at today. Unfortunately, the supply lines only start on the boom and have no connections whatsoever to the upper carriage. To make up for this, additional hydraulic lines were added to the jib for the dis-

mantling scissors of the KV800PR type. The functional scissors are completely new and are very exactly engraved. They can turn 360° and be opened and closed using a hydraulic cylinder. The applied paint job is clean and that also goes for the plastic parts. The printed-on lettering covers well and is sharp and detailed.

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Tool attachments by Giftmodels in 1:50

Trevi Benne

by Daniel Wietlisbach

In issue 2-2015 we mentioned about the two firms working together. They are closely situated to each other and we looked at the models that issued from that cooperation. Now a whole series of new attachment tools has been released. From amongst all of them we would like to introduce two.

Both models are made from resin castings and have a 12 mm wide attachment surface. Among all the new items, the CS 90RS scrap metal scissor is by far the largest model overall. It is designed for excavators from 80 to 90 t when attached directly and fits onto even smaller excavators of the 50-t class. There is an adapter piece included as a second option for attaching the tool.

‘Giftmodels’ an Italian specialist dealer, offers new tool attachments for excavators of different weight classes made by Trevi Benne ...

The castings are clean and show many details. The functional scissors turn 360° and the jaws open and close. However, the necessary bolts or screws to attach the tools are not included which is most regrettable since the screws of the potential carriers from WSI, like the Volvo EC950E or Hitachi ZX870, are too short. No hydraulic lines are modeled. The paint job and the lettering with water slide decals is satisfactory.

In addition, for excavators of the same weight class (80 – 90 t) there is a set with a HDVX rock shovel

with a ripping teeth crown which is available in grey or black. The latter has an integrated center tooth which is re-enforced and points markedly forward. Both models are very nicely engraved on the outside and have sharp edges for the manifold wear-metal sheeting. Because of the way they are produced, both scoops are kept rather simple on the insides and that also goes for the teeth. Here also, the mounting bolts are missing. The paint application is first class and the printed-on logo is sharp and legible.

Tom's truck log

by Tom Blase

Who doesn't know the saying: 'Nothing fallen off the back of the truck lately?' or 'Don't you have any breakage in your warehouse'. Contemporaries or even colleagues who have a hard time resisting temptation and like to re-define ownership of their loads can unfortunately be found everywhere. Such an undertaking in our time of video surveillance and cell-phone photographs could be classified as reckless or just plain dumb.

If I search my memories of the 70s, there were a lot of things that ended up (and completely legally) with the driver. There is still an anecdote circulating in our house about when we celebrated Thanksgiving every two weeks throughout the year.

At that time, my father often got a list of empty containers from the Transportation Office of the US Rammstein Air Base that had to be moved to the Terminal in Gustavsburg. A Reefer (container with refrigeration) which was still standing

Tasty container 'found items' or 'celebrate Thanksgiving the whole year long' ...»

at the loading ramp was supposed the first one to be moved. Papa Blase had a quick look into the interior and in the half dark interior he saw that there were still a few old cardboard boxes and the remains of packing material. These he wanted to recycle at the terminal at home; all containers had to be swept clean.

It was a huge surprise when, armed with shovel and broom, he started cleaning: In the boxes were about 100 frozen turkeys which for one reason or another had not been unloaded. A short query at the Army Base in Rammstein confirmed: 'Container was reported as empty, and the turkeys were not missed by anyone, and nobody still wanted them'.

What does one do in October with 100 frozen turkeys? A colleague of my father went to the next appliance store and bought a brand-new chest freezer which he tied down in his station wagon then took it home.

The chain of storing frozen food had to be kept intact. At the same time, the phone rang of the hook at our home. The entire extended family was briefed that in the evening a pile of frozen poultry would need new owners. Great was the joy everywhere because we were all used to the only 'Broiler Chicken' size of poultry but now with this windfall we could eat until our pants became too tight.

As I have written previously, I really enjoyed the times when we did transports here and there for the US Army. Another time, I will be able to relate some more stories in this space because with the GIs there was always something going on. Not only the trucks and cars were exotic to us but also as far as food and drink was concerned, many new things could be discovered.

Roll-off container trailer from WSI in 1:50

Hitched

by Daniel Wietlisbach

After WSI introduced models of the Palfinger crane hook attachment, including several different bins (issue 3-2018), it was a no-brainer that matching trailers would follow.

As is now common practice with the upper structures and trailers, the new model also has concrete prototype now. It was WSI's overall goal to have a universally versatile, adaptable trailer in their programme. Basically, three versions are possible: a two-axle, a three-axle with the standard double axle. A 'Wide-Spread-Tandem-Axle' version with a wider axle width for better stability. Even a lifting axle is possible. All of the three chassis are offered with single as well as with double tires and for the fenders; two matching widths are offered.

First model

The first model appeared behind a Scania R 8x4 in the version for 'J.A Transport AB', at home in the southern Swedish town of Kungälv. It is impressive to see with the bright green and chromed thermo bin scheme and its overall pleasant look. The actual trailer chassis is made from one casting with the integrated 'sled' that holds the container. Snap-in lugs at different positions ensure that a variety of

The matching roll-off container trailers from WSI correctly follow the Palfinger crane hook arm attachment. The original for the first version is driven in Sweden ...

containers can be taken on board and will not slip off again.

The chassis shows the simplest form of container roll-off system for trailers without a dumping capability. Therefore, the roll-off container has to be taken off the truck for dumping out. This makes sense on the original for longer transport distances but for road surface construction it is not suitable which is why 'J.A Transport AB' actually uses trailers with their own dumping system. A compromise had to be made when creating this model. Closer to the original are the double-tire-equipped wheels and the Wide-Spread-Tandem axles of which the front one can be lifted, but only minimally. The very hard sprung axles show very little effect.

The massive towing bar is kept horizontal by two well-adjusted springs. The drawing bar extends

but loses almost all of its paint during the first try because it is made from practically unpaintable plastic. The rest of the paint can then be removed with a fingernail making it look a bit better. A pin is included to fix it to the desired length; however, it only fits into the first drilled hole; a minimal reaming out of the remaining holes is required. The supply lines begin at the side of the draw bar and, as usual, look in vain for a hook-up to the pulling vehicle.

