Laster & Bagger

Laster & Bagger

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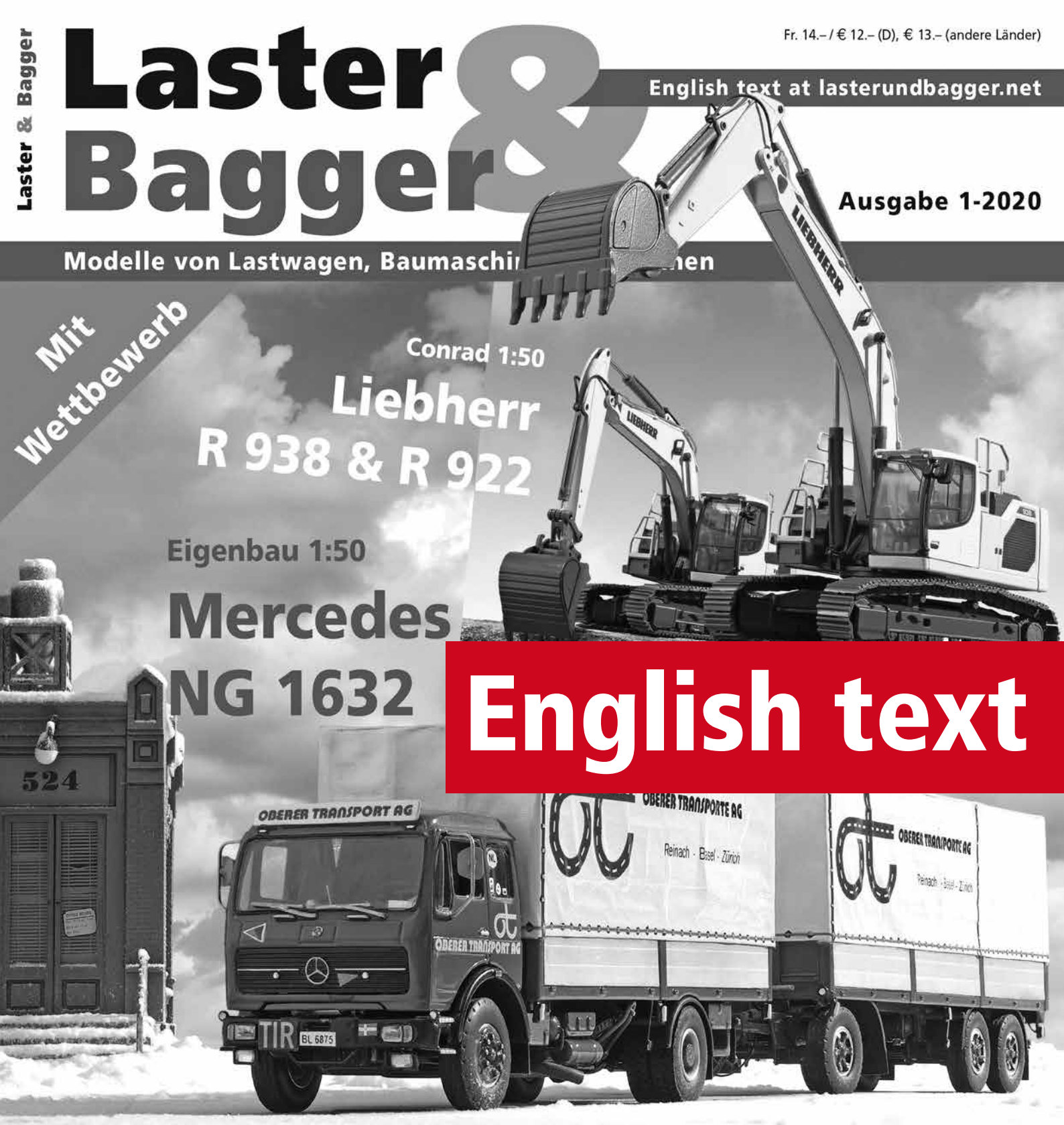
English text at lasterundbagger.net

Ausgabe 1-2020

Modelle von Lastwagen, Baumaschi[illegible]nen



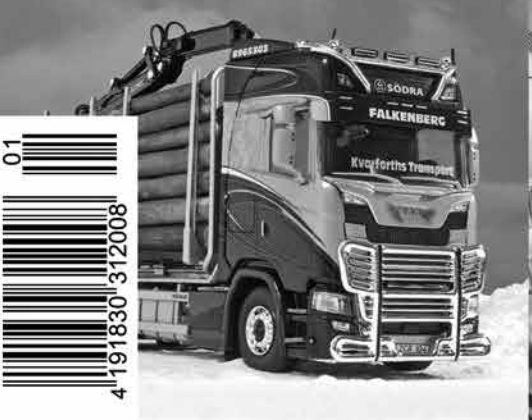
Mit Wettbewerb

Conrad 1:50
Liebherr R 938 & R 922

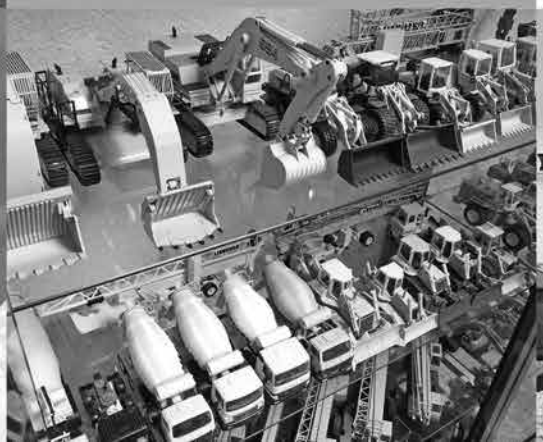
Eigenbau 1:50
Mercedes NG 1632

English text

Tekno 1:50
Schwedischer Holzzug



Sammlerporträt: Peter Scherer sammelt vielseitig



IMC 1:50
Hydrema 912FS

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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".

Dress warmly

Perhaps you are in a place that is cold; do you have your hat and scarf with you? Then you would be ideally equipped for this issue of Truck & Construction because before reading you should dress warmly!

A quarter of this issue, 15 pages, is connected in some way to the theme of winter. Be it that snow clearing machines are featured, or that heavy trucks and, most of all, their drivers must fight their way to navigate icy roads. This was only partially planned, because Truck & Construction really knows that the only winter issue is issue 1. In November, (issue 6) one does not want to really admit that the colorful fall will end soon and in March, (issue 2) the first flowers are blooming and nobody wants to see snow any longer. So, during the past year we saved all winter-related themes for this issue.

Despite the metrological focus, and in order to accommodate all who have no interest in the cold season, the other articles have a wide range of topics.

Thanks to many events, this year will also be very varied. In addition to the internationally known events in Ede, Houten or Sinsheim, there are two dates that make it worthwhile booking a trip to Switzerland. On the 25th of April is the model exhibition and swap meet at the Ebianum and on the 23th /24th weekend in May there is a whole gravel pit reserved for historic construction machines and trucks at 'Weiach Historik'. I am looking forward eagerly to meeting and having conversations with readers and fans.

Now that you are warmly dressed and comfortably settled, maybe with a hot drink in your hand, my wish is that you have a relaxed read of the current Truck & Construction issue.

Daniel Wietlisbach

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Peter Scherer collects what he likes

An emotional matter

by Daniel Wietlisbach

In Peter Scherer's show cases stands a distinct and varied collection because when he buys models he likes to be guided by his manifold preferences ...

Peter Scherer grew up near the German border as the oldest in the family with two sisters and two brothers. His father was a 'Gürtler' (fine metal worker), an artistic handcrafter working with fine metal. He worked in a factory where he artfully constructed lamps by soldering brass tubes together.

It was a stroke of luck that the grandparents on his mother's side lived just next door in a farmhouse. His father had other jobs besides his main work at the factory. Because he had to work in order to feed his family, he was not home much, so Peter's grandfather became his main role model.

At the beginning of the 60s, Peter's parents were given a piece of property on which to build a detached family home. The house on the property was built by Peter's grandfather and an uncle, after work hours and on weekends. As the grandfather was a carpenter, he made it a condition that a wooden house be built and the uncle, a brick layer by trade, was very welcome on the construction site.

Also welcome was Peter who helped with the excavations by using a truck by the toy maker, Wisa-Gloria which was richly steeped in tradition. The house was built on a slope and so the excavated material could be dumped on site to level up the area. Peter's truck was the only one on the construction site; the whole excavation was done by hand, with pickaxe, shovel and wheel barrow.

This was not the only family construction project; later on, the grandparent's farmhouse was renovated into a two-family home with annex. This time the excavation work was given to a local firm which used a tracked loader from Caterpillar and a Henschel cab-over dumper for the removal of the material. Naturally, Peter observed the goings-on next door with eagle eyes and he was often allowed to be the co-driver on the dumper. Again, the construction itself was done 'in-house' with grandfather and uncle in charge and for this the only crane in the village was also used. It was operated by Peter Scherer as often as possible, and with great diligence. The collector remembers well the praises he got from his grandfather who commented: "...that he was the best crane operator because he worked precisely and accurately". These experiences imprinted themselves strongly into the memory of the third grader and remained there all his life.

It almost goes without saying that in the 60s, little money was available for toys in a family of five children. Despite this, the collector remembers that, standing in for his father, his grandfather built an impressive castle and equipped it with tin soldiers and military vehicles from Dinky Toys.

Peter owned only a few other metal vehicles but, unfortunately, none survived his childhood. He remembers owning a Euclid from Dinky Toys and the Pegaso rear dumper tractor semi-trailer set from Joal. Both of them he later bought again at swap meets. A Ford truck with fold-down side wall which he liked a lot, has so far not surfaced at any of the meets he has attended.

Training

Already during his school time Peter Scherer worked in his holidays either in the concrete works or the attached quarry where his grandfather was also employed. Today, the operation belongs to the Holcim conglomerate which, at the time, ran the largest machines in Switzerland. The collector remembers seeing huge machines, dum-

pers and wheeled loaders from Euclid, an O&K front scoop excavator and a 'blue' electric cable-operated excavator, probably of German origin. He also experienced the first Cat 922, began to work in the quarry and loaded the Euclid R-90s.

It was clear to Peter Scherer that he wanted his profession to be outdoors and as he especially loved to work on construction sites he apprenticed as an electrician.

Then, having some money of his own, once in a while he bought some Siku metal models in 1:55, not for himself but for the much younger brother who was really excited every time he got a model. That these models were heavily played with did not upset the collector because that was what they were made for and he was happy along with his brother. The most recognizable model would have been the Hanomag Henschel tractor tanker semi-trailer that included parts to build an Aral gas station (Siku 355).

After his apprenticeship and military service, Peter Scherer could not find any work because in 1976 the construction industry was in a slump. He did not enjoy the job he finally found and so, in 1978, at age 22, he applied as a border agent for the customs department. The most important aspect of the promotional film that was shown to him as a recruit and that inspired him to make this change was the promise of working out in nature. After the basic training and one year as candidate he was posted near Schaffhausen.

