

BAGGERMODELLE

Baumaschinenmodelle, Krane und Schwerlast

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Mit Wettbewerb

English text



Neu von Norscot in 1:50

Caterpillar 336E

Neu von NZG 1:50
Baukran Liebherr 81K

Sammlerportrait:
Gerne gross und tief

Neu von WSI in 1:50
«Bauma» Baggertransport



Editorial

Holiday time – model building time?

During the half year of winter that is not a question, but in the summer holidays? My personal project was to finish the “practice grounds” for my radio-controlled Komatsu PC 1250 from Kyosho. At the end of summer it was finally ready and I could start excavating! Inspired by my own success, I put out the word on Facebook to other collectors to share pictures of their current projects and conversation. This led to the first photo album “Sommerferien-Arbeiten 2013” (summer holiday work projects 2013).

I was more than excited about the quantity and quality of the responses, but see for yourselves (you don't have to be a Facebook member).

Holiday time is also time for puzzles and contests! I was blown away by the amount of entries for our 1000th page contest! A draw had to be held to decide, and the four prizes go to the following collectors: The Liebherr R9800 from Conrad goes to Jürgen Precht from Bad Schwartau, the Liebherr LTM 1500-8.1 from WSI has been won by Jürgen Freisen from Dort-

mund, the Wirtgen 4200SM from NZG goes to Sven Ullrich from Kempten and the special prize, the “Mammoet” from Mammoet/NZG, was won by Florian Möller from Zella-Mehlis. I would like to congratulate all winners and at the same time thank the very generous prize sponsors. The models will be mailed directly from them, and please, have patience as some of them have not yet been delivered.

After we replaced the four poster picture pages with more model reviews we have received only positive comments, so we have decided to make this permanent. Because of the larger amount of editorial outlay required we had to increase the price of the subscription and the individual magazine price by a moderate 5%. I am convinced that you will find the increased content value for your money.

I hope you have fun reading this issue,



Daniel Wietlisbach

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New on the market

NZG 1:50

The Nuremberg maker has released models, first announced at the Bauma, to the dealers. First and foremost is the Terex TA400 Dumper, a very fine model such as we are accustomed to from this maker. The very hefty overall look of the machine has been successfully transferred to model form; the wide gauge and the perfect modeling of the tires underscore its great looks.

Liebherr augments its program with the A914 Litronic mobile excavator and the L580 log loader. Both models are exceptionally nicely detailed. The high metal content guarantees stability and gives value for money making collectors happy. Especially noteworthy is the lifting cage for timber loading on the L580. That's the way to experience real construction machine technology and awakens a wish to have a model timber yard in miniature.

Tekno 1: 50

A Volvo FH16 8x4 heavy duty tractor unit, in the attractive colour scheme of the Danish heavy duty transport company "Brande Maskintransport A/S", has just appeared. This company is well known for its many heavy-duty wind turbine transports. The lettering is exact and prototypically correct on the very nicely detailed, plastic model. Below the cabin, that can be tilted backwards, is a fully-detailed replica of the engine to see.

Replicars 1:50

With the Sumitomo SH135, this maker continues to release more units in its series of excavator models. The round back excavator is a well-executed model. The die cast parts are precision engravings with additional details making this fine model even nicer. The very extensive lettering contributes towards the great look of the model. Concurrent with the release of the short back excavator, a model of the Sumitomo SH200, in the same high quality was released.

Norscot 1:50

Once the industry leader fully embraced the diesel electric propulsion system for large dumpers, it did not take long for a model to appear. The Caterpillar 795F AC is a chunky model; the difference in size between it and the 797F is hardly noticeable. The nicely detailed model sports some very welcome functions. More about this new dumper in the next issue.

MSW Mietz 1:50

These two construction site, temporary toilets are created from precision engraved, multi-layered plastic. The ready-to-go models, made exclusively for MSW Mietz by HiMoBo, have as prototypes, the originals from Dixi and Toi Toi (brown door). The quality is excellent. We hope that further construction site details will follow (msw.modelle.com).

Conrad 1:50

The new rock bin looks great on the Mercedes Benz LAK 2624. In addition to the chromed hydraulic cylinder, a hydraulic oil tank and a spare tire can be seen. As a normal dump truck, the round hood truck is available in light grey/red. The Faymonville Telemax is now available with a Mercedes Actros in the "Hofmann" blue paint scheme. Totally new are the Putzmeister 38-5 on a MAN chassis and the Terex AT20, a model we will introduce in detail later on.

Tonkin Europe

Tonkin Replicas is opening an office in Europe to promote its models, especially the Caterpillar ones, more successfully. To achieve this goal, Tonkin has begun a joint venture with IMC Branding in Montfoort in the Netherlands. Behind IMC are some very well-known people from WSI, because between Tonkin and WSI there have been some friendly connections for some time now. The picture shows Erik Anderson from Tonkin seated, and standing, from left to right: Joep Hansen, Anja Robbertsen, Sjoerd Koster and Erik Siks from IMC.

Bruder 1:16

The new Cat bulldozer is mainly for use in the sandbox. Although the machine does not have lettering to identify the type, it looks like a D11T. Although the model has rubber tracks previously used

on other models, the little fans won't care too much.

Siku 1:50/ Blister

The Mercedes Transporter, much loved by all construction companies, is available as a dump truck in two scale sizes: in red, with double cabin in 1:50 scale plus in blue in a blister pack.

Herpa 1:87

A huge parcel of Herpa's new items arrived sent by this maker from Dietenhofen. The Liebherr LTM 1045/1 is now newly working for "Baumann" and the MAN TGX XXL and the Mercedes Benz Actros LH'08 lowboy tractor trailer units, loaded with the tracks for the Liebherr LR 1600/2, appear

for the first time in "Wasel's" colour scheme.

The Scania R'09 lowboy trailer tractor set for the "Schiller" company and the MAN TGX XLX stake bed with loading crane, on the road for "Riwatrans", are very attractive. The Mercedes Benz Sprinter is at home with "Kahl".

The Mercedes Benz Arocs appears as a saddle tractor truck in light blue colour, the Mercedes Benz Actros '08 recovery vehicle in yellow from "Eichenseher" and the MAN TGX XLX 8x4 comes in both green and blue. Orange construction vehicles in short order are: Mercedes Vito Bus, MAN three-axle concrete mixer truck, Mercedes Antos four-axle round bin dumper, MAN round bin tractor trailer set, Mercedes Arocs with four-axle Meiller-Kipper dumper,

as a cast concrete part transporter and Meiller tandem dumper tractor trailer set, Scania Stake bed tractor trailer unit and finally, the Antos roll-off bin truck and trailer set.

Without any pictures: Liebherr LRS 645 Reachstacker, five-axle half low tractor-trailer unit in yellow and a Nooteboom Pendel-X 2+4 in red.

Wiking 1:87

The VW T3 with double cabin and flat deck has a completely new design. The very nicely- engraved moulds provide good replication of the original vehicle. In a continuing effort towards keeping its model palette up-to-date, Wiking has re-released the Magirus Sirius in red.



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Collector's guide

So that you do not miss any of the new model announcements, the latest releases are listed here in short form.