The rear with the separately-applied colored plastic lights is very nicely done – first class! Also, at the rear and on the fender mud flaps is the name of the original maker, the Swedish trailer manufacturer, Hogstad Svets AB. The side panels are made from polished metal sheet stock and look prototypically correct. The orange reflectors are printed on as is the type designation of 'Super Glider'.

The two thermo bins are well done and nicely detailed; the chromed surface can easily be polished with a soft cloth because the sometimes unavoidable finger prints will show.

At a glance

- + Metal content
- + Functionality
- Drawbar finish

The vehicle pulling the trailer is a Scania R 8x4 Highline of the new generation. The original can be found almost exactly, except

for only minor differences, in the vehicle fleet of J.A Transport. Here WSI has really taken a lot of care with all the details; even the licen-

se plate is correct. The paint job of the truck and trailer set has no faults and the decals are very convincingly applied.

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NZG models with new rims Shiny

by Daniel Wietlisbach

Model makers are often accused of using 'old' tooling until it is worn out in order to save on development costs for new molds.

Of course, there are exceptions: NZG just renewed the rims for all its Mercedes-Benz models and, to our great joy, they were used for the first time on a Swiss model. The transport and logistics company of Camion Transport AG (CT) ordered the tractor-trailer set of an Actros 4x2 GigaSpace 2.5 and a tarp-side trailer specifically for their shop. The restrained but attractive paint job of the original suits the model very well and the

The new rims get their first use on the new tractor trailer set for Camion Transport ...

rims are in a class of their own. Like the originals, they are now pierced which increases the plasticity hugely, and on top of that, the tires are a first-class precision fit.

The cabin is of the newest generation and is equipped with the much-discussed cameras instead of rearview mirrors. The two chromed parts are included to be applied by the collector and, of course, the monitors required for this have been modeled in the cabin. Otherwise, the model is like the same one we already intro-

duced in issue 3-2018. As we are used to from the producer, the model is very cleanly painted and lettered. The trailer is from the NZG standard program.

The Camion Transport AG is at home in Wil, canton St. Gallen, and operates from 14 agencies all over Switzerland. CT has been a registered company since 1925 and today is still in the hands of the founding family. The fleet contains 630 vehicles and employs 1,400 people.

Truck-mounted forklift from Tekno

Moffett M4 NX

by Daniel Wietlisbach

The first truck-mounted forklifts were developed in the 70s by Dutchman Hessel Kooi. They became a great success and were first marketed under the 'Kooiaap' brand name. In 1994, the company was sold to Moffett which is now part of the Hiab group. The production site is in Ireland.

With a Hiab Moffett, a truck driver has his own forklift on board and is therefore independent of a third party. The Moffett is attached to the rear of the trailer or truck and does not take away any cargo space. It is very manoeuvrable, can

Truck-mounted forklifts make truck drivers more independent and the new model from Tekno makes collecting more interesting ...

lift up to 3.5 t and reaches a lifting height of 4 m. The M4 NX can lift a maximum of 2.5 t and reach up to 3.0 m; the tare weight of the machine is 2.2 t. It is powered by a Kubota D1105T engine. The model from Tekno is very finely made with over 40 individual parts but, at the same time, is very robust. The rear wheel is steerable.

The model is exactly engraved and the roll-over protection, steer-

ring wheel and headlights are finely made despite being of plastic. Included with the model are three different attachment versions for trailers and semis. There is also a new end beam with rear lights, however, these are only hinted at.

The driver shown is not included with the model as delivered and the meeting with the Actros of CT in an old factory yard is pure collector's fiction.

New impact crusher for Kleemann

Mobirex MR 130 Z Evo2

by Daniel Wietlisbach

The Mobirex MR 130 Z Evo2 has an hourly production volume of up to 450 tons and a receiving funnel opening of 1,300 x 900 mm. On an impact crusher the material is fed into the impact crusher rotor which then hurls it at great speed against wall-mounted wearing plates (impingement wings). The impact breaks the stones which fall back into the rotor and are thrown repeatedly against the side wall plates until they are small enough to fall into a slit between rotor and impingement wings.

The MR 130 Z Evo2 is diesel-electric powered by a Scania engine of 317 kW of power and a Generator with 135 kVA. The transport weight is between 49.5 and 64.5 t and the length of the unit during transport varies from 18.385 to 21.620 m, with the sifting unit.

The model

The Mobirex MR 130 Z Evo2 is the bigger brother of the Mobirex MR 110 Z Evo2; Conrad issued a model of this predecessor seven years ago. And as if the maker read our earlier review, two of the main critical points on the model have been improved. Thanks to the fold-down hopper walls and also the collapsible conveyor belt, the model can now be put into complete transport

With the Mobirex MR 130 Z Evo2, Kleemann presented the new series-2 impact crushers at the Bauma. Conrad was asked to supply the matching model ...

mode! Maybe the improvements are part of the trend towards creating ever-better models. In any case, it is a joy to see.

The model has been made to scale and thanks to its high metal content is very heavy and exudes value for money. The plain drive units have been well replicated and the drive wheels are nicely engraved. The tracks are made from a single plastic casting but are made in such a way that the single three-part links look as they are individual.

The massive main frame is made from a single continuous and exactly-cast piece. As already mentioned, the side walls of the receiving hopper fold down for transport. The feed unit is nicely detailed with its vibration motor and springing. Right underneath is a platform with railings and a foldable ladder. The crusher housing

has fine engravings and the feeder screen is pierced. Very nicely modeled too is the curtain on the material feeding side; it is made from real rubber bands. Right underneath it is the conveyor belt which can be attached to either side as required.

The platform between the breaker housing and engine room has anti-skid surfaces and safety railings made of metal castings. It can be reached by a set of stairs or the foldable ladder on the other side. The bracket with the warning beacon and spotlights is packed loose in the box and just plugged into the designated pre-drilled holes.

The engine housing has been replicated correctly and the air intake blinds are very finely made. The wide expelling conveyor belt starts underneath the breaker housing between the tracks and goes underneath the engine. The magnetic separator is mounted on a very noticeable rack right at the engine housing. It can be swiveled across the expelling conveyor belt as needed. The metal which is pulled out by a strong magnet is thrown out through a chute on one side of the

At a glance

- + True to scale
- + Functionality
- + Metal content



unit. Beside the magnetic separator sits the exhaust stack, chromed like on the original.