Collecting passionately

In Schaffhausen at that time there still was a model shop, Bodmer, with a classic assortment of model trains augmented with a small 'department' of what was then the few available construction and truck models. There, Peter Scherer bought his first model, the Demag H51 from NZG. His salary allowed a visit to the dealer's shop every few months and so the collection grew by a few models every year. The focal point was construction machines; the few trucks always had a connection to the construction trade.

When the collector bought a new model, his main point was the model. He could not explain specifically which details he liked or didn't. It was more 'the overall impression or even the feeling he got from the model'. For example, one day he discovered a Berliet tractor-trailer with container chassis which became the first model of his cargo company collection.

Peter married at age 23 and founded a family. The daughter was born the same year and a son saw the light of the world two years later. He applied for the job of dog handler in Koblenz to get closer to the old home and soon was able to move into a house in Leibstadt.

When he had to go to work, he always said: "I have to go walking with my dog!", which expressed his contentment about his job. Patrolling along the green border and being outside a lot was what he always had wished for.

He visited the specialized dealer in Schaffhausen less often but still regularly because he met up with old co-workers. He also discovered other dealers nearer to him and in Zürich where he found further models.

He never quite lost the connection to the quarry where he worked to get some pocket money. For example, it was Peter Scherer who cleared the newly-delivered Komatsu HD785 dumpers through customs. And, because a former school friend drives one of the dumpers, it meant that the collector got to enjoy a drive in one of them.

Liebherr models

There is a special story that connects the collector with the Liebherr brand. Hans Liebherr regularly passed through the customs

The collector

Peter Scherer (63) trained as an electrician but became a border and customs officer later on and then took early retirement. Because of his many hobbies, boredom is an unknown concept for him. He collects and maintains old and original military vehicles and operates a field bakery with a friend at meetings. He is a member of the 'EbiO' which is a group that takes on restorations of old vehicles at the Ebianum and he likes to potter in his vegetable garden. He lives, together with his wife Rita in Leibstadt and the couple have two children, a daughter and a son and five grandchildren. Those who would like to visit

him and his collection, are requested to contact him by email at: scherer.peter@bluevin.ch

at Koblenz, where he had to show his papers to Peter Scherer, among others. On one of these occasions the collector asked if he "was the Mr. Liebherr of the construction machines?" From this, a conversation developed during which Hans Liebherr gave the collector a secret tip of where he could order his models directly. There were a few more conversations at the border customs post where the two men 'talked shop' and the Scherer collection grew by a few models. The collector describes Hans Liebherr as an outstanding personality who, despite his great success, remained just like anyone else. One example was when he and his family were at the customs post around lunch time, and all of them sat down at the ramp and had their lunch together. The collector preferred to buy models of other brands like Caterpillar or O&K from Swiss dealerships; models of trucks he found in the garages of MAN, Fiat, Iveco, Volvo and Scania.

Still today, he buys his models at swap meets or from dealers where he can hold the models and look them over. He has never used the Internet for his hobby, even less so now, because he changed his job to an office position where he had to 'stare at a computer screen' for nine hours daily.

In 1997, the family moved into their own house, a wooden house of course, the collector emphasizes, where a part of the collection is displayed in two display cases used at a room divider in the living room.

After their daughter moved out 15 years ago, the children's room was re-purposed as a hobby room and further display cases were set up. Today, the collection comprises about 700 models, two thirds dedicated to the theme of construction and the rest mainly trucks. The scale is usually 1:50, augmented with a few construction cranes in 1:87 and Siku models in 1:55. By the way, most of the older models were played with by his children who were always very careful in handling them. Even at Peter Scherer's home, space is not unlimited and so this hobby has faded a bit into the background … just until he visits a swap meet again.

NZG Mercedes NG 1632 with Schelling trailer

Henry & James

by René Tanner

The Swiss Television network followed two long-distance truckers from Oberer Transporte Reinach on their trip to Norway, similar to the programme about Edy Annaheim. One of the two truck and trailer sets has been modeled in 1:50 by René Tanner …

The title picked for this TV documentary which was also sponsored by Mercedes-Benz, was only the simple first names of the protagonists, Henry and James.

The documentary shows how on a cold winter's day during the oil crisis of the 70s the two long-distance truckers cross the old border post of Basel-Weil Otterbach to proceed in transit to Oslo. For this, James, the only driver employed by Oberer, has to manoeuvre his Mercedes NG 2232 with a jumbo trailer close to the side ramp of the Customs House so that they can confirm his load of cigarettes. For this, some of his valuable load of cartons of cigarettes are ripped open and checked, then his TIR log book is stamped and the

truck's load is sealed. However, Henry, self-employed driver under contract to Oberer is searched right down to checking the diesel fuel in his two diesel tanks with a measuring rod to ensure that he is not exporting more than 200 litres of the fuel. The customs officer glances quickly into the driver's cabin. After all customs formalities are completed, the two get on the way for their long trip northwards. Coffee stop in Frankfurt, then the Elbtunnel (tunnel under the river Elbe) in Hamburg and then the ferry from Frederikshavn to Oslo. In reality, the romantic of the long-distance driver is in short supply on this trip.

While James reaches his destination during a snow squall in Oslo, Henry has to drive further inland on snow-covered roads. The snow chains he had to mount in order to get going are going to fall off and damage the rear right-hand fender. Henry exits his cab swearing a blue streak about the very bad condition of the unplowed road.

In the 70s and up to the 80s, the Oberer Transporte Company, situated in Reinach, Canton Basle Land, was a pure freight agent with many self-employed drivers contracted to make trips to the Iberian Peninsula, Scandinavia and the Benelux states. The company ceased to exist at the end of the 80s. I do not know for whom Henry drove after that.

Everyday heroes

As a youngster, knee high to a grasshopper, I was daily on the road with my father. And while my friends were having fun at the swimming pool, I envisioned my future in the driver's cabin. By coincidence, it happened one day that Henry S. Schatt appeared at the freight hauling company for which my father worked. He collected consolidated goods to load and to take to Holland. I will never forget the picture of the small but strong-looking Henry with his blue long-distance driver jacket and the wooden clogs descending from his brand-new NG's cabin.

Of course, there are more things to talk about, sequences that could have been written down. But much of it certainly encouraged me to become a long-distance driver after finishing an apprenticeship as a car body builder. But this is not the story we want to talk about today, today we talk about making a model of Henry's NG.

Memories that create a model

As a starting point I used the very well-done copy made by NZG, at that time an extraordinary model. It was sold in a pleasing cardboard box, about the size of a scale 40 ft. container, and was available at every larger Mercedes-Benz dealership for the extravagant cost of Sfr. 38.00. Years would pass until I could buy one and call it my own; today I always have at least two on hand.

To install the correct interior for the cabin, a new interior room had to be made. The cabin is made to be removed. A back wall made from 0.5 mm thick aluminum sheet stock was the basis for designing the interior. Curtains were made from paper strips, folded and then painted. The old-fashioned coffee maker was turned from a piece of aluminum pipe. TV, air retainer lever, gear shift and further small details on the dashboard followed as well as Henry's sleeping bag made from painter's tape. The Norwegian flag on the front window shield and the cargo manifest on the dashboard were important details, not to be omitted. A new bumper bar was made from 0.3 mm aluminum sheet stock and the headlights' blinds, painted in Picasso's style, gave the NG the typical face. The engine and prop shaft were improved in several spots on the chassis and also the braking system was modeled. Two new diesel tanks made from aluminum blocks and matching tool boxes were placed behind aluminum sheet stock fenders. Small details included the newly-installed rear lights brackets and the tilting Swedish spare tire compartment. Tekno tires were mated with rims from HeavyGoods. On the front axles, the typical Swiss Trilex adapter disks were built in.

The trailer got a new under ride protection guard as well as new brake lines. The typical ratchet hand brake on the front wall was made from fine 0.3 mm aluminum sheet stock and a jagged filed plastic disc. New fenders from 0.3 mm aluminum sheet stock were made and the snow chain brackets rounded out the details.

Both upper chassis parts were made from a block of cedar wood. Plastic and aluminum sheet stock of 1.5 and 0.5 mm respectively were used and glued on to imitate side doors and stakes. The tarps then were applied in the method already described in earlier articles.

The company logos were first drawn by my friend Hans Witte on

a piece of A4 paper to ensure an accurate replication, then, using a photocopier, they were reduced to the required size, to ensure that the contours remained sharp. Finally, Venlo made the decal sheet with all the letterings to scale.

The model was painted with rattle-the-can spray paints in RAL 6001 Emerald Green. The custom's seal was made using a small brush and the tariff tape was made from self-adhesive tape, painted brown.

Liebherr excavators in 1:50 from Conrad

R 938 V & R 922 V

by Daniel Wietlisbach

At the Bauma, Liebherr presented a new line of hydraulic excavators which comply with exhaust control level V. Conrad was given permission to produce two of them in 1:50 ...

These new excavators are from Generation 8, the emphasis being on the completely new design of the upper carriage. Notably new is the engine room height which has been increased; underneath it all the technology and drives are hidden so the area around it looks very tidy and modern.

The middle-large R 938 weighs between 37.3 and 40.4 t and is designed for backhoe shovel types with 1.0 to 3.0 m^3 capacity. The built-in four-cylinder engine of the Liebherr D944 A7-25 type is capable of producing 220 kW (299 hp).

The smaller R 922 brings between 22.25 and 23.75 t to the scale and backhoe shovels with 0.55 to 1.50 m^3 capacities can be used. For this machine, a four-cylinder Liebherr D924 A7-05 was used; it produces 120 kW (163 hp) of power.

Both models come from the manufacturer in the usual sturdy and massive way arriving at the modeler's home in the practical foam packaging; only the rear-view mirrors on the hand railings near the cabin must be attached.

The R 922 is a completely new construction other than the quick-change attachment and shovel which were taken over from Conrad's predecessor R922 model. Both models are correct to scale and give a very good impression of the original. The LC undercarriages are very well done and the side drives have the correct number of 8 and 9 running wheels and two support wheels on each drive. The metal tracks with the three-segment units were taken from the standard program and are identical on both models. Calculated back to the original, they would be 600 mm wide, which is quite prototypical.

Both upper carriages copy the shape of the originals very well. The goal of the Liebherr designers seemed to be to 'tidy up'. The new look could not be described any better than that. Clear lines on all sides are seen when looking at the models from above; only the exhausts are obvious. That means it was even more important to model the few existing details, a task which Conrad has achieved very well. The anti-skid surfaces are nicely engraved and thanks to the yellow/black safety stripes and the fine safety railings made from white metal castings, the eye definitively has some nice things to look at.

Both metal cabins are identical and true to the original. The two-tone interior has been correctly modeled and the glass for the cabins is made from a single, tinted plastic part which has the gaskets printed

on in a matt black color. The antennae have been included in the detailing but the window wipers that are printed on the front windscreen look a bit flat.