Type	Scale	Producer	Available at	Additional information
Caterpillar 983B two different versions	1:48	CCM	Dealers	www.ccmmodels.com
Caterpillar 245 with grapple	1:48	CCM	Dealers	www.ccmmodels.com
Caterpillar CT660 dump truck yellow	1:50	Norscot	Dealers	www.norscot.com
Caterpillar MH3049	1:50	Tonkin	Dealers	
Caterpillar 775G	1:50	Tonkin	Dealers	
Liebherr R954C demolition «last edition» orange	1:50	Conrad	HTM	www.heavy-transport-models.de
Mecalac 714MV with three attachments «Eurovia»	1:50	Conrad	Vinci Shop	www.webshop-vinci.com
MAN TGS 6x2 / Doll semi low loader «Cardem»	1:50	Conrad	Vinci Shop	www.webshop-vinci.com
Atlas 1604ZW «ETF»	1:50	Conrad	Vinci Shop	www.webshop-vinci.com
Wabco Haulpak 35 «EJL» (Resin)	1:50		Vinci Shop	www.webshop-vinci.com
Atlas Copco MT42	1:50	China	Dealers	
Peterbilt 379 / Nelson bridge beam trailer	1:50	Sword	Dealers	www.swordmodels.com
Kenworth T800W / Nelson bridge beam trailer	1:50	Sword	Dealers	www.swordmodels.com
Ford F250 Pickup two different versions	1:50	Sword	Dealers	www.swordmodels.com
Scania R Highline / tipping trailer «Christian Sperl»	1:50	Tekno	Dealers	www.tekno.nl
Scania G 6x2 / semi lowloader 3 axles «Colle»	1:50	Tekno	Dealers	www.tekno.nl
Scania 141 8x4 S «Baumann»	1:50	Tekno	Dealers	www.tekno.nl
Goldhofer XLE 3+5 black	1:50	Tekno	Dealers	www.tekno.nl
Flatbed trailer black	1:50	Tekno	Dealers	www.tekno.nl
Mercedes Actros 8x6 Nootboom 3+5 «Affolter»	1:50	WSI	HTM	www.heavy-transport-models.de
20ft Container «Kibag»	1:50	WSI	HTM	www.heavy-transport-models.de
VW Crafter «Kibag»	1:50	WSI	HTM	www.heavy-transport-models.de
Liebherr LTM 1500-8.1 «Michielsens»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1500-8.1 «MSG»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4 / Fassi 1100 / semi lowloader «Aaltonen»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4 / Nootboom 2+4 «Wittwer»	1:50	WSI	Dealers	www.wsi-models.com
Scania 143 / Nootboom lowloader «Remmers»	1:50	WSI	Dealers	www.wsi-models.com
Scania 113 / bricktrailer «Truckstar Festival 2013»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGX XLX / Scheuerle Intercombi «Wipfli»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Actros / Nootboom Telestep «Doniz»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Actros 8x4 / Nootboom 5+2 «André Voss»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Actros 8x4 «André Voss»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF 105 8x4 / Palfinger 150002 «Senn AG»	1:50	WSI	Dealers	www.wsi-models.com
Caterpillar 966K	1:87	Tonkin	Dealers	
Liebherr LRS 645 Reachstacker «Giezendanner»	1:87	Herpa	Dealers	www.herpa.de
Scania M'04 8x4 roll-off-container «Dornbierer»	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XLX 6x4 halfpipe semitrailer «Trost»	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XXL 8x4 / Goldhofer THP-SL «Bohnet»	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XXL 8x4 / Goldhofer THP-SL «Schmidbauer»	1:87	Herpa	Dealers	www.herpa.de
MAN TGS LX 4x2 dumper semitrailer orange	1:87	Herpa	Dealers	www.herpa.de
Mercedes Actros M'08 8x4 dump truck «Max Wild»	1:87	Herpa	Dealers	www.herpa.de
Transport container 2 pieces orange	1:87	Herpa	Dealers	www.herpa.de
Heavy duty platform red	1:87	Herpa	Dealers	www.herpa.de
Goldhofer TU-4 white	1:87	Herpa	Dealers	www.herpa.de
Low boy semitrailer 3 axles blue	1:87	Herpa	Dealers	www.herpa.de
Low boy semitrailer 5 axles dark green	1:87	Herpa	Dealers	www.herpa.de

Fritz Hanisch collects not only Mining Machines Big and digging deep

von Daniel Wietlisbach

Fritz Hanisch's passion for construction machines started literally in his crib and was encouraged and maintained by his grandmother. It was she who took him in his baby carriage to visit all the construction sites around, trips that really excited the infant.

A few years later, regular visits with his father to construction sites followed; his father was then a group leader at Strabag. Starting at the tender age of seven, Fritz had his first experience as an excavator operator. "I couldn't even reach the pedals", remembers the collector, reminiscing about his time in the cabin of an O&K RH6 at a demolition site; naturally, the real operation of the machine was in the hands of the excavator driver. This and further adventures made important first impressions on the lad. Even today, he remains chiefly interested in machines that move earth and demolish things. As soon as the construction phase begins, it is "not as interesting" for him anymore.

In a display window of a toy shop he discovered a JCB 8708 excavator from Matchbox and wanted to have it more than anything else. Finally, his father gave in and bought him the toy, for no special reason; "perhaps I just fussed long enough" remembers Fritz Hanisch.

It is exciting for Fritz Hanisch to watch a construction site, as long as there is material being moved. And, if really large machines are used, the collector is especially interested ...

In Mödling, a suburb of Vienna, there was a second toy shop, which handled models from Joal and remained an interesting destination for the growing collector. He saved all his pocket money for new acquisitions but his choices were influenced by what was available at the shop at the time. For his Christmas and birthday presents, his grandfather allowed him to choose a model of his liking from the shop. At this time the largest model was the Komatsu PC400 with metal tracks from Joal in 1:32 scale (see reader's picture in issue 5-2012). His parents thought this was a "completely over the top" gift from Grandpa.

Promotional models as a start

Because his father was very interested in model railroads, a layout began taking shape in the basement. A construction site, gravel pits and heavy duty transports absolutely had to play a large part on that layout. Instead of a large mountain, a huge, multi-story stone quarry was

added. Even today, every Christmas holiday Fritz Hanisch continues building and expanding the quarry. Kit bashed machines and CCM models are side-by-side the well-known machines from Kibri, Motorart and Norscot.

The real starting point of the collection came when his father brought home the first promotional models he received. The models included concrete pumpers and mixing trucks from Putzmeister and Schwing and some concrete mixing trucks from Stetter by Conrad, but these were less interesting for the youngster and therefore were displayed rather than frequently played with.

When he was 14 years old, he discovered the Internet and found models on line. Formerly, he had not even known that these models existed and he hardly dared to dream of owning some of them. His best memory was a model of the Demag H485 from NZG (# 357) that he could not afford at the time, but was able to purchase from ebay years later to add to his collection. The Internet changed

the way he purchased his models. No longer was the display at the toy shop the deciding factor; catalogues and special offers from manufacturers took precedence. Fritz Hanisch earned the necessary cash for these purchases during his summer holidays. He started to attend a college, the Höhere Technische Lehranstalt HTL, specializing in civic construction and included in the courses where two yearly, paid practicums on a construction site and in an engineering office. The collector fondly remembers that this income, compared to his previous pocket money, allowed for an unbelievable increase in his hobby budget.

But the absolutely “out of this world experience” was when his father, Hanisch, arrived at the door one day with a model of the Liebherr R 996 (Conrad 2811), a promotional gift of a very special sort! In 1998, together with his father, he visited the Bauma and was able to admire the original. Looking back, the encounter with the gigantic machine, “triggered” a desire to specialize in collecting mining machine models, says the collector.

The first model, purchased with his own money, was the Caterpillar 944 wheeled loader from NZG (366).

A practicum in a civic engineering firm spurred a fascination with another segment of specialized construction machines. Unfortunately, at the time, about 10 years ago, other than cable-operated excavators from Conrad, no suitable models were available. Fritz Hanisch acquired the first model, a pipe laying machine, of this genre from HiMoBo. Later on he was able to connect with the

The Collector

Fritz Hanisch, 27, is a construction foreman for the Austrian firm of Zöchling that specializes in excavations and earth moving. At the moment he is working on a project at the Vienna Central Station. In addition to his passion for collecting construction models, he is also interested in Brass Band Music. He plays the Tenor Horn for the Blasmusik Mödling marching band and also moderator the Internet forum www.schwerlastaustria.at

Together with his partner he lives in the pretty suburb of Wiener Neudorf, near Vienna. He is always happy to exchange news and welcomes visits from like-minded modellers. Please contact him before visiting: fritz.hanisch@gmx.at

owner, Horst Möhler and to get to know more about this maker and his outstanding scratch-built models of specialized civic engineering machines. At the Minibauma 2012, he was able to buy his first Diaphragm wall grabber attachment for the Liebherr HS 855HD from NZG (728). With the actual NZG from Liebherr LB28 and LRB255, and the extensive set of equipment pieces, plus the Bauer BG24H and BG40 from Bymo, the “collection within a collection” has grown steadily over the last couple of years.