The optionally available post crushing sifting unit is also very nicely detailed. True to the original, it runs on skids and has a hanger for hook arm transports sys-

tem; this simplifies the transport greatly and in model form provides an interesting play situation. This post crushing sifter separates out the larger material which then goes back to the feeder by a side-mounted conveyor belt. The paint is not too thick, has been applied

very cleanly and covers well. The lettering which is limited to logos and type lettering is sharp and legible. All-round, the new impact crusher is a successful model.

A crane by WSI in 1:50 with compact details

Tadano ATF 60G-3

by Carsten Bengs

The prototype offers a maximum boom length of 48 m and is designed as a single engine crane. What is unique is the Mercedes-Benz engine (260 kW) placed in the upper carriage from where it powers all functions. The original reaches a weight of 10 t per axle and so is easy to drive on roads.

As per usual, WSI has made the model very detailed and all measurements are correct for the 60-tonner in small scale. The three-axle lower carriage rolls freely on its wheels and has sufficient turning radius. All axles are sprung and the drive shaft has been modeled very well. The three ascent ladders all move and fold down realistically.

The very tidy upper carriage has an anti-skid surface on the top; an engine room did not have to be modeled. Only one set of the outrigger support arms is behind the cabin. Very nice to see here is the small

Shortly after the Bauma came the release of the ATF 60G-3 crane which was previously announced by Tadano at the Toy Fair. Once again WSI surprises us with a few extra special details ...

latch to safely secure the simple hook. Small handholds finish the details.

The lower carriage cabin is nice: headlights, mirrors and warning beacons are there and also a fine interior. The mirrors even have a reflecting surface.

All outrigger support arms are made from metal with interior th-

reads and the usual sliding base plates. Some small crane mats are also included with the model. The model can be supported completely stable without the tires touching the ground.

The upper carriage cabin is also modeled in great detail and the operator's screens and joysticks are easy to see. Window wipers and handholds complete the details. Directly behind the cabin are some steps that have been painted in a contrasting color; these are used to get to the upper carriage. Absolutely unique here are the railings because they have two joints allowing them to fold up during work and down

At a glance

- + Railings
- + Realistic Ballast
- + Adherence to details and functionality



for transport use therefore, different railings for transporting or work are not needed.

The prototype is ballasted with a maximum of 13 t; all ballast versions can be duplicated on the model. The attachment of the ballast is attached is very nicely solved; two blue screws keep it secure. Also running on the sides are the hydraulic lines for the boom.

A warning beacon at the ballast gives security like on the original and there is also the Tadano name including the logo. The lifting winch has sufficient cable and the lifting engine is hinted at. The air intake filter and the engine radiator

which sits behind a nicely photo-etched grille are easily recognized. A small mirror is situated at the front of the upper carriage.

The boom has six telescoping segments and can be extended to 93 cm height measured at the cable dolly wheels at the top. The length sensor on the side of the boom's base has also been modeled. Because the boom is made from aluminum, the proportions look right.

With a small boom extension tip, the model even reaches a height of 107 cm, measured at the top wheels – impressive. The small upper cable guide wheel folds when not in use. Using a

small M1 screw, the tip can be arrested at 0°, 20° or 40°. The key for the winch is used to loosen or tighten the screw.

All of the cable wheels are made as single units and turn very easily. The cargo hook block has three free-running wheels and on the original is capable of lifting a maximum of 40 t, rigged with seven strands. The single hook, used with the attached tip, is designed for 6 t of lifting.

With unique details and a high degree of functionality, the Tadano AT-F60G-3 from WSI convinces with maximum fun for collectors. In particular, the railings are unequalled and the lettering is flawless.

Pages from the life of a truck driver, part 1

Brummi remembers

by Erich Urweider

At the end of the 60s, Werner Schärer, model year 1946, became an independent operator with a Henschel HS15 dumper truck with trailer. Even then his truck was decorated with a driver's sign reading 'Brummi'. Business was booming. He had managed to find some guaranteed contracts with the Betonfabrik Altstetten (Concrete factory Altstetten). In particular, the highway construction in and around Zürich created a lot of work and when the load was dumped near Zürich there were always loads of aggregates for the return

Werner Schärer was a long-distance truck driver all his life. At the beginning he drove for a gravel pit and later on he took over international transports ...

trip to the concrete works. So, empty trips remained rare, transport efficiencies were achieved, even without any levies at that time. The Henschel was replaced in 1972 by a Hanomag-Henschel F193 with a V10 engine (one of the first of this type in Switzerland). In the same year, a second truck joined the fleet and Werner hired a driver. Beginning in 1973, the Volvo F89 with

a tarp-covered trailer was added to take over transports to Sweden.

The oil crisis of the middle 70s triggered a crisis in the Swiss construction industry. From one week to the next there was no more work. Now what to do? At the beginning, Werner did odd jobs transporting everything that he could possibly carry on his dumper truck, including hay, straw and similar things

for farmers. He also subcontracted himself and the dump truck for large projects like the construction of the nuclear power station in Leibstadt. But in the long run he could not make a living with odd job loads.

So, he decided that ‘if life gives you lemons, you should make lemonade’ and he re-configured his dumper into a tractor truck. Because he also changed to long-distance freight traffic, he needed a place to sleep. He lengthened the cabin by 30 centimeters so that he could at least lie down. Despite the extended cabin, it was always possible to turn it back into a dump truck. With the tractor truck ready he went and rented a trailer from the TIP (Transport International Pool) and from then he was on the road internationally. Since the trailer was registered in the Netherlands, the owner was forbidden to load freight and off load again in Switzerland because he would have been in contravention of the so-called Kobotage law. This forced Werner to become active internationally.