Equipment

It is very gratifying that Conrad has also taken the trouble to develop completely new equipment on the R 922: the 5.7 m Monoblock outrigger arm with a 2.9 m long jib; quick change attachment; and backhoe shovel, which is compatible with other Conrad models of the same class.

On the R 938, the arm measures 6.45 m and the jib 3.25 m and the quick changer was left off. The shape given to these parts on both models is very well done and they are further refined by the continuous and free-standing hydraulic lines. The hollow rivets can barely be seen; a replication of the gland heads would suit the hydraulic cylinder very well. The buckets are made from finely engraved metal parts. Both models have a broad range of functionalities, the maximum reach height is achieved and they are only a little short of the maximum digging depth.

The color coat has been applied cleanly and the lettering has been printed on sharply.

At a glance

+ Functionality
+ Metal content
+ True to scale

Variation upon a theme by CCM in 1:48

Cat 660 & 666

by Daniel Wietlisbach

The originals of the old Caterpillar machines were very versatile. This lead CCM to produce ever-new versions of existing models ...

An especially beloved machine for variations is the large two-axle tractor that was produced for what was then the largest scraper of the 660/666 series. The mighty tractor powered by a turbo-charged V8 engine with 500 hp soon found itself not only in front of scraper trains of a variety of dimensions but also in front of huge bottom dischargers for open cast mining and also working as a so-called 'Rocker' (rear dumper).

These great variations were also recognized by CCM and, of course, they became a great opportunity to better amortize the expensive tooling for the model. So, after the 666 was released in 2011, the 660 followed the same year combined with an Athey PH660 bottom discharge trailer for coal. In 2015 came the single motor 660 scraper and, finally, at the end of 2019, came the two versions shown here.

The Athey PR660 rear dumper was offered in three versions ranging from 54.4 to 68.1 ton of capacity. CCM choose the largest version and therefore, the tractor with the double tires on the rear axle had to be selected; it was already known with the previously-mentioned bottom discharge unit. The only addition was a roll-over protection unit on the cabin.

The attached PR 660 rear dumper, to which we added some matching stickers before photographing it, is completely new. The lettering on both sides of the dumping bin is offered in the form of perfect water slide decals by Buffalo Road (constructionscalemodels.com) and they make the model complete. Unfortunately, these are missing when delivered from the factory and Caterpillar has to be blamed because of a strict edict that 'foreign' logos are not allowed to be seen. We have to be thankful that once in a while such a 'foreign' product is even pro-

duced.

The rear dumping unit with goose neck, bin and rear axle is well proportioned and it replicates the original very well which a quick check against all main measurements confirms. The plain and almost brutish construction impresses in model form.

A big disappointment awaits the collector when they want to lift the bin for dumping, because this procedure is not achieved by using the dumping cylinders which are only rigidly mounted mock-ups. They can only be engaged in two positions, one when the bin is fully lifted to maximum dumping height and the other in drive position. The two cables that are supposed to prevent the dumping bin from over-turning during tipping were modeled with black rubber cables.

The Cat 666 Scraper with the large 80 t (72 t) bucket was made especially upon request from the Anaconda copper mine, located south of Tucson. Thirty of these giants were at work there to remove the top layer of soil in order to get to the metal-bearing strata.

For this tractor model, CCM had to build a new cabin because it differs from the 660 with its smaller door, different window partitions and the missing roll-over protection bar.

The large dumping bin is made from completely new tooling which is exactly engraved and like the original. Unfortunately, the discharge beam still only works in a limited way; it is not possible to push it all the way to the back because it stops after two thirds. It was possible to take over the rear engine almost unchanged from earlier models; only three red rear lights were added.

Paint and lettering are faultless on both models which were awaited with great expectation by collectors and fans. Unfortunately, the points already criticized on the initial variants (issue 1-2011) were not improved upon. It would be nice if the Athey's series were continued but perhaps with functioning dumping cylinders. Please?

At a glance

+ Choice of prototype
+ Metal content
− Dumping cylinder on the 660

A compact dumper from IMC in 1:50

Hydrema 912FS

by Daniel Wietlisbach

So far, Hydrema has never had someone build models of their innovative machines. This small dumper model from IMC is the very first from the Danish maker …

Danish Kjeld Werner Jensen founded the Hydrema Company on the 1st of June 1959, at the age of 29. He was fascinated by the advances in hydraulic technology and wanted to, "develop high quality hydraulic machines at affordable prices". The first machine produced was called 'Fathomed' (Phantom) and was a manure loader that could be attached to a tractor. Today, the family company which is at home in the Danish town of Støvring near Aalborg is managed by Jan Werner Jensen, of the second generation.

In Germany, in 1996, with the takeover of the Weimar-Werken (a significant producer of excavators), another production site was established. There also is the seat of the German distribution network. Todays products include dumpers, excavator loaders, mobile excavators and mine-clearing vehicles for military use. The dumpers of the 912F series are offered in many different configurations and are highly ma-

noeuvrable. They are also available as a road-rail version, as a concrete mixer and even as a chassis only, to suit individual requirements of the customers.

The 912FS has a front axle with suspension as a standard for better drive comfort during long uses. The machine has an empty weight of 8 t and the dumping bin has a maximum capacity of 5.6 m^3 or 10 t. The dumper is powered by a Cummins QSB 4.4L engine with 108 kW (147 hp).

The model from IMC

At the end of 2019, a very successful serial-produced model with a high metal content emerged from the rather fragile looking pre-production sample shown at the Bauma. It comes in a pleasant little box, protected between two clear plastic clam shells and has been replicated to scale by IMC. Despite its modern design, the wide all-terrain tires give it a rustic look. The drive train has been modeled continuously and in addition to the cylinders for the steering, one can find a further two where the articulation is located; they are mounted crosswise to the driving direction to stabilize the vehicle when traveling over rough ground. The turning radius is too small but it is just enough to be satisfactory.

The front part of the articulated unit is exactly engraved and is richly endowed with separately-applied details; it looks very much like the original. There are handrails made from solid wire, steps, running boards, a super finely-etched heat shield in front of the exhaust, rear view mirrors, window wipers and headlights with inserted glass. An especially nice detail is the fine protective grille over the rear window. A further etched part is the radiator grille which includes the logo. The multi-color interior of the almost fully glassed cabin is very visible and extremely exactly modeled and, of course, the Hydrema logo on the driver's seat is visible.

The fully-functional dumping bin is made from a metal casting and is a good replication of the original. It turns to both sides by 90° and the 75° dumping degree of the original is even surpassed. The rear lights on the rear part of the unit are separately attached while the others are printed on to the dumping bin.

The applied paint color is without any faults and the many, sometimes very tiny stickers, make the model even more detailed. It would be desirable if further variations of this small dumper were to be made, for example, a two-way road-rail version matching the excavators.

At a glance

+ Functionality
+ Detailing
+ Choice of prototype

New cable-operated excavator from ROS

Sennebogen 6140E

by Daniel Wietlisbach

With a working weight of 140 t, the 6140E is the second-largest cable-operated excavator from Sennebogen. The model too impresses us with its size ...

The 6140E can be optimally customized for a variety of jobs. The most important possibilities are as a dragline excavator with a dragging shovel, with a clam shell bucket for soil removal and material transshipments, for specialized civic engineering work and, as a crane. The maximum outrigger arm length for this machine is 63.5 m when used as a crane. If one considers the power source of the cable-operated excavator, it is actually a Cat because it uses a

C18 engine that produces 563 kW (766 hp).

The cable-operated excavator from Ros arrives in a huge box because all Sennebogen models arrive completely assembled. The goal of the company is that they want to ensure that the models are actually displayed and that is not so wrong because many collectors have treasures like these sleeping away in their boxes.

Fortunately, right from the beginning the model was available with three different equipment variations: with drag shovel, clamshell material transfer bucket or diaphragm wall grabber. The model has a high metal content and is made true to scale.

The lower carriage telescopes from 4,600 to 5,500 mm (track width) measured on the original, and its 1,000 mm-wide track segments gives it a width of 130 mm, calculated to scale. Therefore, the excavator stands very stable and does not kink. The drives are exact replicas; support and running wheels are made as mock-ups. Thanks to the soft springing of the guide wheel, the model is easy to drive. The four supports of the self-rigging system are non-functional since the drives cannot be taken off either.

The upper carriage is exactly engraved and the many very fine safety railings are notable right away. They are made from metal which gives a value-added feeling. The walkway on each side and the ladders for ascending at the rear are made from metal castings. The rear ballast is made from one piece, is screwed on and has fine chains of the safe securing system as detailing.

The cabin is like the MaxCab which gives the highest possible operating comfort and is completed with interior detailing, window wipers and rear-view mirrors. The operation of the three cable drum winches is on the right side. Two keys hide behind a removable covering.

Because of the somewhat too long fallback cylinders, the mast cannot be brought into the steepest possible position which is a great drawback, especially when making a diaphragm wall. The mast is identical on all three model versions, Fairlead and grabber-quieting winch inclusive. It is made up from two parts, the lower corresponds to the footing part and a mast extension of 5.6 m, the upper piece is made up from an 11.2 m extension piece and the mast head with which the excavator reaches a height of 29.9 m at the top wheel, calculated back to the original. The wheels are all individually made which improves the functionality, however, the shiny brass does not look very prototypical.

The walkways on the topside of the mast segments are printed on to transparent plastic which does not look too bad when looked at from afar; of course, etched ones would have been nicer.

The diaphragm is a K 1510 HD made by Firma Stein. It allows for wand thicknesses of an impressive 1,800 mm, weighs 28.65 t and is functional. To save weight it was made from plastic but functions problem-free never-the-less. The ‘twisting’ effect is natural with this kind of attachment and even could be looked at as a normal problem during diaphragm wall construction.

Paint and lettering of the model are without faults and even the smallest warning labels and logos are included.

At a glance

+ Detailing
+ Metal content
– Walkways on the mast segments

Our own tractor truck from IMC in 1:50

Arocs SLT BigSpace

by Daniel Wietlisbach

If one arrives at the fourth market releasing the same product, one expects something special ...

The Mercedes-Benz Arocs SLT 8x4 with BigSpace cabin stands at the starting line. As the tractor truck has been for sale by NZG, WSI and Tekno for a while, IMC had to think up something special. Clearly, the most conspicuous new detail is the opening doors; this feature is the first on a 1:50 European truck model.

But let us begin at the chassis. It leaves an overall great impression and is fully detailed underneath. The wheels turned out very well and the first and second axles were made to turn. The rear has a heavy-duty coupling and the fifth wheel hitch is adjustable. Just like on the original, there is an AdBlue container and battery box on the left side while on the right side is the exhaust plant.

Despite the fact that it is not possible to tilt the cabin, the engine has been modeled and, where it can be seen, is clearly recognizable. The BigSpace cabin has been replicated very well and the details are clean. It was thrilling to open the doors for the first time. Their inner side has also been nicely modeled and the three steps, usually hidden by the door, are correct and present. The door opens by about 55° and allows a nice view into the convincingly modeled, multi-colored, roomy cabin with its nicely detailed interior. The two monitor mirrors on this version could have been done away with because the prototype has 'real' mirrors and no camera. The idea to include the driver is good, but no real trucker would wear a safety helmet.