Small series models.

After the completion of his education, regular income allowed Fritz Hanisch to expand his collection. Due to stories told by an older collector, he heard about a generally unknown small series of models made by CCM, EMD and Peter Keim. His own research led to success, when he was able to add a 1:87 scale model of the three-axled Terex Titan 33-19, made superbly in brass by EMD, to his display case. A model of the Cater-

pillar 994D from CCM in the same scale followed. The newest acquisition is the huge Marion 6360, the main focal point in his collection; as the most spectacular piece in his collection it draws visitors’ eyes.

Taking the role of rare small series models in 1:50 scale are two models from Peter Keim: the O&K RH400 (11-38) with diesel engines in the red colour of the Canadian mining company Syncrude and the Liebherr R996 with front bucket scoop in the yellow paint scheme of Thiess in Australia. The latter he was able to get from a collector together with the Dart 600C wheeled loader from HiMoBo. At the moment, there are about 600 models in different scales in the display cases of the collector. 130 in 1:87 scale and one Allis-Chalmers HD-41 in 1:25 scale. He dreams about getting a Dresser 4000 wheeled loader from EMD and the LeTourneau L2350 from Smith, both in 1:50 scale.

3D printing

At the age of 16, Fritz Hanisch dared to make his first attempt at

conversion. Using a NZG model as a base, he created the O&K RH30 complete with Longfront option and concrete shear attachments. He cut the jib and arm from plywood! Amazingly, his always sparse free time allowed for five further conversion projects in 1:50 scale and even 8 in 1:87 scale over the last

ten years. The newest example is the Liebherr R954B with adjustable outrigger arm, his self-designed quick change head and not fewer than 8 different attachments. The most interesting attachment is the “Stitcher” or shaker/compactor. No longer using plywood and saw, he now employs the most sophisti-

cated of manufacturing techniques. Using CAD drawings, the parts for this project were printed in 3 D by a specialized firm. This technique allows for new perspectives in model building and we will bring a detailed and specialized report in a later issue.

Caterpillar 336E from Norscot in 1:50 scale

Hybrid

by Daniel Wietlisbach

The 336E, the first Hybrid-Hydraulic excavator of its weight class, is advertised as being especially economical to use. The hybrid designation on the 336E means that the energy of the slew brake is hydraulically stored and then released upon the succeeding movement. A Cat C9.3 Acert provides the machine 322 hp (237 kW). The working weight is a little over 36 t.

The model from Norscot

At first glance, the model of the 336LH from Norscot is pleasing with its proportionally well-balanced look and adherence to scale, paired with functionality. All measurements are absolutely correct, in either work or transport posi-

In order to comply with the newest emission controls, Caterpillar needed to re-design their excavators from the ground up. Norscot has the first model of these new machines ...

tions. The maximum excavating depth has been surpassed however, while the scoop reaches realistic height but not the maximum cutting-in height.

The lower carriage is of the high standard expected from this marker. The finely engraved drive and guide wheels are cast in one piece that includes the support and rolling wheels. While the simple guide wheel protective skirt is a non-standard item it is very realistic. The smoothly running, all-metal tracks together with the drive and

guide wheels give an overall positive impression. Unfortunately, because the tracks of the Cat 336D's predecessor have been used they are 1.5 mm too wide.

The upper carriage

The very bulky upper carriage is made from two cleanly-engraved and cast pieces that are screwed together. The very noticeable exhaust vents are slightly recessed, an acceptable compromise to model the prevalent “fly screen” type

of covers. The service flaps, anti-skid steps and rear view camera are only engravings. The engine hood is a separate plastic part as are the separately-applied detail parts including the air intake, steps, and the dainty fall arrester. Further detail parts include rear view mirror and exhaust pipe. The heart of the hybrid technology, the centrally placed slewing engine with its assortment of supply lines and the valve for the ACS (Adaptive Control System), is very elaborately modeled. A separately-applied hand rail and two rear view mirrors augment the one piece, cast driver's cabin. The window wipers are cast on the cabin walkway but are not at the correct level. The glassing used is a single piece casting that lacks either painted-on or printed-on gasket however, the typical window divi-

der at the side window is printed on. The spotlights required for working at night are omitted but the uni-coloured interior of the cabin is well detailed.

Equipment

The model comes with a 6.5 m HD boom and a 3.2 m stick; this compares well with the standard equipment of the original machine. Both arms are made from two

halves. The hydraulic lines for the most part, are cast on but in the areas where flexibility is required they are made from a soft rubber material. The lines are also found on the hydraulic cylinders, but the screw-on connections are omitted as is the additional circuit for auxiliary quick-change attachments. The shovel is mounted with a quick change mechanism which has no function but leaves room to hope that when the 336E is released it will have alternative tool attachments. The scoop is nicely engraved; but the seven teeth are rather plain.

As usual the colour job of the model is high quality and covers without obscuring details. The lettering is sharp and legible however "L" is missing in the classification markings.

The model at a glance

- + True to scale
- + Functionality
- The hydraulic lines are not all free standing

Liebherr A 920 from Conrad in 1:50 scale

Playing with scoops

by Daniel Wietlisbach

The A 920 Litronic is a mobile excavator of the newest generation in the 20 t class. With the newly-developed, four-cylinder D 834 diesel engine, the machine, equipped with only a particle catalyst, reaches the values required for environmental exhaust control IIIB. The engine produces 163 hp

Among the many new models shown at the Bauma, one model at the Liebherr stand deserves special mention: the A 920 Litronic from Conrad turned out to be a real gem ...

(120 kW) and the front bucket capacity is between 0.55 and 1.20 m³.

If when looking at the new Liebherr models released, it is not ob-

vious who the maker is, then that speaks well on the one hand for the wise model policies of the family firm and on the other hand it

shows the high quality of today's models.

The A 920 from Conrad is completely to scale, whether in transport, drive or work mode. This is achieved by the legendary functionality of the models from Kalchreuth. The excavator stands very stably on an EW-undercarriage with the prototypical scale width of 200 mm. The wheels are exactly engraved and the rubber tire threads are correctly modeled. The steerable front axle swings vertically as on the original. The lower carriage comes equipped with a functioning blade complemented with tool boxes and chromed step threads. The upper carriage consists of finely engraved metal cast parts. All service openings with their handles and other details are present and correct. The very fine air exhaust screens are printed on in two colors. The engine hood, the air intake and the central lubricating plant are separately-applied, plastic castings. The hand rails and the exhaust pipe are chromed metal. The see-through red plastic lenses inserted by hand as brake lights are especially nice.

The operator's cabin is a one-piece clear plastic casting. The white

areas and the black rubber caskets for the windows and window separation bars are all printed on, which is a very elegant solution to simulate windows flush with the cabin exterior. The window wipers look a bit flat. A rear view mirror for one of the two freestanding handrails and the roof antenna require attachment. The two-colour cabin interior is nicely detailed.

The equipment

The model comes with only the 3.8 m adjustable boom and the 2.45 m stick but, fortunately, it is equipped with quick-change bucket and grab. The metal boom and stick are finely- engraved metal parts and the all free-standing hydraulic lines make for an excellent detailed overall look. The hydraulic lines have only well-known plug-in connec-

tors at the cylinder heads that hardly distract from the great look overall. It would be desirable to see the hydraulic lines modeled at the foot of the boom. Because the joints at the excavator arms are painted grey, the usual hollow bolts are not distracting on this model, but it would be nicer if they were more prototypical in size. It probably remains wishful thinking that all quick-change attachments for model excavators would be normed. Conrad, taking its own way, designed its own solution. The bucket is hooked in with a hollow bolt allowing it to be tilted and clicked in. To take it off again, the plastic quick-change attachment has to be squeezed together. I do not think that this can be done frequently. The bucket is a detailed, engraved metal casting. Because the plastic grab is from the Atlas two-way excavator model released earlier, it does not comply with the Liebherr prototypical grab, but never-the-less, it functions without any problems.