Tours to Scandinavia

About one year after the rebuilding of the F193 he found himself carrying loads to Åre where the world ski championships were held in 2019. In the 70s, a cable car was constructed there. Because of his tractor trailer unit, Werner was predestined to take over the transports to Åre. Because the masts, built by the Maschinenfabrik Habegger in Thun, Switzerland, were too long for a truck with trailer set, the load was secured in Thun with wires and chocks and stowed interlocking on

the trailer. The trip to Sweden was not direct because the load was actually too heavy and, by law, should have been split up. Because of this, Werner and the other drivers usually drove to the Rhine harbor Auhafen in Basle and parked the truck for a couple of hours. For the customs officials this appeared that the load was indeed split up. The sender explicitly did not want the load split because they feared that sensitive parts might be bent in that process.

Through the Swiss Company Auto-Transit Schweiz, which co-operated closely with the Bilspedition in Sweden, Werner was fortunate to get hold of loads for the return trip to Switzerland.

Smuggling

A good deal of money could be made from ‘beverage tips’ earned by smuggling some high alcohol-content beverages. Smuggling was done mainly in the winter because the contents of the barrels used for this purpose could then be declared as anti-freeze. They were fastened to the trailer with steel bands and were mostly ignored by customs officers. Of course, smuggling was illegal and the border guards actively pursued it.

Any cargo company that did not want to be known as a criminal organization, warned the contracted drivers with an official letter about smuggling. The company was only brokering officially-sanctioned transports. The letter was signed by the drivers in acknowledgment but speedily and conveniently forgotten. Besides the trick with the anti-freeze tank, the typical Swiss Trilex rims were used for smuggling because they can be taken apart easily. The

spare tire in particular was ideally suited for hiding contraband. The trick was blown sky-high after a driver, serving a stint in prison, told a colleague about it. ‘Unfortunately,’ the room in which the conversation took place was bugged.

In Switzerland, if your rig was over 28 t, an exemption permit was required. The cost was Sfr. 5.00. Later on, it doubled and at the end reached Sfr. 20. The amount had to be paid with customs stamps. (Stamps that were issued by customs and looked like postage stamps). Beginning on the 1st of January 1975, belts had to be used for securing loads. At the time it was only the Spanset Company that was capable of supplying the necessary belts. Accordingly, the price for the security items required was high. Werner remembers and commented dryly: “They had Boredello-like prices! Before the law, we never ever lost a load, except when the truck over turned and lay on its side. And, honestly, then it doesn’t matter one bit if something has fallen off.”

“Oh dear Werni, there was a smash-up!”

One of his drivers made that call a couple of times, generally in the middle of the night around 2:00 or 3:00 a.m. The stories he got to hear, were often similar: “Oh Werni, there was a smash up!” One of the phone calls began with the now-familiar sentence: “The trailer tong is broken.” Werner asked, “What part of it is broken?” “You know the screws that hold it to the slewing ring are just not made the same way that they used to be. The whiffle tree and the front axle are lying in the forest out there,” was the answer. Fact was

that the trailer was lying on its side because the driver had fallen asleep. When the tipping of the trailer suddenly awakened him, he realized in a flash, that if he would make a full emergency brake application right away, the truck would tip over as well. That was why he accelerated and at the same time steered sideways. This, however gave such a strong impact, that the tongue of the whiffle tree sheered off and ripped off the slewing ring from the trailer. Four months later, on the same Mercedes-Benz NG 1932, the rear axle broke, which was also traced back to the accident.

By the way, the driver became an independent and sometime later and took over one of Werner's trucks.

A very fateful weekend

Another time, on a weekend trip from Sweden, Werner's F89 was lying on its side. The load of jam, similar to molasses, was slowly spreading itself on the road in the vicinity of Jönköping. Werner, when questioned, maintained that he was blinded by the sun. This was be-

cause, just after the accident, Werner talked with a Swedish trucker who gave him the tip to tell the police that the sun, shining straight at him, had blinded him. According to newspaper reports however, nobody believed his story and it was assumed that he had fallen asleep behind the wheel.

The consumption of alcohol was also always a topic of conversation. The Auto-Transit Company sent a letter to all the drivers about this. Those who cannot cease drinking alcoholic beverages should at least not consume them in Mellendorf. Mellendorf is situated 20 km north of Hannover and about two hours driving from the ferry Travemünde – Trelleborg. This place favorite meeting place for truck drivers came to the attention of the local Autobahn police and led to more controls. However, the guardians of the law did not always adhere to it with the same zeal when drinking was concerning. On that same weekend, there was an accident where a long-distance truck and trailer tipped over at the entrance

to Mellendorf; it was reported by police who shortly before had had a few drinks with the driver. The accident didn't have huge consequences and, of course, a fine was not issued either.

At the same time, Werner's client, the Swiss agent for Auto-Transit was on his way to Sweden. Mr. Handschin had been invited by the Swedish transport collective Bilspedition in Göteborg. He arranged to have his company car driven to the ferry in Kiel as he wanted to leave later himself to lose as little time as possible. When the ship left, Mr. Handschin looked over to the shore and saw his Volvo standing there. Immediately he asked for a pilot to take him back because without a car he was not going to go to Sweden. He had to abruptly cancel the invitation and instead drove back in the direction of Basle passing the accident near Mellendorf.

When he was back in the office on Monday, he received the call from Werner who had tipped over his truck with the load of jam.

Municipal vehicles in action, part II

A clean sweep

by Robert Bretscher

The challenges for technology employed by municipalities, from street cleaning to snow clearing in winter, are so manifold that for tackling these tasks additional small vehicles are often used. These nimble and economic Multicar-tool carriers can be equipped with different tools for winter and summer usage. The compact size and the simple quick-change systems for them make these vehicles indispensable for every municipality. Depending on workplace requirements, it is even possible to have different sweeping systems, ones equipped with circular broom pads combined with only a vacuum system or those with an integrated street washing capability for dust-free surface cleaning.

Schörling small street sweeping machines

Conrad, article # 3047 and #5067, from about 1980 onwards

The Schörling Kleinkehrmaschine (small street sweeping machine) # 3047 in 1:50 scale already appeared in the 1983 Conrad catalog. This model shows

In our second part of introducing municipal vehicles in model form, we take a look at two very small but busy helpers ...

quite clearly that small machines like this were then up and coming for cleaning narrow roads and walkways. However, the two side broom pads are only simple plastic pads. But the sweepings collecting bin can be dumped and, when opened, allows a good look at the rest of the technology used to remove dust and dirt.