The heavy-duty freight tower is very nicely detailed with fuel and compressed air tanks, rear air conditioning plant and pierced radiator grill on the side cover. All in all, the initiative from IMC seems to be successful and we'll wait to see what other vehicles will surprise us.

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Heavy duty freight train machine by GMTS

Saurer 5DM 6x6

by Daniel Wietlisbach

The long-awaited three-axle Saurer was delivered to dealers at the end of the year ...

Two years after the first Saurer models (Issue 1-2018) which were produced after at the initiative of Martin Eberhard, GMTS released the three-axle chassis variation for the well-known cabin. The resin models were produced in the chassis configurations of 6x6 and 6x4, whereby the front axles are different, as on the original.

Not only the chassis is new but three new upper structures are now available: two three-side dumping bins with middle high and high side walls as well as a flat deck (see also the New on Dealers' Shelves in this issue). The dumping bin can actually dump to three sides using the nice hydraulic cylinders, although the sidewalls and rear flap remain rigid, of course. The dumping bin sides show the typically Swiss characteristics, but are completely modeled with all the rows of rivets showing. The dumping bins as well as the flat deck are mounted a bit too high, but that hardly distracts, as the pictures show.

With the Saurer 5DM 6x6 Dumper in the old color scheme of Welti Furrer, as well as with the yellow 6x4 with flat deck of the same company, it is now possible to undertake impressive, historical heavy-duty transports in the display case. The yellow version even has a load in the roof rack. As usual with GMTS, only a very limited series of each version was produced, as the models are something for specialist collectors.

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Tom's truck log

by Tom Blase

My playground near the Rhine. Or, "Where did you learn to drive?"

If one is thinking of getting a Class 2 license or, in the current German officialdom lingo, a CE license, it can be an advantage to have had a bit of practice beforehand and be familiar with the range of vehicles for this class.

I had the great fortune that at that time, my father worked for a gravel and sand works. In the branch of the company situated in Mainz, he drove a Mercedes 3225 concrete mixer truck. On Saturdays there were always a few small jobs that needed attending to at the mixing plant at the Zollhafen (duty free harbor).

His offer, "You can drive anything here, just don't crash it or sink it in the harbor basin," I readily accepted. When your father is playing the driving instructor but is not permanently looking over your shoulder, is surely a very lucky circumstance.

I began, quite gingerly, with a Mercedes 2224 of the NG series; something small to start. After a few turns around and under the mixing tower, I got a certain routine going. Blasé Sr. commented, "That is nothing special, and tossed over the keys of a four-axle truck. I thought to myself: "What could be so different then?" I noticed the difference right away at the moment when I rounded the corner of the loading ramp with

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much vim and vigor. The Daimler took the curve beautifully but a little more heavy-set and with the larger turning radius of a four-axle truck. With adrenalin pumping right to the tips of my hair follicles I managed to appear intact on the other side of mixing plant where loud laughter from the mix master in the control both awaited me. I realized then that the shock was still visible in my face. The advice, "Drive nothing into the harbor basin" also had some truth to it. It referred to a newspaper clipping that was posted over the keyboard for the truck keys in the drivers' break room. It showed a MAN concrete mixer truck with trailing axle being pulled out of the Frankfurt Westhafen (West harbor basin). How (!) did it get there?

It happened one morning, before the first trip out. The vehicle had lost its air over night and both braking circuits were empty, therefore, after taking off the hand brake, the spring accumulator could not open. Solution: Run the vehicle engine and let the air reservoirs fill again. Time to have another coffee with the mixing master. That was the driver's plan. After as much time as it takes to drink half a cup of coffee both brake circuits had built up enough pressure and the spring accumulators opened up. Unfortunately, the driver had not engaged the hand brake before leaving the cab so things took their course fairly quickly.

The parking place was on a bit of a grade, leading down to the Main River and after the MAN 'surmounted' the quay wall, the truck sank beneath the waves.

I always had this picture in the back of my mind when I 'played' with trucks on Saturdays.

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Tinplate

Portal crane

by Robert Bretscher

This portal crane (article # 2871), made by Gama in 1959, gets his power to operate from an external source ...

Founded in 1881, the Gama Company was at home in the German city of Fürth. It was an important toy manufacturer and with its assortment of many different toys was able to keep children all around the world spellbound. Excavators and cranes were considered by boy's must-haves for playroom construction sites while girls rather enjoyed the kitchen and household appliances which were available from Gama. The mostly simple and easily accessible mechanics of Gama models made it possible to fix a model that had seized and get it going again with only a small repair, often with the patient assistance of father. This is perhaps why once in a while, even today, one can find a well-functioning toy model of this maker.

The miniature excavators were offered in diverse models such as tracked or a truck-mounted cranes. The boom of the crane and the cabin, modeled after an O&K excavator, almost always remained identical. A bit rarer was the rail crane shown here with electric drive and cable remote control which is mounted on a drivable portal. The completely tinplate model has a well-functioning clamshell bucket but could be re-configured with the included crane hook. A single ratchet lever on the side can put the boom into different angles. The second switch-over lever on the driver's side of the cabin controls the lifting functions and the 360 degree turning action of the excavator. The small slider switch on the cable remote controls the up and down movement and as well the left or right hand turning of the upper carriage. When the clamshell bucket is lifted it closes automatically and stays closed until the switch that controls the lifting

cable is flipped over to lowering. The model functions beautifully and the boys were able to load quite a lot of sand with it. During operation, a ratchet, connected to the mechanisms wheels made a lot of 'engine room' noise which was quite loud and probably could be heard in the neighboring apartments. Fortunately, parents knew how to end the racket by removing the battery from the toy.

Airport snow clearing equipment in 1:50

Øveraasen

by Daniel Wietlisbach

Øveraasen? Never heard of them! The Norwegian company is the world's leader for airport snow clearing equipment. So far, two models have been released, in a very limited series ...

To even guarantee that airports can operate continuously it is necessary to have efficient snow clearing equipment on hand. Øveraasen promised that with their top machines from their airport clearing program, a 3,500 m long runway can be completely cleared within 10 minutes.

The palette of products on offer goes from snow blowers to rotary snow plow truck attachments and self-propelled rotary snow plows. The most important group of products is the snow blowers in a variety of designs. They clean in three steps: first with a plow, then rotating brushes in a sweeper and lastly with a powerful blower which removes the remainder and makes the landing strip non-slip again.

Parallel to the plows, which operate in formations, come the rotary snow blowers, which throw the snow beyond the danger zone. Thanks to this multi-step and purely mechanical snow-clearing technique, fewer chemicals are needed.

The RS 400 Runway Sweeper is the top of the line of the RS series and is built similar to a tractor/semi-trailer. It is based on a Mercedes-Benz Arocs 4x4, which is equipped with an 8.5 m wide snow plow. The coupled-on sweeper unit has a 6.24 m wide brush and a blower at the rear. The working width is 5.50 m and the maximum clearing capacity per hour is 357,500 m^2. The top working speed of 65 km/h is very impressive.

The TV 1000 snow blowers with their working speed of 40 km/h cannot keep up with them. But, they have a working width of 3.43 m and 35 m is the distance they throw the snow with a very respectable 85 t cleared per hour. The engines come from Volvo or MTU as does the blower engine with 565 kW and 730 kW.

These very unusual models were made in a small, limited series from Resin and most were delivered exclusively to Øveraasen. Behind the name of Resize is Christian Schätzle who often surprises us with exclusive company models produced in small series. Both models are richly detailed and are even functional. The models cannot be steered but on the RS 400 for example, the snow plow can be angled to both sides and on the sweeper brush unit can be turned by 360°. The brush itself turns and the side extensions of the blower fold upwards. Even more complex are the functions on the TV 1000. On it, the snow blowing unit can be lifted and lowered, the expeller chute turned to both sides and, of course, the auger on the blower turns. Even the very elaborate kinematic of the cabin adjustment

At a glance

+ Choice of model
+ Detailing
+ Finish

functions. The so-called 'Flying Cab' allows the driver to move his working place directly behind the snow blower unit and so gives him optimal views.

The wheels have rubber tires and the prop shafts, suspensions and the steering gear are replicated.

Resin makes it possible for very fine details to be engraved which suits the models very nicely. On top of that, they are augmented with some very fine photo-etched parts. Not only the anti-skid surfaces and steps, but safety rails and many of the handholds and the window wipers are made from it and the look very fine. Super fine too are the way the brushes on the RS 400 have been made.

The surfaces give testimony to a perfect casting process which is underlined by the faultless paint job with sharp edges and color separations, and details like screw heads are color enhanced. The printed-on lettering covers well and is sharp and extensive.

While the models of the RS 400 Runway Sweeper are sold out, there are a few of the TV 1000 Snow clearing machines available. With the just-released RSC 250 compact Airport snow plow, the model family now has three members. (Orders exclusively only, direct to: info@resize.eu).

Swedish logging truck set by Tekno in 1:50

Wood XXL

by Daniel Wietlisbach

Since 2018, the Scania Shop has sold the large log truck set in the well-known company colors. At the end of the last year, the first company paint schemes were released ...

The first one was a truck and trailer upper structure made by the Swedish producer OP Höglunds which specializes in timber and wood chip truck upper structures. The company, which has existed since 1919, was run by the family over three generations but today belongs to the OP Group of companies. The makers of machines for timber processing, recycling, demolition and agriculture are dispersed over four countries. Since the take-over of AM Trailer, OP Höglunds can now offer complete trailers. Also belonging to the group are systems for the addition of loading cranes.

The upper structure of the Scania S 650 is mainly made up from a centrally-located auxiliary frame and four finely engraved and solidly screwed-down cradles with stakes. At the rear, the chassis has been lengthened to allow for the addition of a crane which is easy because of the extensively screwed-on side metal sheeting, like the original. Because of the lengthening, new rear lights were necessary which give the nice and correct complete look.

The solid front bulkhead protects the Scania cabin from being hit and shows the correct rows of rivets. At the front of the wall there is even a glued-on broom. Checkered plates to protect the fuel and pressurized air tanks, which on the original are not of this kind, complete the upper structure.

For the loading crane, Tekno was able to fall back to the finely detailed and functional Hiab Loglift 96 S from their standard production program. This is a good match because Kvarforths Transport also banks on Hiab.

The S-Cabin, first introduced in issue 1-2017, has been adapted with many additional details to match the original. The most striking detail is the chromed elk

catcher which is only plugged in so that the cabin cab can still be tilted. The extensive paint job is an excellent match and has been cleanly applied. Instead of the Scania logo, there is a depiction of a Middle Ages bridge in the Swedish town of Falkenberg, the home of the transport company. The color scheme has even been partially continued in the interior.

'Södra' is a company that is made up from 52,000 forest owners who act together as one lumber-marketing company.