The paint job of the model is excellent and the lettering is sharp and legible. A set of warning labels rounds off the very positive overall look of the model.

The model at a glance

- + True to scale
- + Functionality
- + Detailing
- Quick coupler of their own design

History of the large bulldozers – part IV

When size matters

by Urs Peyer and
Daniel Wietlisbach (Models)

Three models were the focus of our observations; these have seen many changes during their production history. The story ends because production of the largest one stopped three years ago and so the completion, for now, has come to an end.

Caterpillar D11

In 1987, the D11N weighing 97.5 t was developed from the legendary D10. With the successful D11N model, Caterpillar cornered 70% of the market share in this weight class. The D11R appeared in March of 1996. 1997 saw the power output increase from 770 to 850 hp and the working weight reach 104.6 t. At 10 t more, came the D11R CD, delivered initially in April of 1998. The huge Carrydozer blade looks more like a shovel and is capable of moving 43.6 m³. The CD-Version is ideal for the movement of large quantities of soil over short distances. On November 2007 the first dozer of the T series left the assembly line in Peoria. Its engine was a 12 cylinder, 850 hp C32 diesel with a displacement of 32.1 l. The D11T with an engine that conforms to the newest environmental controls, Tier 4 Final, appeared in 2013.

The larger the dozer the more models there are of it. In our fourth and last installment of the series we give an overview ...

Models of the Caterpillar D11

Even though for most collectors it will remain a dream, it is necessary to mention the D11R from CCM in 1:24 scale handcrafted in brass. The model was available in yellow and white and as D11R CD in yellow and black.

Conrad designed the 1:50 scale D11N from the successful D10 model. It became one of the most legendary models of all time. After the D11N with plastic tracks came two versions, one with the “Pacman” logo and the other with the more modern “Pyramid” logo. The version with metal tracks and rear-mounted ripper was one of the best in the 80s. The engine mock-up, clearly visible in the open engine compartment, the finely engraved Impactripper, the hydraulic cylinders with all the lines and, of course, the metal tracks made many a collector’s heart skip a beat.

Following the return of the Cat licence to produce scale models to the land of the market leader, Norscot produced a version of the D11R with rubber tracks followed

by the D11R CD with metal tracks and a new ripping attachment. At the moment the D11T is on dealer’s shelves. The production quality has stayed about the same over the years.

CCM, on the other hand, is responsible for the models in 1:87. They produced the normal version in yellow, yellow/black, white, and later the D11R CD in the same colour variations. The very fine hand-made brass models have a satisfactory functionality keeping in mind that one should not play too much with such treasures.

Komatsu D475A

In 1987, as an answer to the Caterpillar D11N, Komatsu launched the D475A-1 which could produce 700 hp. The original 8 cylinder engine was replaced two years later by a 12 cylinder, producing 770 hp. The weight of the new D475A-2 was 97.4 t. About 10 years later, the D475A-3 entered the market. A Komatsu diesel engine producing 860 hp was the power plant. Equipped with a U-shaped blade with a height of 2.6 m and a width of 6.2

m and a single tooth rear ripper, the Komatsu D475A-5 weighs 108.4 t and its engine produces 890 hp. As a counterpart to the D11T CD, Komatsu developed the D475A-5 SD (Super Dozer). The blade, weighing 21.35 t, is 6465 mm wide and has a capacity of 45 m³. Together with the counterweight of 7271 kg, the Super Dozer brings 113.2 t to the scale.

Models of the Komatsu D475A

Of the D475A, only models in 1:50 scale are available. Replicars did build the D475A-1 in two versions differing only in the lettering—the old and new logos. The bulldozer has metal tracks. Both the blade and the ripper have high degrees of functionality. The hydraulic cylinders had their lines attached separately. First Gear is responsible for the model of the current version of the D475A-5 available in yellow and white; a detailed description is in Baggermodelle 1-2012

Komatsu D575A

The D555A tracked dozer was introduced for the first time at the Conexpo 1981. Weighing 120.6 t and capable of producing 1000 hp,

it claimed the title of “world’s largest bull dozer”. Ten years passed until, from the single D555A produced, the serial production of the D575A-2 began. At 131.5 t the dozer produced 1050 hp. The D575a-2 SR (Super Ripper) and the 1150 hp strong, D575A-3 SD (Super Dozer) weighing 142.2 t were the world’s largest dozers built on an assembly line.

The D575A-3 SD introduced in 2001 weighs 152.6 t. The gigantic blade is 7.4 m wide, 3.64 m high, weighs 32.4 t and has a capacity of 69 m³. The engine was a 12 cylinder, 1150 hp Komatsu engine with a displacement of 46.3 l. Because of a dwindling demand for the machines, Komatsu produced the D575 as single units and only on demand. In 2010, the last of the D575A-3s went to a Bauxite mine in Australia.

Models of the Komatsu D575A

Unfortunately, it is not easy to find any of the well-known models. From HiMoBo four models in 1:50 scale were available: the D575A-2 SD with rear ballast module and as Super Ripper version with single tooth in the original paint scheme and in white for the mining com-

pany “Hunter Valley”, and the last version of the D575A-3 SD in the original colours. Opinion about the quality of the heavy models is divided with some collectors happy while others are less content. Despite all this, they probably will remain the only metal models ever made of this machine. More and more often one sees the infrared-controlled, plastic model of the D575A-3 SD in 1:50 from Kyosho. The surprisingly well-detailed model looks very nice despite the oversized hydraulic cylinders necessary to hide the engine threads. The D575A-2 SR with a single tooth ripper in yellow and also in white is available from Kibri in a 1:87 kit. It is not known whether Viessman will re-issue the dozer as a ready-to-run model in the future.

The best 1:87 model by a long shot is the hand-crafted brass model from Classic Mint Collectibles (CMC). The D575A-3 Super Dozer with rear ballast module is available in four colour versions: in both the older and newer original paint schemes, in white and lastly, weathered in yellow. Based on this, Zycon Models offered the D575A-2 SR with single tooth ripper. All models have the high quality standard of CMC.

Eye Candy

Weserhütte HW 70M

by Albert Schmid

Unfortunately the firm of Weserhütte located in Bad Oeynhausen, Germany, realised too late that the hydraulic excavator was going to be the future as far as earth moving was concerned. At the beginning of the 60s, they tried, with co-operation of the French maker Choc from Lyon and with their own engineered models to catch up, unfortunately without success.

For this reason, in 1968 the newly re-designed HW 70M mobile excavator was introduced. A year later the version with tracks followed, the HW70R. The rounded-off rear of the upper carriage and the forward placement of the cabin were very conspicuous. The uniqueness of the outrigger arm with its long jib, typical for Weserhütte excavators, was kept intact. The 14.6 t HW 70M excavator was powered with an air-cooled four cylinder Deutz Diesel engine that produced 65 hp. The shovel capacity was, depending on the option

The Weserhütte HW was an act of fate. Because Weserhütte tried to catch up with the trend towards hydraulic excavators, it also happens to be the first model in 1:50 scale that NZG produced ...

chosen, between 0.65 to 0.9 m³. Seven hundred and seventy units in total, of both variants, were built. Step by step they were replaced by the optimized series of the HW 75. At the beginning of the 80s the hydraulic excavator program was discontinued.