Easily seen is quite large a blower which sucks up the dust from the surface and then dumps by way of a hose to the built-in bin.

The fully glassed-in cabin, complete with interior, tilts to reveal the small power unit beneath. The vehicle is equipped with two warning beacons and has red and white striped warning beams front and back. The tires which have profiles and were still mounted on turned aluminum rims are exceptionally nice.

Quite a different impression is left by the smaller but more modern model called a 'BKF'

(Bürgersteig Kehr Fahrzeug) (Sidewalk sweeper), Conrad # 5067, which show a really multi-functional cleaning vehicle for small alleyways and sidewalks. Contrary to the previous model, the side brooms are now moveable so that different widths of a surface can be cleaned. The dust and refuse container tips but can also be removed from the vehicle to re-purpose it as a sand spreader for winter use. For this, Conrad has included a sanding module on four support legs. In addition, the Schörling model has advertising slogans printed on both sides of the sanding module. On the roof is a warning beacon and where the power unit sits there are some venting slits.




Do you know this one? Recognize this machine and win a model!

by Remo Stoll

Sometimes it happens this way. You drive along a country road and all of a sudden you are confronted by a wonderfully beautiful Old Timer Grader. On a close-up inspection it turns out that it is one of the smallest models from this particular maker. Built in 1965, the machine weighs not even 10 t and is still in use occasionally today.

Recognize the machine? Please send us the exact name and type designation. The contest deadline is the 15th of December, 2019. If there are more correct answers than prizes, we will hold a draw to select winners. Please note that only entries with complete address information can be considered so that we can mail the prizes out correctly.

This time the winners will receive one of the following prizes: a Mercedes-Benz Arocs with a semi-low deck trailer 'Sennebogen' from Conrad, the Komatsu HB365LC-3 from First Gear and the Cat D6 XE LGP from Diecast Masters. 



Solution from Trucks & Construction 5-2019



The venerable old dump truck was a Saurer 5 DF 6x4. We also accepted entries that read 'Berna

5 VF 6x4'. The winners this time are: Nadine Lücke (D) who won the Atlas 1200 in gold and black by NZG, Etienne Romy (CH) who won a Cat D6 in the standard version from Diecast Masters and Mauro Zecchetto (CH) who won the Hitachi ZW180-6 from TMC. Congratulations to all the winners!

70th company jubilee

Hans Liebherr

by Wilfried Schreiber

Hans Liebherr was born in Kaufbeuren on the 1st of April, 1915. He was the son of miller Wilhelm Liebherr. His father died in the First World War and in 1922 his mother married again to the master mason Johan Sailer from Kirchdorf a. d. Iller. Even though little Hans originally wanted to learn to be a pastry chef, he learned the trade of his step-father and in 1938 took over the parent's construction business. During the Second World War he was called up to serve with the Pioneer Troops of the German Wehrmacht and was wounded twice at the Russian South Front. He returned to Kirchdorf at the end of 1945.

The heavily-destroyed Germany and the consequent high demand for construction challenged him because he had always been a tinkerer with a lot of mechanical talent. He quickly latched onto the idea of developing a construction crane that was quick to set up and tear down and easy to transport. It should not be as cumbersome to move from site to site as the ones in use at the time which were more like harbor cranes and only made economic sense for large construction sites. His crane would be affordable for its size and geared to construction companies that tackled smaller jobs like row housing or multi-story apartment blocks.

So, in Kirchdorf, with the help of some metal workers and smiths, he

To celebrate Liebherr's 70th anniversary, we are using a construction site diorama set in the middle 50s with machines used at that time to illustrate the history of the company ...

developed his first crane, the TK 10. It ran on tracks, had a bending beam adjustment boom, could be erected quickly and transported like a trailer on its own single axle. At the same time, Liebherr applied for a patent for the 'Fahrbaren Turmdrehkran' (drivable turning tower crane). Just like its smaller and larger brothers of the TK series, the TK10 had only one lifting winch. The winch was used to move the bottom hook block against the boom tip to adjust the boom and then lock it to the upper carriage with a perforated rail. In order to be super flexible, all cranes were capable of running on rails. This newly developed crane was introduced by Liebherr for the first time at the 1949. 'Herbstmesse' (Fall Fair) in Frankfurt. The interest shown for this new invention was great, however, Liebherr was unable to secure any orders for it. A big turnaround happened a few weeks later with the first orders for his TK10 bending beam crane and so the success story that continues today began.

In the ensuing time, the production of excavators, wheeled loaders, concrete mixers, refrigerators, mo-

bile and tracked cranes, airplane technology and assembly machinery were added to the production that continues today. New factories in Germany and abroad were added.

On the 1:50 scale construction site shown here we see from left to right: the very first top slewing crane with traveling trolley; the 48/60 HKL with a maximum boom extension of 26 m; in front of the 48/60, is the tube crane Form 6 in transportation mode with had an additional winch for boom adjustments. At the right edge of the picture we can also see this rather futuristic-looking, fully built-up bending beam crane used for the construction of row housing.

Further on we also see a Form 20 with company lettering on the cabin and further to the right, a Form 16 with a brick basket. Both of them were no longer bending beam cranes, but already had back guying and a tower tip with a roller head. Of course, they also had a lifting and a boom adjustment winch but not yet a counter roll jib. Subsequent models emerged from the same series but with the counter roll jibs, as seen here with the F 25.

A breakthrough came in 1955 with the development of the so-called A frame cranes. Now the luffing booms had a telescoping tower, a spreader beam under carriage and a ball slewing ring. The ball slewing ring replaced the turntables which had open roller bearing connections and were connected by a king pin.

On top of that, the foldable support feet (spreader beams) and the retractable telescoping tower reduced the transportation measurements considerably. If a crane had a transport width of 3.0 m before, it now was reduced to a maximum of 2.5 m. Because of the telescoping rotating column, the transport length was reduced considerably when compared with the predecessor cranes of the same size.

Because of the new technology, it now was possible to transport larger needle beam outriggers and later, cranes with traveling trolleys, on the road. At the time, all cranes ran on rails which made them flexible on the construction sites. From 1949 to 1955, the cranes came factory-painted in silver with a black under carriage. Af-

ter that, the cranes came factory-painted in yellow with black used on the under carriage and for the cladding on the cabins.