The trailer is a completely new construction; the chassis allows for four and five-axle versions, which on the Höglunds original is also possible. Here the cradles with stakes are directly mounted on the longitudinal beams; the length adjustment possibilities are only hinted at. The rear has been extensively modeled and the uniform rows with see-through indicator, brake and end lights are correct. The 'Swedish Combination' reaches a length of 25.25 m.

At a glance

+ Paint scheme
+ Detailing
+ Choice of prototype

In order for the model to show of its power it should absolutely be shown fully loaded. For this, five sets of the 3 m logs from Tekno necessary, or, one could go on an extended walk in the forest to collect branches of the necessary size and then saw them to the correct length.

Mobil construction crane from WSI

Liebherr MK140

by Carsten Bengs

The Liebherr MK140 is chock full of details leaving no wishes unfulfilled as far as functionality is concerned, and all this with a very complex kinematic ...

The transposing of the main measurements into model form is very well done and the five-axle chassis rolls freely on a smooth surface. The drive train with the prop shaft has been modeled as have the fine axle brackets. At the rear of the vehicle is a large flat deck; the bumper bar is stored there while the crane is being assembled.

The lower chassis has some finely engraved anti-skid surfaces. Both of the two mounting ladders are moveable and fold downwards very easily. And on top of that, at the side in the rear there are two ascending ladders each with three steps.

The crane is powered by a Liebherr diesel engine producing 400 kW located in the lower chassis. WSI has modeled the area around the engine comprehensively; exhaust, air filter and tank are easy to recognize.

The very solid side-extending, zinc support legs with interior threads keep the model safely upright. The bottom plates for the supports are stored conveniently in a space-saving manner during transport and, naturally, the small crane mats are included. As on the original, safety warnings and the numbering of the supports are found on the supports' cylinders.

The very roomy cabin has been convincingly modeled with mirrors, window wipers, warning beacons and a detailed interior. It is impressive that a fire extinguisher, painted red, has been included in the details. The number plate 'BC MK140' notes the type designation of the crane.

The upper carriage has been finished just as well as the under carriage and has an anti-skid surface. The operator's cabin at the tower is

reached by mounting color-differentiated stairs on the side.

The three-part tower reaches a maximum height of 36 cm up to the outrigger arm. There are some warning lights that have to be mounted at the foot of the tower which is a nice detail. Additionally, there is a small spotlight on the bottom segment. There is a rail that runs on the side of the deck for the cabin which can be height-adjusted using a winch. The large glass surface is easy to see and so are the three window wipers.

The ballast must be attached to the rear of the upper chassis. The basic element is integrated into the upper chassis and it is possible to attach additional ballast elements which would bring it up to 6.0 t of weight. Two smaller elements of 1.5 t each are attached at the side.

The way the extremely complex kinematic of the outrigger arm made up from four segments which fold down very compactly during travelling is very impressive. Especially noticeable is the low weight of the outrigger arm because of the aluminum casting used, therefore, the model is very stable, especially side to side.

The winch keeps the outrigger arm secure and so the model reaches an impressive height of 1.87 m at the roll top. The simple hook is then used with a short tip extension (when in tip mode). When used in conjunction with a trolley, the tip is bolted on and then the crane can work with trolley and hook. The hook descends very smoothly and the trolley moves along the whole length of the outrigger arm. The outrigger's guying is modeled prototypically correctly both at the front with telescoping bars with thin steel cables and at the rear where the guying is made from white metal.

As per usual at WSI, the lettering of the whole model is very convincing. Safety decals on the vehicle, upper carriage, ballast and even on the cabin are there.

We were very pleased to note that WSI now uses a completely twist-free cable which descends through the smoothly-running dolly wheels very easily. The very detailed instructions guide the assembler throughout the process with no problems but it is recommended to ask a second person for help because of the very complex assembly of the outrigger arm. Frequent dis-and re-assembly of the model are not recommended.

At a glance

+ Outrigger kinematic
+ Twist free cable
+ Outrigger arm made from aluminum castings

Wheeled loader in 1:32 from AT Collections

Volvo L60H

by Daniel Wietlisbach

With the L60, the Dutch producer is already releasing the second Volvo model in this large scale ...

The medium-large wheeled loader from Volvo which brings 12 tons to the scale is designed as an all-rounder to be used for a great number of tasks and is therefore available with alternative lifting gear and a diversity of tools. For example, there are nine different shovels from 1.8 to 5 m^3 capacity. Also, lumber tongs, a pallet fork and crane arms are available. The six-cylinder D6J engine produced in-house is capable of 122 kW (166 hp).

The model from AT Collections arrives well protected in a box between two Styropor halves and feels pleasantly hefty when held. It uses the technique of combining metal and plastic such as we already know from their mobile excavator EWR150E. The wheeled loader has been reproduced true to scale and drives on the scale version of the 0.5 R 25 rubber tires from Michelin.

The drive train has been modeled exactly and in its total length, so too the two axle housings of which the rear one oscillates. The maximum radius of the original has been correctly modeled scaled down. Unfortunately, the price for this is the missing turning cylinders. The area around the articulated joint is bare which seems to be at odds with the rest of the detailed model. The rear part of unit is exactly engraved and at the side are photo-etched air grilles of a fineness never seen before; the ones on top of the engine hood are only printed on. The philosophy of the company is to not include mock-ups of engines so none is there but looking through the radiator grille the fan can be made out. The rear lights and work spotlights are made from clear plastic parts. The fenders are made from plastic and the surfaces of the steps have black rubber nubs on them.

The cabin is exactly made and very nicely detailed so that it is a joy to look inside using the operable door. In the multi-colored interior, all of the important control elements can be recognized and the driver's seat is close to the original and makes the insertion of a figure easier. Nothing has been left off on the outside either: handholds, window wipers, rear-view mirrors, headlights and a warning beacon are all made from plastic parts.

The front part of the articulated unit has been richly supplied with details right up to the fire extinguisher on the left front fender. The standard lifting frame with its Z-Kinematic has been modeled excellently and reaches all maximum positions easily. All cylinders are detailed with the glands and supply lines. The hydraulic lines are very convincingly modeled and can be traced completely from front unit to the quick changer. It was given the same elegant technological solution as on the excavator: two small sprung bolts can be pushed down so as to remove the shovel. It is made from metal and is a good copy of the original, including the Volvo logo. In a separate set all three alternative tools from Eurosteel are offered: a stone shovel, a palette fork as well as a short hook for lifting jobs.

The silk matt finish and sharp lettering are faultless. In addition to the previously-mentioned driver figure, other typical construction workers are individually available. They make dioramas or display cases come alive.

At a glance

+ True to scale
+ Detailing
− Detailing at the articulated joint

Pages from the life of a truck driver, part II

Brummi remembers

by Eric Urweider

Werner Schärer undertook further Scandinavian trips during which there were one or two newspaper reports about him. Have fun with the second part of his 'e-memories' ...

The driver was responsible for one of the items in the newspaper when on the road with his tractor truck and semi-trailer in Sweden. The speed limit at that time was more of a 'recommendation', however, it was not advisable to overtake the police and certainly not in a truck and semi-trailer.

Since there was always the danger of a hold-up, especially in Italy, Werner had armed himself with a 'vineyard frightener'. He used this hand gun, designed to scare the birds out of the vines, in Sweden. At that time, he was followed by a regular car, which, after a while, slowly started to overtake him. Because this situation unsettled him, he used the pistol and shot twice into the air. The car fell back and initially he thought that all was okay. That his action was not very well thought out became clear to Werner as he entered the next village: a road block with heavily-armed police stopped him. He had to exit the cab and before he knew it, he lay on the ground in handcuffs. But then, his Henschel truck had to be driven to the police headquarters. Werner was not allowed to do this, as it was thought to be too dangerous. So, it became necessary for a policeman to drive the unfamiliar truck and semi-trailer to Police Headquarters. Werner was afraid that some contraband might be found but was surprised that the police driver couldn't even start the engine. The driver was not aware that he only had to turn the ignition key because at that time, most Swedish-made trucks still used only a starter button. By this time, Werner was taken into custody and interviewed. He explained that he felt threatened by the plain car and therefore overreacted somewhat. But he had been ambushed once in Italy and since then was never certain if he was being overtaken peacefully or not.

The police seemed to believe him but when he was still held after a few hours, he permitted himself to ask for the reason. The police didn't want to give him a firm answer but finally gave him the keys to the truck and told him the truck and semi-trailer were parked in the yard.

But in what condition did he find the truck? The tarp of the semi-trailer was completely ripped open on one side. Werner went back inside, visibly quite upset, and demanded to know from the police what they were thinking of and who was going to be responsible for repairing the damaged tarp? The police gave him Swedish Krona valued at Sfr. 200 plus advice to refrain from shooting. Werner was a free man again. He found out why there was a tear in his tarp when he was leaving the police barracks. The police driver had caught the edge of the canteen building with the truck and more or less destroyed the façade.

Poster for Auto-Transit

In 1976, Werner purchased a new Mercedes-Benz NG, including semi-trailer. The tractor unit was exhibited at the commercial vehicle show in Geneva on stand 1 and place 1 in the show. Naturally, this exclusive location belonged to the brand with the star. Especially noticeable on the vehicle was the sun visor which at the time was not available at all from Mercedes-Benz. It was actually attached to the vehicle in Geneva and then only because Werner took things into his own hands. Mercedes-Benz did not want to release the sun visor which had previously been shown at the IAA, but not yet produced in series. So, Werner spontaneously phoned the factory in Wörth and persisted on the line until he was able to speak to the person in charge of prototype production. Werner explained that

his vehicle was supposed to be the eye-catcher among the exhibited vehicles in Geneva and not only that, but the graphic design office had already included the sun visor into its concept drawings and it would look really bad if it was missing. All the moaning and complaining finally bore fruit and he was allowed to pick up the sun visor in Wörth personally.

Due to his schedule, it was not a problem for him to pick up the visor at 2:00 a.m. The concierge at the Mercedes-Benz factory handed him the visor which had been taken off from the vehicle used at IAA the day before. And three days before opening day Werner was able to hold the sun visor in his hand. Now it still had to be spray painted and mounted on his truck just before the beginning of the show.

The trailer was also exhibited at the show in Geneva. They only became celebrities when contracted by Auto-Transit; pictures were taken in front of a ship belonging to the TT line. One of the pictures was published as a poster and hung in practically every freight shipper's office. Today, it would be a collector's item.

Working for a new client

One day, Handschin, the boss of Auto-Transit Schweiz was beside himself with rage: "I don't want anything to do any longer with the Schild transportation company! I never want to see these people here ever again!"

A little bit later, Werner had to renegotiate the transport price with Handschin because he found that he could not make any money with the low prices paid, or only if he only got trips to Stockholm. These were much better paid, because the trip as long as the ones 'only' to Malmö.

Shortly after this discussion, the Geneva commercial vehicle show opened its doors as it did every year and for Werner it was a 'must' to visit. But what did he see there? A brand new Scania from Schild Transporte, which had logos of Auto-Transit at the front, sides and rear.