For the maker NZG (Nürnberger Zinkdruckguss), founded in 1968, the HW 70M, serial number #101, was the first model produced in the history of the factory. According to the maker's archival files, the model was built in a series 26,000(!) pieces, all without exception, as the mobile version. Very surprising and repeatedly stated by NZG, is that there never was a tracked ver-

sion produced! The question about where this version came from could not be answered. The die-cast lower carriage, complete with rubber tracks and, by now, shrinking running wheels, give hints of large quantity, professional production. Therefore, it can be assumed that Weserhütte first had someone else produce the different undercarriage and then they did the exchange in their own shop! Corroborating this idea is the fact that the model was packaged in the original boxes of the Weserhütte HW 70R. By the way, for the impressive design of the Weserhütte excavators, the firm was awarded a Product Design Award in 1970.

Liebherr 81K from NZG in 1:50 scale

Construction crane!

by Carsten Bengs

The model is available as a crane but without axles, or in a set with transport axles and a tractor unit. NZG produced the models true to scale and made them fully functional. The measurements of the model correspond exactly to the original for example; the 16.25 m transportation length of the crane is exactly 32.5 cm in model form. By the way, the crane received the IF Product Design Award in 2011.

The challenge was to copy the erecting process prototypically all the while keeping it simple. Because of these goals the possibility of climbing and the reproduction of cables in the outrigger arm were omitted. The tower is erected initially using a key and then is secured with small screws. On both lifting winches nicely detailed replicas of the electric motors are visible. The control box is eye-catching because of its Liebherr yellow paint job. During the ballasting and telescoping process the outrigger arm opens automatically, however the last two sections must be folded out by hand. The metal cable wheels roll freely but due to construction of the model crane it is recommended that the cable be hand-fed as there is a high degree of resistance. All guy wires are prototypically correct and present. The rear wires are thin steel and those on the outrigger arm are zinc. The complete

Quick deployment cranes in miniature are hard to find. With the introduction of the Liebherr 81K at the Nuremberg Toy Fair, NZG put an end to the long waiting period for such a crane ...

outrigger rigging is very delicate but fully functional. This provides a good overall impression showing off the complex kinematic used on the original. The guy wires are stowed away during transportation in a safe and space-saving way. On the rigging between the tower and middle A-buck, caution is advised because these wires are delicate and cannot handle too much strain. In the outrigger arm are mock ups for the trolley engine and the erecting motor. The trolley moves easily along the whole of the arm. The cargo hook is prototypical with its metal dolly wheels, twist-free cables and the freely pivoting hook. The maximum carrying capacity of the original is 6 t.

On the model there are four more ballast plates, due to the weight difference in scale with the use of zinc. Despite this, good stability is achieved. The original would use about 40 t of ballast on average. The ballast slabs have the Liebherr logo on the rear, as per original. Small steps allow the scale ope-

rator to mount the stack; as on the prototype they reach to a height of 5 m. Thanks to small hooks on the plates, the process of ballasting can be reproduced in model form.

Transport mode

For this purpose the tractor-truck unit is equipped with a Hiab crane. This crane has three telescoping segments and a swiveling hook on its arm. In the accessory set for the truck is a small chain harness that allows the ballast plates to swing into place prototypically. The set also comes with a high speed axle set to allow for a speedy change from one construction site to another. The double rear axle bolts to the upper carriage to allow for speeds up to 80 km/h on the original. The front axle is hung on the lower carriage making it possible, with small movements, to correct the position of the support struts during the erection process. The axles have simulated lighting and warning beacons.

The very chunky, four-axle tractor-truck is a Mercedes Actros 4151. It has details like mirrors, warning lights, steps and window wipers. The axles are easy to steer and have a sufficient turning radius. The lettering is very intricate and substantial with small warning labels and the Liebherr logo on the crane as well as on the truck. Both the rear axle and the truck have registration plates BC K 81 which is

correct for the Liebherr factory in Bieberach/Germany. Even the parallel travel indicator warning sign

The model at a glance

- + Outrigger kinematic
- + Detailed rigging
- + Truck with crane
- Missing rigging on the middle A buck section

at the lower part of the tower, with instructions about carrying capacity limits, is there.

With the Liebherr 81K, including the traveling axles and the truck, NZG has produced a fantastic model combination. Functionality, scale adherence and details reach the highest level in today's model market. In particular, the way the kinematic is solved in model form is very impressive.

Vögele SUPER 1800-3 / 1803-3 by WSI

Breaking new ground

by Daniel Wietlisbach

WSI was responsible for a great surprise at the Bauma with two models of the Vögele surface finishers. With these kinds of construction machines the maker stands on new ground.

The surface finishers of the 1800 class from Vögele are the most popular ones in use worldwide. With the series 3, Vögele presented the newest generation of these machines. The material hopper has a capacity of 13 t and a surfacing capacity of 700 t per hour. With the SB 250 extension screed, the 1800-3 (tracked) reaches a maximum application width of 10 m while the 1800-3 version (tires) with the AB 600 extension screed reaches

Quick deployment cranes in miniature are hard to find. With the introduction of the Liebherr 81K at the Nuremberg Toy Fair, NZG put an end to the long waiting period for such a crane ...

a width of 8 m. A Cummins six cylinder engine producing 172 hp (127 kW) supplies the necessary power for the machine.

The models from WSI

The new surface finisher models from WSI have a high degree of detailing, excellent functionality and are true to scale. The track guides

are finely engraved and with the guide wheels, are a one-piece casting. The guide wheels are sprung in such a way that the tracks turn effortlessly. The fine, single metal track segments are very dainty. The mudguard and pre-scraper are a separate plastic piece mounted separately.

The 1803-3 runs on rubber wheels, which mimic the originals

very nicely. The front wheels, oscillating in the direction of travel, are connected kinematically and can be turned. The feed hopper is identical on both machines. Not only do the side walls fold down, but the three small front flaps fold upwards prototypically. The trucks unloading surfacing material push on a bumper and that moves vertically. As in previous Vögele models, the engine is modeled in many colours and is visible through three opening doors. Naturally, the model's side air vents are pierced. The metal handrails on the engine hood are mounted separately. The front headlights on the 1803-3 are included. All the details on the operator's platform are in place; these include the outward swinging driver's seats and the control console that moves sideways. The control and seating arrangement on the platform is different on both machines. While the 1800 is controlled with 2 joy sticks, the 1803

sports a steering wheel. The glass coverings at the side are mounted very flush and the window wipers are attached as separate pieces.

The 1803-3 has some special rear lights for driving on roads and a warning sign showing the maximum speed of "25 km". The roof folds down correctly when transport mode and the push out extensions protect the model operator from sun and rain even in the folded-out seat position. The very noticeable rear mirrors are foldable and have a monitor on the front. The monitors are part of the "Pave-Dock Assistant" communications system there to give instructions to the truck drivers. For example, the

display of a downwards pointing, green arrow tells the driver to back on to the hopper and proceed with the docking manoeuvre.

The application screed

Both models are equipped with the Vögele AB 500 application screed with a maximum application width of 5 m, without extensions; this means that the actual application width is approximately 4.5 m. Two hydraulic cylinders lift and lower the screeds that are connected to the machine with several hydraulic supply lines. The steps are modelled with real checker plate surface. It would be hard to trump the originality here. All handrails and grips are made of thin metal wire.

The paint job and the lettering of the two surface finisher models are faultless. Many warning and instruction labels complete the richly-detailed models.

The model at a glance

- + True to scale
- + Detailing
- + Functionality
- + High metal content

Tinplate

Clamshell Excavator Bill Nr. 750

by Robert Bretscher

Hans Biller, a Diploma Engineer, founded the patented toy company in 1937. In 1948, this firm became popular through its manufacture of the very popular construction train sets, the so-called “Biller-Bahn”. Such construction railroads belonged to everyday reality in all corners of Germany. Because they were also at home in gravel pits and quarries the idea developed to create more accessories for the trains, like shovels and picks, engine sheds, many figures and colourful, transportable oil drums. In order to load the many tip cars, Biller developed the beautifully designed and patented clamshell excavator Nr. 750. This model augmented the trains on offer beautifully.