In 1954, Liebherr produced Europe's first hydraulic excavator, the L300 on a three-wheeled chassis and also as a tracked version, already in Liebherr yellow. Instead of the heavy unwieldy and 'practically only surface scratching,' cable-operated excavators, Hans Liebherr wanted to develop a lighter, higher performing excavator with the use of advanced hydraulics. It despite its lower tare weight, could develop a high ripping strength. We can see this type of excavator beside the cable excavators of the area: the 19-RB from Ruston-Bucyrus, the B406 from Demag, and the Fuchs 300 with a tube construction boom and the L351 with front scoop from O&K. Also, on the construction site are three of the typical wheeled loaders of the construction machines produced at the time: a Wetherill, a Hatra swivel loader and an Aveling Barford plus a bulldozer like the DK 60 from Deutz or a K 60 from Hanomag.

About the models

The two tube cranes, Form 6 and the L300 excavator are from NZG; the TK8 is a jubilee model celebrating Liebherr's 50th anniversary, by Conrad. The Form 16 in the foreground with the company lettering on the cabin is a plastic and metal model scratch-built by the author; the Form 20 and 25, the 20A as well as the top slewing 48/60 HKL are from the plastic workshop of Lothar Unfried.

The 19-RB is a white metal model from the English producer Bill Barnes; the O&K L351 and the Demag B406 are from soldered brass parts by Peter Veicht and the author. The Hatra swivel loader is a plastic model by the Italian maker Politoyo; it was also available in the smaller 1:60 scale made from plastic by Siku. The teal-colored Aveling Barford wheeled loader is from Matchbox (King-size by Lesney) as is the small Wetherill wheeled loader. Wetherill has the Matchbox # 1 and the Aveling Barford the #10.

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Postfach 135
CH-3322 Schönbühl
+41 (0)78 601 74 44
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Druck D+L Printpartner GmbH, D-46395 Bocholt

English translation

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Erscheinungsweise / Bezug

Laster & Bagger erscheint alle zwei Monate – 6 Ausgaben pro Jahr. Bezug über Abonnemente, den Fachhandel und Bahnhofbuchhandel.

Das Jahresabo kostet CHF 75.– / € 65.– (Deutschland) / € 68.– (übrige Länder). Die Rechnungsstellung erfolgt für ein Jahr. Schriftliche Kündigung spätestens acht Wochen vor Ablauf des Abonnements, ansonsten erfolgt automatische Verlängerung für ein weiteres Bezugsjahr. Preis Einzelheft CHF 14.– / € 12.– (Deutschland) / € 13.– (übrige Länder).

Imprint

Bankverbindung

Schweiz: PC-Konto IBAN CH83 0900 0000 6015 5685 9
Deutschland: Postbank Leipzig, BLZ 860 100 90
IBAN DE86 8601 0090 0332 3049 03

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ISSN 2504-0405

Schwertransporte & Autokrane 2020

A variety of authors, published at Podszun Verlag, 53 pages, Format 24 x 21 cm, spiral binding, ISBN 978-3-86133-915-1

The weekly calendar with themes of heavy-duty transports and truck cranes has been published for quite a few years now. The weekly calendar is designed so that it can either sit on a flat surface or hang on the wall. It's almost square format is great for showing off the excellent pictures and is absolutely captivating. Besides shots of heavy-duty transports there are also pictures of interesting crane jobs. Shown at work are many well-known participants in the market for heavy-duty transport and customer service providers. Almost every week the pages show crane or heavy-duty transport pictures alternately. The calendar pages offer some space to write down appointments. The calendar comes with a solid cardboard backing. (eu)

Jahrbuch Lastwagen 2020

By Bernd Regenberg, published by Podszun Verlag, 144 pages, 280 pictures, Format 24 x 17 cm, linen bound, ISBN 978-3-86133-931-1

The 2020 Yearbook for trucks presents six interesting themes from the world of trucks. Among other things there is a portrait of the Fehrenkötter hauling company. It should be quite well known because of its vehicles' bright orange paint. Following this is the history of the Orten beverage tank body maker which has been in business for 70 years now. The history of the TAM truck factory in Maribor shows what was put on the road in the former Yugoslavia and last, but not least, follows a trip to the Gambia where one can still see very old diesel trucks, formerly used in Europe, that have to earn their keep during their final years of work. (eu)

Jahrbuch Baumaschinen 2020

Several authors, published by Podszun Verlag, 144 pages, 280 pictures, format 24 x 17 cm, linen bound, ISBN 978-3-86133-934-2

Of the six chapters overall, we would like to mention only three. Did you know that Europe's largest granite quarry is in Belarus? The first blasting occurred there in 1973 and currently the quarrying operations cover an area of 7.2 km². The machines in use there are mainly Russian in origin and are of impressive sizes. The very comprehensive chapter, 'Grossbaustellen und Kiesgewinnung in den 1970er Jahren' (Large construction sites and quarries), satisfies the interests of lovers of classic vehicles. The story of Frisch, the Bavarian construction machine producer, is also interesting. What started in 1934 with a grader trailer came to an end in 2015 after several take-overs. (dw)

Calendar 2020

By Erich Urweider, self-published, each has 14 pages, printed on 300 g / m² stock, Format A3 landscape, 42 x 30 cm, available from urweider.com, phone +41 (0)62 897 17 19

The calendars of trucks and heavy duty transport photographs and the author Erich Urweider have a growing fan base. As well as to the very well-chosen transports and trucks, the technical quality and the carefully selected viewpoints deserve a special mentioning. The pictures are always the 'best of the year' chosen from the previous year. The author himself accompanies many of the heavy-duty transports and participates regularly in Old-timer meets with his own Volvo N10. In addition to the title page and the 12 monthly pictures, there is a further page that gives a short precis of all the trucks and transports shown. (dw)

New on the market

NZG 1:32/ 1:18

With the Genie GS-4390 RT, a further scissor lift working platform in 1:32 has been released to the market. The lifting is accomplished with only one hydraulic cylinder which lifts the platform with the scissor kinematic up to a respectable height of 41 cm. The platform itself, including the railings, can be elevated in both directions. The support cylinder is lowered using a threaded bar and the

steerable wheels allow for optimal nimbleness. The detailing is on par with the previous Genie models. In 1:18 scale, a standard 40 ft. container is a huge thing. New is that it is painted in the very distinctive colors of ‘Ocean Network Express’ (ONE) which is the result of a merger of three large Japanese container shippers. About a year ago, when these containers appeared for the first time on the world’s huge container ships their color caused quite a stir. The model is detailed

inside and out and the locks work just like on the original.