Next Monday morning, Werner went to Handschin for an explanation, but he only shrugged his shoulders and commented: "If you do not want to drive for us anymore, someone else will!" After that, Werner began to take all the photos which he had lent to the freight company off the wall. That did not sit at all well with the dispatcher and tumultuous scenes ensued. Werner left the office with the words: "These are my pictures; if you do not want me to work for you anymore, then you can hang up pictures from Schild trucks!" He collected his belongings and put them into the trunk of his car and drove to the freight company Spedag. In the office he played the innocent: "I hear you have a problem with vehicles?" – "Yes, Schild has run away and with him his three trucks," was the answer. Werner replied: "No problem, I am now able to drive for you." So easy was it to change clients during the big boom in transportation.

'Speedometer Saint' and Sailor's Permit

Once a year Werner had a visit from the speedometer controller of the Canton Zürich Police. The fines became increasingly more expensive and the constant drilling questions of the 'Speedometer Saint' increasingly hit a raw nerve with Werner. How was he supposed to explain what he had done on each and every day, and explain the why he did this or that.

Finally Werner had enough and he looked for a new apartment in the city of Basle. At his new domicile, the police limited itself to controls at customs and the constant checking of the speedometer was not actively promoted. Because of the new location in Basle, the foreigners working for Werner could get a work permit more easily because Werner was able to apply for a so-called 'Matrosenbewilligung' (Sailor's Permit). The only limit for this was that foreign workers were allowed to spend only a maximum of 90 nights in Switzerland, which for an internationally active cargo company was an insignificant problem.

Tunnel drilling machinery for Norway

The job on hand was to get a tunnel drilling machine from Switzerland to Norway. This machine was loaded on board near the Gotthard tunnel and then transported to Oddafjord to a power plant under construction. The transport was made during January and at the end of the trip in Norway the route led over hilly terrain. Werni decided to mount his snow chains because he noticed that a car approaching was skidding on the road and even a crane truck was not able to stay on the road which was much narrower than it is today.

Towards the end of the trip, he had to take down the tarp and stow it and its frame away beside the load. The reason for this became clear when he approached the next tunnel, because only with these measures was

he able to get through it. After the tunnel, Werner met with the receiver of his goods who came with a measuring tape and told Werner that the Michelin Man on the cabin had to be taken off and the spoiler had to be lowered to the lowest position. The road then went over the bare ice along the fjord and through a tunnel that had an even a lower clearance than the first one.

On the trip back, Werner remembers, he would have been well advised to load a couple of cubic meters of gravel on his now empty deck, because a small pass had to be climbed. It had only a few curves but the gradient was something else again. When the tractor and semi-trailer got stuck, Werni first put on the simple snow chains and then the double ones and, with a lot of luck, finally made it to the top. When he arrived, he steered towards the restaurant and upon entering was almost lynched by the looks. About 15 drivers were waiting for him because he had upset the one-way traffic with his slow ascent. This also explained to him why there was now traffic coming towards him.

Municipal vehicles in winter gear

Ever ready for any challenge!

by Robert Bretscher

As soon as the first snowflakes fall from the sky, the hard work of the winter service begins. This was already interesting early on for model producers ...

When the first snow falls, trucks with the cumbersome snow-clearing equipment become the friends of all the other road users. Without these specialized vehicles, nothing would move during the winter and the traffic on roads and sidewalks would grind to a halt in a very short time.

It is rare that all municipalities have the extensive requirements for keeping the roads clear alone. Therefore, alongside municipal vehicles, there are often private transport companies standing at the ready to take up the challenge of clearing snow from the roads. Today, the most modern snowplow systems and powerful specialized vehicles are used; they have exchangeable attachments so that they can be utilized year-round rather than stand idle in vehicle garages.

Several model producers noticed these specialized vehicles that only appear in the winter and with their releases, brought some real jewels into children's playrooms. We want to introduce you to a few of these winter toys.

Wedge snowplow on a Guy Warrior chassis

Dinky Supertoys, # 958, 1961

Guy Motors Ltd. was an English vehicle maker founded by Sydney Guy in 1914. He produced cars, trucks and chassis for double decker busses which he exported to 76 countries. Unfortunately, the innovative manufacturer had already got itself into financial trouble by

the end of the 50s and was taken over by a series of British conglomerates until it was decided to let it all come to a big end in 1982. The 'Warrior' model series was developed in the 50s as an 8-ton truck with engines from Meadows or Gardner. Whether the real Guy Warrior really was the godfather for the Dinky model is not known to the writer.

Dinky Supertoys already had the chassis with the Guy Warrior cabin as a flat deck truck in production when the last series was released as a snowplow in 1961, greatly surprising the children. The yellow-black monster with the enormous wedge snowplow was a sensation at the time. The huge front attachment with the moveable wedge plow, made from steel sheet stock with the two attached front lights, clearly shows how well the makers made their toys then. Especially because of that, important details like the hinted-at scrape rail were included. The cabin has no interior but has glass all around and is equipped with a blue light warning beacon. Even though the flatbed was permanently fixed to the chassis, Dinky Supertoys mounted a moveable rear flap. It is hard to believe that this great-looking truck has already survived 58 hard winter uses.

Wedge snowplow mounted on Unimog 404 S

Dinky Toys (France) # 567, 1967

The universal powered motorized tool, better known under its brand name Unimog, was developed in 1945 as an agricultural all-wheel drive vehicle. Beginning in 1948, the vehicle went into serial production with the Maschinenfabrik Gebr. Boehringer in Göppingen, Germany. Finally, the then engine supplier, Mercedes-Benz, took over production in 1951. The off-road version Unimog 'S' (Construction series 404) with its thirsty Mercedes six-cylinder gasoline engine, could be seen as a light special transport vehicle for fire brigades or used by a variety of army applications.

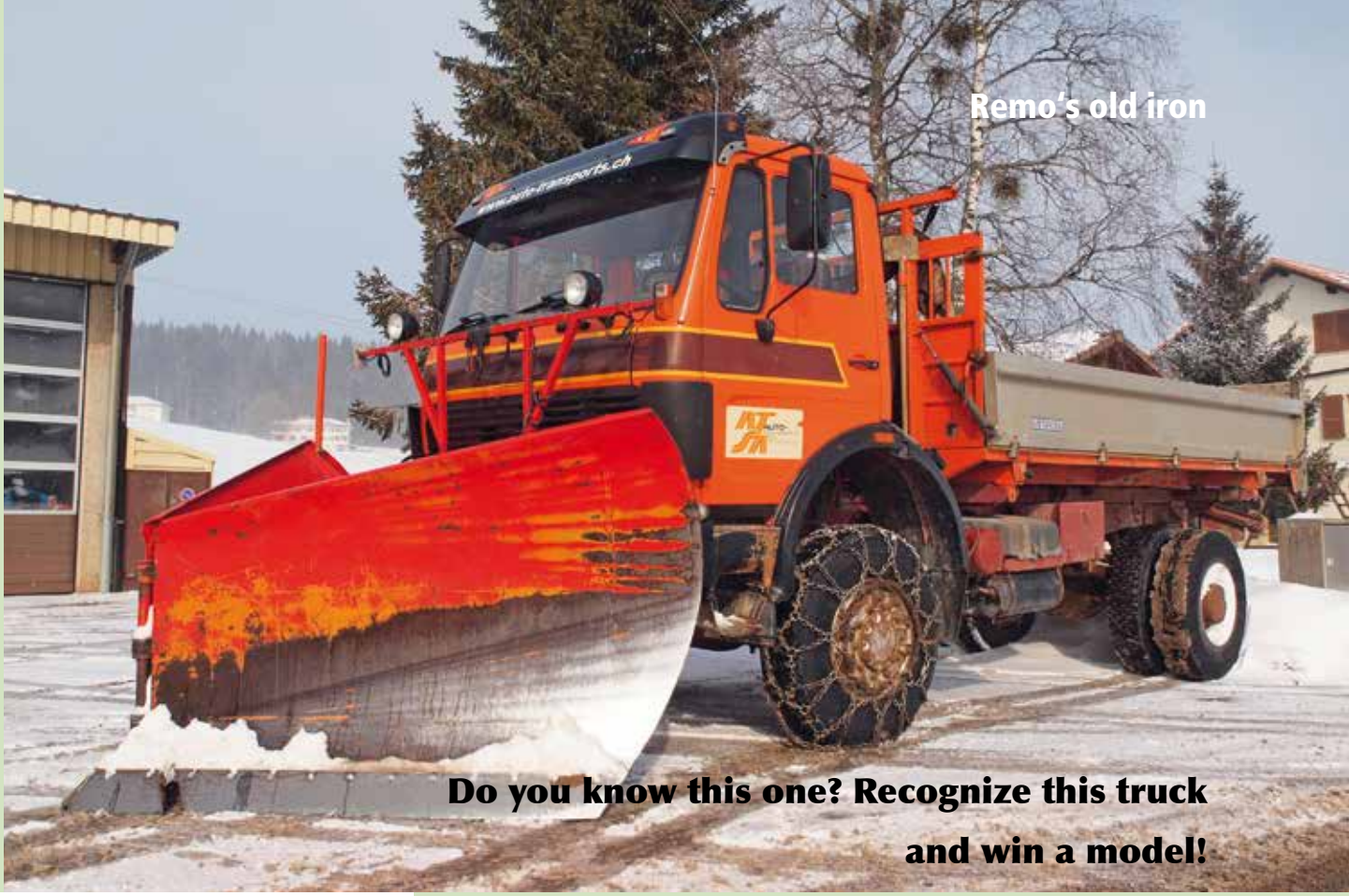
Therefore, it is not surprising that Dinky Toys found in their army vehicle section an ideal carrier for the snowplow projects. The final decision was made to use a Unimog 'S' type that had been in production since 1960. This extensively detailed vehicle that was available painted in an olive-green scheme could be adapted as the snowplow vehicle without any great re-tooling. The mounting bar at the front is permanently connected to the vehicle so that it cannot be taken off. The sliding, lifting and lowering moves function with the use of a heavy-duty hydraulic cylinder. Besides the spare tires added to the sides, one can also find four containers for the snow chains, a detailed gas tank with filling nozzle and, for a gas-powered vehicle, an absolutely necessary a spare gas can. Under the removable plastic canvas top which rests on a window frame made from steel sheet stock, one can see the driver's and co-driver's seats and a separately-mounted, moveable steering wheel.

Snow clearing vehicle based on a Faun K10/26 AP chassis

Siku, # V337, 1972

Faun (Fahrzeugfabriken Ansbach und Nurnberg AG) is a vehicle producer which is indelibly linked to the construction of specialized vehicles so, it was almost a certainty that the very well-known toy maker, Siku, would use these vehicles as prototypes for its toy trucks. The model selected by Siku for its snowplow version was the 125 hp Faun 10/26 AP dump truck which was first introduced to the public in 1956 at the Hannover Messe.