A unique part of the design is the control of the excavator with only a single button located on the roof of

In 1954 the clamshell excavator from Biller was thought to be only an accessory to the well-known Biller Bahn ...

the cabin. The three different switching options allow for the lifting or raising of the bucket, which is then engaged by a further push on the button. A super addition to the play value of the toy is the ‘0’ setting of the control button by which the motor keeps running in idling mode as the raised bucket free-falls rapidly into the sandbox. Delicate wooden floors in a home did not respond well to this option because the bucket was weighed down with a rather heavy piece of metal. The inventive engineer modelled fine details such as the bucket stop and the chain guide that prevented the twisting of the cables on the prototype. The pusher wand with ar- resting latch at the rear wall of the

excavator opens and also closes the clamshell bucket.

As Hans Biller designed all the toys himself, it was clear that he used components proven in his train sets. So not surprisingly then, the clockwork mechanism used is the same as in the locomotives of the Billerbahn. A further innovation, ahead of its time, was the placing of the clockwork winding key in a folding bracket mounted at the side of the cabin. Thus the key was always available at hand. The very robust, four-axle metal lower carriage has no motor. Two pairs of chains keep the foldable lattice mast in position. The whole model, especially the operator’s cabin, is beautifully lithographed.



Remo's old Iron

Here you can challenge your expertise. Recognize the machine and win a model ...

by Remo Stoll

Although marked by the ravages of time and working in a quarry, this wheeled loader is still hard at work in Switzerland. At the time of my visit it was in use as a “mobile garbage collector”. Originally made in Italy, this machine and many others found their way to the Italian part of Switzerland. In the German speaking part, this machine is rather hard to find.

Recognized? Then send us the exact manufacturer's name and the model number on a post card by mail. Of course we also accept email submissions (contact information is on page 42). The contest ends 15th October 2013. We will hold a draw if there be more cor-

rect answers than prizes. This time the winners will receive one of the following prizes: the Liebherr R 936 Litronic in the colour scheme of “Marktgraf” from NZG, the Vögele Super 1800-3 from WSI or Conrad's Liebherr L576 in the white of “Eurovia”.

Solution from BAGGERMODELLE 4-2013

The tracked loader with the Krupp Hydraulic Hammer was a Caterpillar 977 Traxcavator, and we also allowed 977H. A draw decided the winners from among the many correct entries. The winners are Tino Wilde from Crimmitschau, Germany who won the Terex Demag AC 200-1 “Hareket” from NZG, Albert Lutz from Grindel, Switzerland winning the MAN TGX three-axled truck with a Uboxx roll-off container in red from Conrad and Mario Schalbetter from Glis, Switzerland who won the Caterpillar PM200 from Norscot.

Our heartfelt congratulations to all winners!

Liebherr LTC 1045-3.1 from Conrad

Manoeuvrable

by Carsten Bengs

With this model, Conrad has caught up as far as true-to-detail modeling is concerned. The LTC 1045-3.1 as usual, comes as a massive metal model, but with many new details. The functionality is also perfect. All measurements including those of the support base and the length of the outrigger arm are prototypically correct to scale. The three-axled undercarriage runs smoothly on the wheels. The turning radius is sufficient and the middle axle oscillates. The rims are true to the original. For the first time Conrad has modelled the drive shaft. The support arms are made completely from Diecast parts. Conrad has even found a clever solution of the support cylinders: the threads are only on the top 4 mm of the supports and are therefore invisible. In addition, hydraulic support lines are lightly engraved on the support cylinders. On the top of the lower carriage an anti-skid surface is modeled as are the ladders and, at the rear of the unit, the exhaust and radiator. A 240 kW Mercedes engine is installed on the prototype in this location. The stowage box clips on to the front and even has a small licence plate “UL-LTC 1045” on it, a nice touch.

The upper carriage

The first thing that is noticeable is the innovative placement of

First shown at the Bauma 2010. With its innovative cabin placement concept, the LTC 1045-3.1 has developed into a successful compact crane. Liebherr presented the matching model at the 2013 Bauma ...

the operator’s cabin. It can be telescoped out and in and so affords the best placements for either driving or operating the crane. At a working height of 15 cm (7.8 m on the prototype) an improved field of view for the operator is created. The cabin itself is kept level and stable with its own small hydraulic cylinder. The telescoping arm is lacquered plastic; on the sample we received to pre-view, some scratches were present. Additional details were visible in the cabin: zinc handrails, a mirror to be mounted at the pre-drilled site and finally, a real window wiper rather than one only hinted. A door handle is also present. The rich interior of the cabin as well as an additional rear view mirror complete the details

in this area of the upper carriage. When the unit is driving on the road, the cabin is lowered on top of the storage box and the boom rests on a support that secures the hook. The warning lights on the ballast are there as on the original to keep the unit safe. The lifting winch has a large enough supply of twist-free scale cable, even enough for operation in a four-hook configuration. New here is the very convincingly modeled winch motor. The boom has the original five telescoping segments that extend to a height of 72 cm (36 m on the original). The last segment looks a bit narrow. The pulleys for the cable are all individual pieces and run very smoothly. Conrad gave the model a completely new hook with three wheels, which suits the model perfectly. This would translate to a limiting capacity of 32.2 t on the prototype. The five pulleys present in the wheel head is correct. The additional double folding flying jib tip is mounted with small bolts. It angles off prototypically in 0°, 20°,

The model at a glance

- + True to scale
- + Functionality
- Unstable housing of the jib tip

40° and 60°. The erecting tip for working in a factory hall is hidden in the base section. The three pulleys present there are also correct. During transportation, the tip is secured on two hooks at the side. The

total height that the model reaches, including the flying jib tip is 102 cm or 51 m at the wheel head.

With the model of the LTC 1045-3.1, Conrad has produced a finely detailed model which collectors

will surely enjoy. New details and innovative ideas of the Kalchenreuter maker give collectors an appetite for more!

Scheuerle exclusive model from WSI in 1:50

The talk of the Bauma

by Carsten Bengs

Another interesting feature of the set is the colour combination of pearl white and charcoal black only for the Bauma special edition. It is not difficult to recognize the connection to the exhibition with the Bauma 2013 logo displayed in several locations on the models. True, most of the components of the set are already available from WSI, but the combination of the newly-developed lowbed bridge and excavator is unique. The special edition set comes with a three-axle dolly and a five-axle driving unit. A four-axle Mercedes Titan is the tractor in the set.

There were no damaged parts or paint flaws on the highly-detailed model. All axles are steerable and sprung. The steering knuckles on the axles are cast zinc and the steering functions really well. The visible upper parts of the trailer are painted in pearl white, whereas the

With a supermodel at the Bauma, WSI and Scheuerle prove their creativity. For the first time a low boy trailer is released with its matching load ...

lower parts, including the axles, are charcoal black. The coupling of the axle modular units is, as per original, achieved by engaging a bolt. As on the prototype, the bolt always remains, ready for coupling up the next module. A small guide helps with the bolting on and secures the bolt so that it cannot get lost. At the rear of the last module are a set of small rear lights.

Completely new for this combination is the bridge connecting unit for the lowboy style trailer which is used in the transport of heavy tracked excavators. The basic length for the lowboy bridge is 18 cm but it extends to 26.5 cm. It is also possible to widen the bridge

part by unfolding brackets. Unfortunately, the matching ramps are not included in this set.

The load

The charcoal, metallic Hitachi ZX870LCH-3 is known as a model but was it modified for this special edition set. The stick and bucket can separate from the rest of the excavator, so it can be transported like the original. However, it is also possible to assemble the excavator completely and show it that way. It takes two little screws to assemble the stick and bucket. The boom and the ballast also sport the Bauma logo.