Siku 1:32

The Manitou 3300V compact loader has been released matching the Siku Farmer’s series and therefore it is in 1:32. The robust model is made from metal and plastic and matches the characteristics of the original very well. Despite this, it can be played with very nicely. The built-in quick changer makes

Collector’s guide

Here is a list in short form of all the new construction and heavy haulage models announced since our last issue. For truck transport models we recommend that you consult the newsletters of the manufacturers.

Type	Scale	Maker	Available from	Infos
Caterpillar 633D and 639D Elevating Scraper	1:48	CCM	Dealers	www.ccmmodels.com
Kobelco SK850LC-10 yellow	1:50	Conrad	Dealers	www.conrad-modelle.com
Liebherr R 920 Compact «Grotemeier»	1:50	Conrad	Exclusive	—
Liebherr R 960 «Jan Knijnenburg»	1:50	Conrad	Exclusive	—
Demag AC 45 City «Merkel Krane»	1:50	IMC	Dealers	www.imcmodels.eu
Mercedes-Benz Arocs 8x4 SLT «Reid Freight»	1:50	IMC	Dealers	www.imcmodels.eu
Mercedes-Benz Arocs 6x4 / semi lowloader «Galt Transport»	1:50	IMC	Dealers	www.imcmodels.eu
Liebherr A 918 Compact «Hilti»	1:50	NZG	Exclusive Fritze’s	www.fmb-shop.de
Liebherr A 918 Compact «Matthäy»	1:50	NZG	Exclusive	—
Liebherr LR 1300 92 m with jib red / white	1:50	NZG	Exclusive Modell-ovp	www.modell-ovp.de
Tadano GR-1000N	1:50	Replicars	Dealers	—
Scania R 4x2 / tipper semi-trailer «Ronny Ceusters»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 6x4 / stone trailer «Duijghuijzen»	1:50	Tekno	Dealers	www.tekno.nl
Scania 112H 6x2 dump truck «Knud Nielsen»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 6x2 / roll-off container «Stangeland»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S 6x2 / truck transporter «Helmerich»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 8x4 / wrecker «Dalarna»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 6x2 / tipper semi-trailer «NA Schakt»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S 8x2 / roll-off container «Geurtsen»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania 143E 8x4 / low loader «L.A. v.d. Heuvel»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 4x2 / tipper semi-trailer «Pflumm»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH 4 4x2 / truck transporter «Clean Mat»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH 4 8x4 / Palfinger crane «Transgrua»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo F12 6x4 / stone trailer «Fontein Weert»	1:50	WSI	Dealers	www.wsi-collectors.com
MAN TGX XXL 6x4 / semi lowloader «Torben Rafn»	1:50	WSI	Dealers	www.wsi-collectors.com
DAF CF 6x2 / roll-off container «Clean Mat»	1:50	WSI	Dealers	www.wsi-collectors.com
DAF XF 4x2 / truck transporter «Clean Mat»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1450-8.1 «Sarens», «Baldwins», «Haegens»	1:87	IMC	Dealers	www.imcmodels.eu
Scania Streamline 6x4 / semi lowloader «Mammoet»	1:87	TemaToys	Exclusive	www.mammoetstore.com
Volvo FH4 8x4 / semi lowloader «Mammoet»	1:87	TemaToys	Exclusive	www.mammoetstore.com
MB Actros 6x4 / semi lowloader «Mammoet»	1:87	TemaToys	Exclusive	www.mammoetstore.com
MAN TGX XXL 8x4 / ballast box «Mammoet»	1:87	TemaToys	Exclusive	www.mammoetstore.com

it possible to swap alternate tool attachments from the Farmer's program. Unfortunately, the shovel no longer tips out when in the maximum height position as shown in the picture.

Diecast Masters 1:87

For the not exactly spoiled collectors of small-scale models, a little jewel of a railroad wheel excavator from Caterpillar has just been released. The original is designed especially for track construction, weighs 22.9 t and its built-in Caterpillar C4.4 four-cylinder engine produces 117 kW (159 hp) of power. The wheels that fit on the tracks have a separate hydrostatic power source. As required for MOW vehicles, it is painted signal yellow. The model of the M323F combines the metal casting technique with the up-to-now unknown ability to produce the finest of details in that material for this scale. The wheels for the rail use as well as the road wheels are finely engraved. The rail ones are lifted and lowered using hydraulic cylinders. The appropriate running boards have been modeled along with the very distinctive black securing bracket for the grappler at the front. The yellow drawbar at the rear can be used on the original to pull a railway car with materials. The hefty and at the same time compact upper carriage has been exactly replicated and is augmen-

ted with rearview mirror, window wiper and a warning beacon. One can even make out the Cat logo on the backrest of the driver's seat. The equipment with the adjustable boom and jib is complemented by a quick-change attachment and three tools. No supply lines are included, however, all bolts at the joints are painted yellow. Grading bucket, grab and track tamping attachment are made from plastic and, considering the small scale, are very finely made. Especially well made and very typically, the tamping machine even has the details set off in a different color tone. The extremely small grab fits exactly between the ties but is also capable of lifting and carrying them away. The paint was applied very cleanly and is also detailed, except for the silver locks on the door handles! The lettering is sharp and covers well.

Conrad 1:50

Surprisingly, among the new items released from Kalchreuth were the MSPE self-driving heavy load modules from the Italian producer Cometto which is part of the Faymonville conglomerate. The MSPE are electronically steered and have a load capacity of up to 70 t per axle group. In the set from Conrad are two identical modules with six axle groups each, a Powerpack and all the necessary parts to combine them either in a row or

beside each other. The wheel pairs oscillate sideways and turn 360°. The wheel suspensions are made from plastic while the platforms and the power module are made from finely engraved metal castings.