Siku (Sieper Kunststoff) was founded in 1921 by Richard Sieper and already in 1951 began production of the first plastic toy cars. Really fun vehicles with ingeniously designed functionality followed, beginning in 1954; they included all kinds of accessories which could be used to make playing traffic more realistic. The snow-clearing vehicle shown here was made from Faun Dumper (#V249) which was then already in serial production. Besides the snowplow, the Faun was given a flat dumping bin and a green and orange paint scheme. The snow-clearing blade has two warning flags on the sides and is moveable using a lifting cylinder whereby the so-called vehicle accessory bar is rigidly connected to the chassis. The available road edge marking poles, warning flags and snow fences, available separately, can be safely stowed away on the dumping bin. If need be, the goods to be transported can be secured with a clear plastic cover.



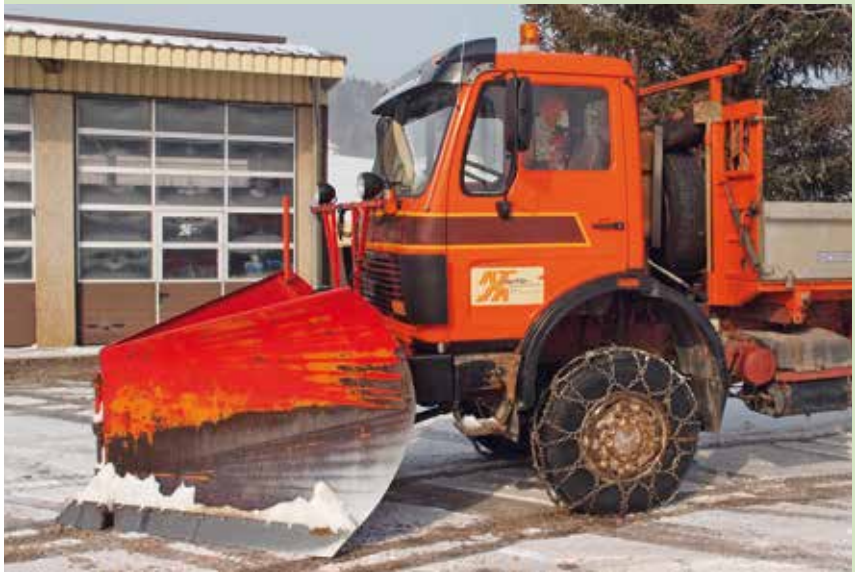
Do you know this one? Recognize this truck and win a model!

by Remo Stoll

The home of this truck is the coldest place in Switzerland and this truck certainly has a lot of work during the winter season. The built-in V8 direct injection diesel engine powers both axles of the heavy chassis. To push away the accumulated snow masses a nowadays seldom seen wedge plow has been mounted.

Recognize the truck? Please send us the exact name and type designation. The contest deadline is the 15th of February, 2020. 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 truck set with a Scania R Highline 'J.A. Transport AB' from WSI or one of the two Bauma new items, a Liebherr R 922V from Conrad and the Wacker Neuson WL20e in 1:32 from NZG.



Solution from Trucks & Construction 6-2019

The Grader in question was a Cat 112E and the winners are: Marc Maly from Hamburg (D) who won the Arocs with a semi-low deck trailer 'Sennebogen' from Conrad, Markus Vertacnik from Bochum (D) who won the Komatsu HB365LC-3 from First Gear and Jürgen Precht from Stockelsdorf (D) whose prize is the Cat D6 XE LGP from Diecast Masters. Congratulations to all the winners!

Cranes in the harbor, part II

Loading at the harbor

by Markus Lindner

Now that the building of the harbor area is complete, we can show how to build a heat exchanger model as cargo, in this issue ...

In issue 5-2019 we showed how the harbor diorama was built and we mentioned that it makes possible the presentation of different models set into scenes. Among these, for certain, is the transfer of heavy-duty loads between trucks and a river boats.

These spectacular actions deserve to be translated into model form. Cranes that are capable of handling these heavy loads and other interesting heavy-duty loads are certainly the main actors. The actual stars of the scenery and the biggest model-building challenges are the goods that have to be loaded and, with a few exceptions, these are not generally available off the shelf.

Typical trans-shipment goods are boilers, containers, reactors, columns and other technical apparatus for the chemical industry which cannot be disassembled for transport. That is why often the journey between the factory and the place where they will be installed is the uncomplicated transport by ship.

In this case, a typical heavy-duty transport item is depicted. It can be made in model form fairly simply with readily available materials. And last, but not least, it is a suitable load by weight for the Nooteboom MCO-PX 2 + 6 semi low-deck trailers with Scania heavy-duty tractor truck combinations and the model looks great when placed in the display case afterwards. Compared with other machinery, the basic construction of the heat exchanger is a relatively simple project and one easy to construct. It is made up from a cylinder as a base with a half-round sphere on one end and the so-called pipe bottom on the other. There we find the in and outflow valves for the second medium; the first medium enters the cylinder at the top and flows out at the bottom. Additionally, there should be a safety valve. Also required are welded-on feet supports for the safe erecting and transporting of the machinery; lifting lugs for cranes needed for loading should also be there.

One should also think about the weight of the load and adjust it to the capacity of the heavy-duty transporter on hand.

For many loading goods like concrete cast parts and simple steel construction items (bridge girders, pipes) this is relatively uncomplicated since the weight of the construction part is easily calculated mathematically. Multiplied with the specific weight gives the net weight of the loaded goods. The specific weight of re-enforced cast concrete such as used in load-bearing concrete parts is around 2.5 t/m^3, that of steel (also cast iron) is 7.85 to 7.87 t/m^3 and high-alloy steels bring around 8 t/m^3 to the scale.

Now, our heat exchanger with its internal bundle of pipes and other details is not so easy to discern and to calculate the weight. Distances between pipes, different diameters and wall thickness are dictated by a variety of factors and would need a great effort to break down into parts to calculate the weight of the complete heat exchanger. For this reason, the weight here is only an estimation. It was made after researching a large number of prototypes of which the weight Eand dimensions are known, and then finalized for the model.

With its length of 290 mm (14.5 m on the original) and the gross weight of just short of 78 t is a suitable load for the semi low-boy trailer selected for use.

The construction of the heat exchanger is done using a variety of plastic materials.

The cylinder-shaped part is usually from a variety of pipes like plastic electric conduit pipes, plumbing pipes and such. These are generally readily available in home improvement or hardware shops and are not expensive. Likewise, plastic and

brass pipes from the model building sector are very suitable. Copper plumbing pipes or aluminum pipes are also good sources so it is rarely necessary to make big compromises regarding diameters.

Somewhat bigger challenges are the ball shapes or spheres needed for construction. Here we can fall back on a great variety of acrylic shapes like spheres and medallions that are offered in craft stores as unfinished decorative items. Most are divided in the middle so that they can be filled. We can take advantage of this and get two half-round balls for closing off the top part of the heat exchanger, for example.

The only challenge is to find a combination of a sphere matching the diameter of the pipe we want to use. In fact, a DN50 HT (German norm designation) pipe section together with a 50 mm half acrylic ball is the basis for the heat exchanger model.

The other side with the flat bottom part is a little fiddlier. It was made from the remaining half sphere from which the top part was carefully cut off and replaced with a piece of plastic sheet stock. The pipe connection situated there for the second medium was made from aluminum pipe off-cuts and glued on in a slanted position.

The pipe connections for the first medium are also made from aluminum pipe. The pipe flange and the flange lid were drawn in a CAD program and milled on a CNC machine. Alternatively, some matching washers could be found and used.

In order for the crane lugs to have the necessary stoutness to carry the whole assembly, they are made from plastic pipes inserted right through the cylinder. The brackets are made from Polystyrol parts cut to size and the safety valve is made from Evergreen Styrene profiles.

To fill in any small gaps at the glue seams or the pipe connections it is advisable to spray the whole assembly with a primer containing filler. At the same time, this gives a good base for painting later on.

Before the pipe bundle heat exchanger goes on its trip, the necessary lettering showing total weight, the location of the center of gravity at all relevant points and the rigging locations is required. For this we use the laser printer and decal paper with the lettering having been produced on the computer. After printing the decals, we apply them at the appropriate places.

Now our load can be securely tied down, transported to the harbor and loaded on board with the help of a Tadano Faun ATF 400G-6.

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Earthmovers in UK & Germany

By David Wylie, 532 pages, English language book, hard cover,
ISBN 978-1-916251-6-0-1

In 2016, David Wylie published his first, Earth movers in Scotland. Since he could not find a publisher for the next installment, he decided to self-publish it. Hats off for this effort! The excellently photographed book takes the reader on a voyage through coal open cast mining and to quarries and de-construction projects in England and Germany. The pictures range from the Kaiser S 12 'walking excavator' to the O&K RH200, Komatsu PC3000 and PC4000 up to the gigantic shovel wheel excavators in the German open cast coal mines. Factory visits at Volvo/Terex in Motherwell, Caterpillar/O&K in Dortmund, Komatsu/Demag in Düsseldorf and Komatsu/Hanomag in Hannover round out this interesting book. (up)

Abriss & Abbruch

By Hannes Hummel, published by Podszun Verlag, 165 pages, format 28 x 21 cm, German language book, hardcover,
ISBN 978-3-86133-927-4

Eleven years after "Emmo" Cohrs demolition machine book appeared, Hannes Hummel has written a new one about the same subject. It is built up from construction site reports, company portraits, an overview of the de-construction excavators from Caterpillar and Liebherr and one chapter each covering the special editions and demolition tool attachments. The book contains good variety. The band width goes from the 30-t Liebherr LH30 up to the Aregger A-Rex with a working weight of 300 t. The construction machines, for the most part photographed by himself, cover all know makers and of course, the Luff Company with their Menck excavators is also included. (up)

Jahrbuch Schwertransporte & Autokrane 2020

Several authors, published by Podszun Verlag, 144 pages, 280 pictures,
format 24 x 17 cm, soft cover,
ISBN 978-3-86133-936-6

In the 2020 issue we get a closer look at some choice themes like the transport of the 'Himmelskönigin' at the Amsterdam Schiphol airport or a transformer transport on the Hunsrück mountain followed by the king class of heavy-duty transports that is brought to us in detail by Thorge Clever. The new heavy-duty truck machines by Baumann are included and so is a 'crane ballet' in Minden. The Stoosbahn gets their wagons delivered and Franz Brecht restores a Gottwald AK 450-83 and last, but not least, a walkway installment in the Swiss town of Schafisheim where a new distribution center for Coop was built is shown. (eu)

Jahrbuch Kommunalfahrzeuge 2020

Several authors, published by Podszun Verlag, 144 pages, 280 pictures,
format 24 x 17 cm, soft cover,
ISBN 978-3-86133-938-0

A premiere reaches us this year from the publishing house of Podszun Verlag. Until now, a year book of municipal vehicles had never been published. The articles begin with current new items from the house of Maurer and Mulag. Friends of older vehicles will find the report about the construction yard in Winsen (Luhe), or the Magirus tower cars and the electric vehicles of the city of Dortmund very interesting. More for tractor fans is the tool carrier from Fendt, while the three-wheeled sweeping machine from Faun is a pedigreed municipal vehicle. The history of the Holder Company rounds off the year book with many interesting details about this manufacturer. (eu)

New on the market

NZG 1:87 / 1:50

This multi-facetted maker of vehicles for airports has discovered models as advertising mediums. Following two airplane towing tractors and machines for snow clearing, now an airport bus, the Cobus 3000 in 1:87 scale, is available. Cobus Industries belongs to the Daimler and Caetano Group and the Cobus 3000 is the flagship in the program from the Wiesbaden (D) company. The low-entry bus carries up to 110 passengers and three oversized large double doors on each side allow for speedy passenger transfer when boarding or disembarking. The plain form of the original has been excellently replicated and thanks to the exact engravings there is no shortage of details. The mighty Komatsu PC4000 arrived at the last moment for this issue and so it will be introduced properly in detail in the next issue. The two drives can be ordered separately as loads.