Using all the complete accessory pieces it is possible to simulate the transport of the large excavator just as in real life. Small wooden beams made from plastic castings are used to adjust the transportation height for the excavator. The stick and bucket are transported on the two-axle module sets. It is necessary to take the stick and bucket off the excavator in order to stay within the maximum allowed transportation height of 4 m. The stick sits on a small pallet on the dolly while the bucket is transported on the rear unit. For this the axle modules are covered with small metal plates. The plates have an anti-skid covering, so that none of the operators working there can slip. Even the prototypical tying down can be done; small stretchable tie down bands are in-

cluded in the set to secure the stick and bucket on the lowboy which is a nice touch.

The tractor unit

A four-axle Mercedes Actros tractor unit rounds off the set. The heavy load tower of the unit is very nicely done and we were positively impressed by the large metal content of the Actros Titan, including

auxiliary cooling with cowling grid. Anti-skid surfaces make for safe walking on the prototype for the truck. Mirror, window wipers and warning lights complete the details. On the tractor are also the logos of the TII group under which synonym the heavy duty specialists Scheuerle, Kamag and Nicolas are organized.

With this Scheuerle limited edition at the Bauma, WSI enters virgin territory. The combination of lowboy heavy-duty trailer with matching load is unique. This way it is possible to replicate a heavy duty transport with many different combinations exactly and prototypically. Functionality, adherence to detail and a realistic load make this WSI model a perfect item in a heavy duty transport diorama.

The model at a glance

- + Realistic transport possible
- + Colouring
- + Accessories included
- Missing parts to widen the bridge

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Goldhofer THP-SL Modules from Herpa

Compatible

by Michael Compensis

For the 2000 Millennium year, Herpa announced a model of a modular heavy-duty transport, à la Goldhofer, at the Nuremberg Toy Fair. For the prototype, Herpa chose the Type STZ-V with prism-shaped modules that have either two or three axle groups. Collectors received the model gratefully, even though only a handful of companies were using this unit. The majority of European heavy-duty transport companies use the THP axle modules.

Right from the beginning it was crystal clear that the the community of collectors wished for the THP axle modules. After waiting for over 10 years, Herpa has now fulfilled this long-standing wish with its models of the THP-SL axle line. The first colour variations soon sold out. For our article a sample in the “Max Wild” color scheme complete with a Volvo FH 8 x 4 tractor truck unit was made available.

A ball bearing slewing ring suspends the axles of the “SL” prototype making it possible to use the unit “off road”. This has been copied to some degree on the model. For European users however, the variant turreted axle mounts for road use only, is more commonly found. The model follows

Collectors have been waiting for the new Goldhofer THP-SL Modules. We were interested in what kinds of detail solutions were possible ...

the twin-mounted tire prototype with an original width of 3 m. On the original this gives a high axle and point weight distribution. Herpa offers such modules in a 3 or 4-axle variation. On the prototype, the open construction allows a look at the remarkable guiding rods. On the Herpa model this guiding rod assembly is omitted leaving nothing but empty space. In addition to the axle lines the model has a nicely detailed, new rear carriage but the lettering could be a bit finer. Also missing is the multiple clutch coupling connector that allows the coupling together of many modules. On the up side, the coupling connectors used on the model allow the new module models to couple with the old STZ-V modules thus creating the

possibility of many different combinations. This is because the axled modules are combinable with the currently available goose necks, excavators and boiler bridges, pipe adaptors, pull and push units and pushing accessories. Only the parallel coupling of several axle modules is not possible; this is a given due to the larger width of the THP-SL modules when compared to the ones released earlier from Goldhofer making them incompatible in this mode. However, it is said that Herpa will soon come up with a solution and offer an adapter for them. All in all, it can be said that Herpa, with the new Goldhofer THP-SL modules for collectors of 1:87 heavy duty transportation sector, has released models that will find homes in many show cases. The model is executed very nicely and is correct in all proportions. However, as far as detailing is concerned it still has miles to go and has a difficult time competing with the finer Herpa Nooteboom prototype models.

The model at a glance

- + Choice of prototype
- + Combination possibilities
- Detailing

Caterpillar 330D with processor head

Wood worker

by Urs Peyer

The distinctive looking cabins of North American forestry excavators always held a special attraction for me. For example, there was the Caterpillar FB227 Fellerbuncher, a logging harvester built on the base of the 225. As well as the cabin, the unique protection cage over the engine is especially interesting. Nowadays such excavators are found only in New Zealand.

The lower carriage

The lower carriage requires three models: the John Deere (JD) 2954 D with a processing head from Ertl, a Cat 330D or 336D from Norscot and, for the single ridge tracks, a Cat D10T dozer from Norscot. The under carriage for both excavators was removed by taking out the screws. It is easy on the Cat as the tracks can be removed quite easily over the sprung guide wheel but on the JD both the bolts must be drilled out in order to remove the tracks, and because fewer segments are required for the new single ridge track, a side cutter was used to destroy one of the segments in order to take them off the JD completely.

Because the lower carriage of the Cat has better detailing but not enough bottom clearance, I used a model construction saw to cut off its driving units and from the JD

The conversion of a Caterpillar 330D excavator to a log loader is in issue 5-2011. Urs Peyer bases his newest conversion effort on the same models used in the article ...

removed the middle carriage part (see picture 1)

The first step is to smooth the top of the turning plate on the JD completely using a Dremel tool (picture 2). In order for the model to have the appropriate bottom clearance it is necessary to underlay it by about 20mm with a piece of wood or ABS profiles and then glue both of the Cat driving units on left and right (as on picture 1). File down the dozer tracks very carefully (!) at the place where they were severed, so that is possible to re-attach them and have them stay together again when in motion.

The Outrigger

On the Cat, it is possible to unscrew the arm including the foot piece; on the JD a bolt must be drilled out in order to take it off. We need only the Waratah Processor Head including all the connecting lines from the JD. By drilling out the bolts on the Cat arm, we remove the jib, arm and lifting cylinders as well as the foot piece. With a bench belt sander and a saw we cut off the cast-on lines and then sand smooth. The outrig-

ger arm is held together only with pins. We glue both halves together now and use putty to fill any holes before sanding again. Using ABS sheet stock, construct the special "loading" jib for the Waratah Processor according to the following measurements: length 88 mm, and total height 18.5 mm. At the underside of the new arm a piston rod holding bracket for the jib cylinder and a cable trough (7 x 2 mm) to protect the hydraulic lines is required (see picture 3). Somewhat larger channels are required on the top (10x2mm) and on the lower side up to the new brackets. (Pictures 3, 4 inclusive left side). Insert the cut off hydraulic lines into the new channels now. The hydraulic lines for the processor head and the ones for the arm should fit properly. Between the jib cable channel (below) and the arm channel (above) use small pieces of 1 mm Ø electric wire with black insulation to simulate further hydraulic lines.

The Waratah Processor Head

Unfortunately, the processor is made with red plastic pieces. How-

ever, it is possible to dis-assemble it as far as possible, then re-build and spray paint it. The black plastic cover with the Waratah logo on it is not glued so it can be taken off carefully with the blade of a hobby knife. The black feed wheels come off with removal of the attachment bolts. All parts that are only pinned together can be carefully loosened and taken apart with a thin hobby knife blade. They are then glued back together and any holes are filled with putty. All bolts should be drilled out and replaced with aluminium rod stock. At the processor head, all parts are in the open position as shown and are glued fixed in this position (makes it easy for spray painting later)

The upper carriage

With the removal of all screws and the drilling out of all bolts at the hydraulic cylinders it is possible to dismantle the upper part of the John Deere. The engine which is only lightly glued on can be loosened and removed carefully with a thin hobby knife blade. Using a Dremel cutter, all of the cast-on details on the base plate have to be removed so that the surface is smooth. These are the lifting cylinder bracket, the foot for the outrigger arm, the turning motor mock-up and the front bulkhead wall. Leave 2.5 mm of the rear wall standing. The counter-weight floor must be sawn off along the rear bulkhead (picture 5). The Caterpillar upper carriage can be taken off by removing all screws and then it is ready to be disassembled into its subassemblies. The railing and the mirror on the right hand side can be pulled out using gentle

force. The hydraulic lines are best cut off right at the outrigger. The following parts are required for the conversion: The engine housing including the counterweight, the foot of the outrigger including the valve bank and the complete hydraulic lifting cylinder. Both of the lifting cylinder bolts and the outrigger arm bolt will be used again later on. The lower steps at the front of the upper carriage on the right hand side have to be taken off as well. The engine cowl has to be shortened by 2mm behind the operator's cabin and at the battery box (right side) 1 mm has to be taken out in the middle and then the two parts glued back together. (Picture 6) The whole area underneath the

engine cowl has to be cut-out with a jewelers saw. (Picture 7). Since the engine cowl of the yellow upper carriage is a bit narrower than the green baseplate, it is necessary to glue on a 2 x 2 mm ABS profile at the inner edge of the running board (picture 5) The green baseplate is then augmented with ABS sheet stock that is 4 mm thick and 19 mm wide that then extends the baseplate by 7 mm behind the Cat counterweight. (Pictures 7 and 10).