IMC 1:32

The wheeled and farm yard loader from Giant, which was seen as 3-D prints at the Bauma, have now been released. The G4500 Tele yard loader (no picture) has a telescoping lifting arm while the G4500 X-TRA is equipped with a standard lifting attachment designed especially for the construction trade. For the Dutch producer, Giant, it is the first wheeled loader with a capacity of 4.5 to 5.0 t and for IMC, the first wheeled loader model over all. The models are made up mainly from metal, have some additional plastic parts and have very convincing prototypical functionality.

Kobelco

An exclusive offer for all our readers: until November 30th, a 5% discount of all orders over 100 Euros (not including shipping) is available at the Kobelco Shop. When ordering please use the code Bagger5%. (www.kobelcofan-shop.com)

Our partner page

National quarry day

On September 14th, the Bärlocher AG opened their doors to celebrate the 1st National Quarry Day. Customers, neighbors and government officials all attended. Around 1,000 visitors toured the quarry and were

informed about quarrying and the working of the sandstone from Rorschach.

Special emphasis was given to sustainability. One of the stops was dedicated to 'nature in the quarry';

there, visitors were educated about the re-cultivation of the site. Children and adults were able to prove their dexterity on a Mini-excavator that was provided.

Remediation of bullet traps

In a pilot project, Eberhard Unternehmungen remediated 12 of a total 231 rifle range bullet traps in the Canton of Solothurn in Switzerland. The bullet traps were contaminated with lead and antimony. To avoid the leaching out of these contaminants and to allow agricultural use of the grounds, it was necessary to remove the contaminated soil. For this work,

two mobile excavators were used. These are capable of driving from rifle range to rifle range under their own power. Additionally, for the removal of the bullet traps near Recherswil, a Long-Reach-Excavator was used to facilitate the work.

An XRF measuring device was used by the contractor to check the level of lead in the soil so that the

excavator operator was always informed whether he had to remove more material. When the lead content was below 2 g per kg, the material was taken to a designated dump. If the lead content was above that, trucks were used to transport the contaminated soil to a soil-washing facility owned by the company.

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News in brief

Scania AXL

Is this how the future will look on our construction sites? At the end of September, with the AXL, Scania introduced the concept of an autonomously-driven dump truck without a driver's cabin. For a long time now, Scania and Volvo have been testing self-driving trucks, however, until now all have had their own cabins.

Caterpillar and Komatsu already have around 300 autonomous dump trucks from open-cast mining situations. In easy-to-control surroundings like open-cast mining, underground mining or in quarrying situations, transport trucks like AXL will be used more often. However, such trucks will not be seen on the open road for a long time yet. (up)

Length restrictions in Finland

Under the project name HCT (High Capacity Transport), the Finnish transportation safety department has announced new length restrictions in that country. Since January 21st, 2019, combinations with one or more trailers may have a maximum combined length of 34.5 m. Single combinations of tractor trucks and semi-trailers are now required to be no longer than 23.0 m and truck and multiple trailer combinations with a central axle are now allowed to reach a total length of 20.75 m.

The weight limit of 76 t remains unchanged at this time. Since 1997, Finland has allowed 25.25 m in length and since 2013, a total weight of 74 t for a train. At 60 t, the so-called 'Sweden trains' emit 20% less CO₂ than standard tractor trailer units. (eu)

Triple convoy

The 3S cable car to the Eiger glacier, which constitutes one of side of the 'V' cable car project in Grindelwald, Switzerland, recently took delivery of three of the four cables needed for the cable car. For this, each cable had to be divided so that it would meet the weight limitations for the three vehicles from Wipfli. A single vehicle combination was not allowed to exceed the maximum weight of 72 tons in order to traverse all 25 engineered structures between Zweilütschinen and Grindelwald. For this trip, the combination had to be separated six times before crossing bridges and then each vehicle had to cross by itself. The cables have a length of 6,940 m each and weigh 132 t. They are the heaviest cable ever transported for a Swiss Cable Car system. The transporting combination of vehicles was 65 m long and weighed 212 tons. (eu)

Komatsu WA900-8

While the WA600 of the 50-t class is available as the Dash-8-Series, the two quarry wheeled loaders WA800 and WA900 were stuck in the Dash 3 mode. Finally, the new WA900-8 large wheeled loader was introduced in August. The 12-cylinder diesel engine from Komatsu complies with the US exhaust control norm Tier 4 final and is capable of producing 671 kW (899 hp) of power. That is 5% more than its predecessor, the WA900-3EO. With a total working weight of 116.4 t, it is the ideal loading machine to fill 90-t dump trucks like the Komatsu HD787-7 or the Caterpillar 777G in large quarry operations. The almost 5 m wide rock shovel weighs 13.1 t and has a capacity of 13 m³. (up)

Caterpillar AD 45

This September Caterpillar presented the AD45 articulated dump truck with a load capacity of 45 mt; it was up-to-date for the underground. The built-in 6-cylinder turbo engine produces 447 kW (589 hp) and complies with the EU's step V exhaust control measurements. Despite its total weight of 85 t, the new dumper reached the maximum speed of 52 km/h in its seventh gear. In comparison to a 772G quarry dump truck of the same capacity, the AD45 with a length of 11.2 m is only just 2.4 m longer but, at a width of 3.0 m, is only 90 cm narrower. The total height to the top of the cabin roof is only 2.8 m.

Introduced at the 2019 Bauma as the ideal loader, the R1700 XE underground wheeled loader has a shovel capacity of 15 t. (up)

Volvo EC480E L FS

In co-operation with their partner in South Korea, SNS, Volvo CE delivered the first EC480E L front shovel excavator to a quarry operation in Slovakia. The 47.3 t excavator is equipped with a 2.6 m³ capacity tipping shovel. The dolomite quarrying operation particularly appreciates the high break-out force of the front shovel excavator. The maximum dumping-out height of only 4.6 m is sufficient for the loading of articulated dump trucks.

The under and upper carriages were assembled by Volvo in their factory in South Korea. SNS, the Volvo partner for specialized equipment built and mounted the boom with tipping shovel and added additional ballast as well. (up)