GMTS 1:50

As we promised in our report on page 26, we could not leave out pictures of two more new Saurer and Berna three-axle trucks. The orange Berna 5VM 6x4 is equipped as a dumper with high side walls while the Saurer 5DM with flat deck is especially configured for heavy-duty transports. The latter was working for Welti Furrer in the livery shown.

Kobelco/ Motorart 1:50

The SK400DLC reached us just before the submissions deadline and we will introduce it in the next issue. Surprisingly, the SK140SRD vehicle dismantling excavator has been announced, and to make ordering more fun, our readers can claim a rebate of 5% at the Kobelco Shop from January 20th until February 1st on orders over 100 Euros (before shipping costs). Please use the code 'Bagger5%' when checking out. (www.kobelcofanshop.com)

Fritzes/ Thommys/ NZG 1:50

From the new model of the Liebherr A 910 Compact, the first color variations have already been released as the A 912 Compact. Besides the yellow version for 'Leonard Weiss' (NZG), especially nice to look at is the shiny green 'Arborgast' version (Thommys Baggermodelle) and the black one which is not a fantasy product but is a companion to the large 'Azubi Bagger' (Fritze's Modelbörse).

MKD/ MT Dioramenbau 1:50

For diorama builders, there is now a kit for a double house under demolition available from MKD (mk-dioramaland.lu). Walls, roofs, window frames and doors are made from MDF sheet stock and the whole, easy-to-build kit has only 57 parts so that even beginners can tackle it. With a footprint of 160 x 87 mm, the building is not a space hugger but a real looker which is ideally suited to exhibit with deconstruction models outside of a display case. For those who do not want to build their own, a finished diorama like in the picture can be ordered from Markus Thalmüller (mt-dioramabau@gmx.de)

Eberhard / Conrad 1:50

The remaining stock of the so-called 'birthday models 2019' is available immediately from the Eberhard-Shop (all employees get a model each year for their birthday). The model is a five-axle MAN TGS Euro 6 with a Schwing-Stetter concrete mixer from Conrad. The model looks especially nice in its elaborate and colorful paint job. The chassis configuration with the steerable fifth axle gives the vehicle especially good manoeuverability. (shop.eberhard.ch)

Giftmodels 1:50

Here we are showing four sets from the Italian dealer; they are made mainly from resin castings. Available in black or grey is a set for a rock shovel for 50 t excavators. Beside the reinforced HDV is a block shovel for large quarried blocks (attachment base of 10 mm). For excavators from 25 to 35 t, a smaller HDV rock shovel with an attachment size of 8 mm (above) in the aforementioned colors is available. For the wheeled loaders of the 50-t class, like the Liebherr L586 or the Volvo L350, a set with rock shovel and block handler from Lameter, made from resin castings is available. The quick changer, also included, was done by 3-D printing (above, right). The MK25 is a Multi-Processor for demolition work with three exchangeable attachments: concrete scissors,

pulveriser and steel scissors. Previously, this model was made from metal but has been re-released as resin castings (attachment size 9 mm). All required pins are included and the lettering is very extensive and rich (www.giftmodels.it).

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
Komatsu PC 360 LC with Bay Shore Bohrgerät	1:50	Buffalo Road	Exclusive	www.constructionscalemodels.com
Liebherr MK 88 «Mammoet»	1:50	Conrad	Exclusive	www.mammoetstore.com
Liebherr R 938 V «Wilko Wagner»	1:50	Conrad	Exclusive	—
Caterpillar 797 Tier 4	1:50	Diecast Masters	Dealers	www.diecastmasters.com
John Deere 345G LC	1:50	Ertl	Dealers	www.ertl.com
MB Arocs 8x4 / Scheuerle Intercombi «GCS Johnson»	1:50	IMC	Dealers	www.imcmodels.eu
Thornycroft Antar 6X6 «Sarens» Resin	1:50	IMC	Exclusive	www.sarensshop.com
Kobelco SK140SRD	1:50	Motorart	Dealers	—
Liebherr R 936 IV «Schlenter»	1:50	NZG	Exclusive	—
Liebherr L 586 X-Power «Wax Wild»	1:50	NZG	Exclusive	www.maxwild.com
Liebherr L 586 X-Power «Kurt König»	1:50	NZG	Exclusive	—
MB Arocs 8x4 concrete mixer white	1:50	NZG	Exclusive	www.modell-ovp.de
Scania R 8x2 / crane «Verolme»	1:50	Tekno	Dealers	www.tekno.nl
Scania G 370 4x2 «Henrik van Loenen»	1:50	Tekno	Dealers	www.tekno.nl
Scania R Streamline 8x4 SLT red	1:50	Tekno	Dealers	www.tekno.nl
Faymonville Tieflader 2 + 4 red	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM1500-8.1 «Nordic Crane»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr MK140 «Mediaco»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R Highline 6x2 / semi lowloader «Gustavsson»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S Highline 6x2 / semi lowloader «Alfred Nielsen»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S Highline 6x2 / stone trailer «VSB»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania Streamline 6x2 «Norscrap»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 8x2 «Erling Andersen»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 6x2 Globetrotter XL / lowloader «Schoones»	1:50	WSI	Dealers	www.wsi-collectors.com
MB Actros MP4 4x2 «Kibag»	1:50	WSI	Dealers	www.wsi-collectors.com
MB Actros MP4 8x4 SLT / lowloader «Jinert»	1:50	WSI	Dealers	www.wsi-collectors.com
DAF XF 6x2 «Baetsen»	1:50	WSI	Dealers	www.wsi-collectors.com

Our partner page

Abandoned quarries

In the Valpolicella, a wine growing region near Verona and Lake Garda, is the area where the Rosso Verona limestone is quarried. Over the last few years, many of the quarries were shut down because the demand for this material is in decline. Here you can find abandoned stone works with a fantastic pool of old construction machines that are quietly rusting away. Brands like Fiatallis, Fiat Hitachi, Rossi and Komatsu are all represented.

New large excavator Caterpillar 390F L VA

As a replacement for the oldest 385C, a new Caterpillar 390F L VA has been at work since November. The adjustable outrigger arm can be combined with several different jibs allowing the 100 t excavator flexibility in jobs spanning de-construction, excavation and train track removal. Compared to a Mono-block arm, the adjustable outrigger reaches a greater working height and the jib does not have to be taken off for transports. The heavy, hydraulically-adjustable undercarriage allows for optimal stability. It can be adjusted from a transport width of 3.6 m to a working width of 4.48 m. The built-in C18 engine produces 391 kW (532 hp) and complies with step IV of the EU exhaust protocol. If train tracks need to be removed, the adjustable boom in combination with a 2.2 m long jib and the track ripper is used. The same outrigger and boom configuration is also used with the 12-t heavy ME 1100 concrete shears.

News in brief

Fully electric MAN eTGM

The emission-free and very quiet TGM 26 360 E LL complies with all of the important requirements for inner city distribution traffic and has an adequate cargo capability.

It will be available in a 6x2 configuration with a lift and steerable trailing axle for a total weight of 26 t. It is powered by an electric engine that produces 264 kW, with enough reserves to power all other secondary motors.

To increase the driving range, the vehicle has a brake energy recovery system (Recuperation). This means that during braking and pushing, the energy is transformed into electric energy and returned to be stored as battery power. (dw)

Sisu 900+ Hybrid-Truck

The 900+ by Sisu, using the OM 471 and 473 engines, is offered as a parallel hybrid vehicle. In addition to the diesel engine, it is powered by an electric engine mounted after the clutch. The additional electric boost adds a further 250 kW of power so that overall, there are 900 hp available to be transmitted over an Eaton Fuller transmission to the rear axle. The capacitor is charged by harvesting the brake resistance power. The additional power kicks in automatically when the diesel engine's demand for power is at the maximum and when fuel use is at its highest. (eu)

Liebherr LB 16 unplugged

The fully-electric drill rig LB16 was one of the many electric-operated machines at the 2019 Bauma. The first work for the battery-operated drill was on an autobahn construction site in the Vorarlberg in Austria. A total of 148 piles with an overall length of 1742 m had to be installed. The engineers from Liebherr accompanied the machine with measuring devices to further optimize it. Later on, it will be produced in a small series. The built-in battery pack lasts for 10 h and is the equivalent of seven Tesla S models. With this, a reach of 3,000 km would be possible. The 55-t drill rig is ideal for use with the Kelly bar system. It can reach a depth of 34.5 m and drills holes of up to 1,500 mm diameter. (up)

Caterpillar D5

After the D11 and the D6, the D5 is now the third bulldozer from a series that in the future will have eleven models. They range from the small D1 (formally the D3K2) up to the 104 t D11. The gear shaft built into the D5 has a fully-automatic 3-gear drive for a sliding speed increase and a C7.1 engine which can produce 127 kW and complies with exhaust controls step V. Depending on equipment, the weight is between 17.2 and 19.2 t.

Factory-installed assisting systems like the Slope Indicator (shows across and length degrees of listing of the dozer, on the main monitor) or Grade Control (fully automatic lateral and longitudinal adjustment of the blade) support the driver. (up)

Electro concept truck

For some time now, Volvo has sold electric trucks for city traffic and is convinced that electric power can give even heavy trucks a competitive edge. To research the possibilities, two electric concept trucks for regional and construction site traffic were developed. With these concept trucks, Volvo would like to explore the possibilities and at the same time gain insight into the market economy interest and social aspects. At the same time, the truck builder is aware that supporting measures have to be taken if the number of electric vehicles is to increase. Increasing the infrastructure needed as well as financial incentives for operators are among some of the challenges ahead. (dw)

Komatsu WA475-10

This wheeled loader of the next generation, weighing between 25.1 and 26.9 t, is geared by an innovative hydraulic mechanical transmission (combined power construction with a hydrostatic drive and conventional power source) and has a 217 kW strong 6-cylinder engine, compatible with EU step V exhaust controls. The WA475-10 combines all the advantages of its predecessors with up to 30% fuel economy. So, for example, the new wheeled loader has an automatic control that limits the rpms during less-demanding use. The redesigned hydraulic system together with the optimized Z-Kinematic produces more lifting power and a higher degree of productivity. The new operator-friendly cabin is completely glassed in with only four roof pillars which gives it a perfect all-around visibility. (up)