It is necessary to create a space in the opening of the formerly black engine cowl to accept the John Deere engine. For this, the radiator has to be shortened at the bottom by 3.5 mm so as to move upwards and the distance between the radiator and the engine has to be shortened (picture 7). After spray painting, it is no longer possible to recognize that it is not a Cat engine! The silver coloured exhaust pipe with a Ø of 3mm has to be extended as can be seen on picture 10. In order for the yellow outrigger arm foot to lie flat, it is necessary to saw off the screw sleeve to make it flush, then a 0.5 mm piece of aluminium sheet stock is glued in. The newly created plate must have a 6 mm piece hanging over at the rear. In drilling two screw holes (Ø 1 mm) in the overhanging piece, it is now possible to re-join the foot to the baseplate (picture 5). The whole upper carriage is protected from falling timber by a massive cage. To make access easier for servicing, the whole cage is hinged for easy access, with two hinges at the rear of the unit that allow the cage to tilt backwards. Two 1 mm screws between the haltering and the counterweight floor make this

Used material

Aluminium rod

Ø 1.6 und 2 mm

3 mm ABS rod:

3 x 3 mm

ABS-sheet stock:

0.5, 0.75, 1.0, 1.5, 2.0, 3.2 und 4.0 mm

ABS-structured sheet stock:

1 mm «Metal siding» Evergreen

ABS-Profiles:

1.5 x 2.5 mm, 1.5 x 1.5 mm, 2.0 x 2.0 mm

Black hook-up wire:

Ø 1 mm

Screws:

4 x M1 with 2 nuts

possible on the model. The hood is 31 mm height, 63 mm wide (67 mm at the vents) and has a total length of 75 mm. (Thickness of the material is 0.75 mm with 1.5 mm strengthening ribs inside). At the location of the engine, a 1 mm

ABS structured sheet stock “Metal siding” right (25 x 22mm), and left (25 x 29.5 mm) a mock-up of the air intake vents were created. To remove excess heat drill rows Ø 1 mm holes and in the middle drill a singular one of Ø 3.5 mm

(for the exhaust). It is important to plan for sufficient room between the counterweight and the engine cowling in order to have enough space to close the cowling fully (see pictures 7, 8 and 9).

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New Medias

MAN TGX Heavy Load Tractor Trucks

By Michael Müller, published by Verlag Podszun, about 144 pages, about 360 pictures, hard cover, 28 x 21 cm ISBN 978-3-86133-677-8

Since they appeared in 2007, the MAN TGX units have claimed a spot in the heavy duty transportation show limelight. Today they are among the strongest and are the trucks most sold anywhere. With a 16.2 liter V8 engine and double turbo today's top model reaches

a respectable 680 hp; heavy duty power for heavy duty loads.

The author has collected pictures of these units at work from around the globe. The many photos show heavy duty transport at work, but also close up shots of the heavy duty trailer towers and cabins. This book is a treasure trove of information especially for builders who want to customize their models and who want prototypical loads. (dw).

Schwertransporte, Krane & Kranschiffe

By Michael Schauer, published by Verlag Podszun, 144 pages, 246 pictures, hard cover, 28 x 21 cm, ISBN 978-3-86133-679-2

What this book is about becomes clear only when one reads the sub title: at work for wind power!

Shown exclusively are the transportation and erecting of wind turbine installations on land and “Offshore” at sea.

While we are familiar with the construction of

wind farms on land, new vistas open when crane ships are shown. One example is the crane ship “Victoria Mathias” an installation vessel for RWE Innogy, capable of transporting and erecting four complete Offshore wind turbines including their foundations all at one go. The permanently installed Liebherr Offshore lattice crane has a lifting capacity of 1000 t with a reach of 21 m! (dw).

Our partner page

Shipping Sandstone from Rorschach to the Lebanon

In July of this year, rough blocks of sandstone were shipped to a purchaser in Lebanon for the first time. The Mattar Group, our customer in Beirut, was the successful bidder for a project and is using our stone there.

Five blocks, weighing 125 t in total, were loaded into five, 20 foot

containers then shipped down the Rhine via Basel to Rotterdam. From there they went by container ship to Beirut. The loading of the big sandstone blocks was challenging because the blocks, weighing about 12 t each, had to be loaded into the containers through rear opening doors. However, our Cat 980 Blockhandler

handled the blocks with no problems. To secure the load, certified lumber with the HT (HT-High temperature treated wood) designation, was used in order to prevent the inadvertent transportation of bugs. Bugs hiding in non-HT wood could damage the environment in the destination country.

Police instead of goods

The Canton of Zürich is building a new Police and Justice Building (PJZ) on the grounds of the former railroad goods yards. The size of the construction site is 63,000 m². The PJZ will occupy 63.5% of the site.

Deconstruction work on the 110 year old freight yard started in May of this year. By mid- July 1,300 m³

of rubble and 4,000 m³ of old wood had been removed from the site. Eleven to fifteen people are employed during the demolition and core preparation work. The warehouses on the east side have been razed. We estimate that by mid-September, a Cat 385C equipped with an extended arm attachment will demo-

lish the main building on the south side. In total, there are 220,000 m³ of enclosed building space to be demolished. About 65% of the 84,000 t of debris and 72,000 t of excavated material will be transported off site by rail. The deconstruction, excavation and decontamination of the site should be finished by March 2014.

News in brief

Caterpillar 836K trash compactor

As Caterpillar introduced the new 988K wheeled loader at the Bauma, it was only a matter of time before the 836 trash compactor changed from H to K designation. The new version, equipped with knife-edge wheels and a trash blade, brings a total of 836K to the scale. Each of the 1400 mm wheels is studded with knife-edge pointed spikes to reduce the trash in size and compact it. There are three choices of pushing blades available to disperse the trash evenly: straight, half U shape or a full U shape; they are between 5.2 and 5.3 m wide, and 2.2 m high. In addition to the 834K, a road dozer version will be released later on. (up)

Caterpillar MH3049 and MH3059

Following Tonkin's announcement of a MH3049 model, we would like to introduce the original here. As a replacement for the MH325 and MH345 models, Caterpillar presented the MH3049 and MH3059 with 50.9 and 58.9 t working weight respectively just before the Bauma. With its arm extended to 16.5 m the MH3049 reaches a carrying capacity of 4.7 t. These material transfer excavators are based on a concept of the newly-acquired firm of Exodus. Thanks to a very nifty kinematic, the operator's cabins may be lowered all the way to the ground. (up)

Liebherr 47MS XXT

With the takeover last year of the Waitzinger Company by Liebherr-Mischtechnik, Liebherr is now able to offer concrete pumps to prospective customers. When re-designing the model 47 M5 XXT, the engineers focussed their main effort on the optimization of the mast. The new, twist-free, 47m, five-part mast allows an almost swing-free insertion into the construction zone. The very stable, patented XXT small support struts attach directly to the mast block. There are two choices of concrete pumps, the 140HL and the 160HL with capacities of 140 and 160 m³/hr respectively. (up)

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