

Laster & Bagger

English text at lasterundbagger.net

Ausgabe 5-2018

Modelle von Lastwagen, Baumaschinen

Mit Wettbewerb

Yagao 1:50
**XCMG
XE7000**



English text

Tekno 1:50
**Mack
F700**



Eigenbau von René Tanner
Pegaso 1083 von asam

Sammlerporträt
Jörg Senni's Krane

Diecast Masters 1:50
Caterpillar D7E



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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".

A small summer break

Quite a few things are happening in the world of collecting and there was no hint of a summer break. Quite to the contrary. For example, in this issue we are introducing two Volvo models from two different and new makers. One of them has already made itself a name as a producer of agricultural models and, therefore, is betting on the larger 1:32 scale for its EWR150E mobile excavator. Behind the second new model is a group of Swedish enthusiasts who, with the BMLM 841 in 1:50, would like to start producing a whole series of historical models.

I am very happy about both of them and wish them all the best and a lot of luck. It is such initiatives, be they big or small, which keep our hobby alive and interesting.

Rinus Rynart has given his whole life over to road transport. In his very personal memories, the Dutch man describes the many ups and downs of his company beginning in the 50s and up to current times. He also shows how the Near and Far-East traffic started and developed over time. The company now

belongs to his son and the plain white Rynart-Trucks now supply the NATO troops in Afghanistan. It is a great privilege for me to publish the first part of this impressive story in this issue.

By the way, with the next issue, we begin the 10th year of publishing our magazine. A small jubilee, which would not have been possible without our readers. Despite this, there are still collectors that do not yet read Trucks & Construction. Do you know someone like that? Why not tell them what you especially like in Trucks & Construction. Praise the advantages and invite them to become part of a worldwide community of readers.

The magazine continues to need more new readers and I am personally very happy about every single one who decides to become a subscriber.

Have a lot of fun reading the magazine.


Daniel Wietlisbach

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Jörg Senn collects cranes

A life with cranes

by Daniel Wietlisbach

Jörg Senn was born four years after his father founded a company that built windows, store front windows and doors. In the same year, 1961, the company moved into its new factory compound and the family into the house located on the same site in Oftringen. The first crane was purchased a year later.

For steel construction, the new factory building was of generous proportions. In the early years, half of it was rented out to a car painting outfit. The number of orders in the new building was very good and the work continually increased. To erect the steel construction, a crane was rented from the competition. Its arrival time to the site was rather unreliable as it was available only when not in use by the owner. This frequently led to bottlenecks for installations and was the reason for Senn buying its first crane. It was a two-axle Austin-Western Model 410 with lifting capacity of 10 t. Half a year later, the seller of the crane offered Heinz Senn a second crane of the same type. The crane was purchased and the salesman hired on at the same time. He built up the crane department of the company and became its first dispatcher.

Senn opened its transport division in 1969 and acquired a Büsing BS20 4x2 dumper for ballast

Jörg Senn says that he can always remember being surrounded by cranes and trucks. No wonder then that over the years he has accumulated a remarkable collection of models ...

transports as the first truck of its fleet. Soon a MAN 16.320 tractor/semi-trailer with a single-axle flat deck trailer for the transportation of finished steel sub-assemblies followed.

Childhood

From childhood on Jörg Senn could be found behind the steering wheel of heavy equipment. He was allowed to switch equipment around on the factory grounds. Despite growing up with one sister and three brothers he was the only one who was so passionately interested in the machines parked in the compound. It was not often that his spot on the co-driver's seat was challenged by his siblings. In the narrow cabin of a crane truck it was often impossible to ride along but up in the crane cabin there was lots of room and the view there was much better.

At the age of 14, Jörg Senn took care of his first construction site. Pre-cast concrete elements had to be placed. The collector remembers this job in great detail because for the first two weeks he had to get to the site by bicycle. Later, for his bir-

thday, he got a small moped which he used to get to the site. He preferred to spend his school holidays on the many construction sites around about. His mother never knew exactly where he was but she knew how she could find out: from the dispatcher.

Jörg Senn also accompanied drivers in trucks or in escort cars for heavy duty transports. The driver of these cars had a very stressful job because they had to get out of their cars and mount the steerable rear part of the trailer to help guide it around narrow spots on twisting roads. This double job requirement slowed down the transports and was also noticed by the accompanying police escort. To clear the road and move the transport along more quickly, the officer suggested that Jörg should drive the escort car even though he did not yet have a driver's license. During the middle 70s, the law enforcers were still allowed to use 'common sense' when making decisions.

First models

The first model that Jörg Senn owned was given to him by his father

who had received it from a Grove salesman. It was a RT75S from NZG (#149). Until then Jörg had liked to play with his Lego set and had occupied himself for hours on the weekends building trucks and cranes. He re-lived in model form what he had seen during the week and duplicated the building progress.

At the age of about ten he was on scene near Olten as a bridge was assembled from pre-cast concrete parts. Not wanting to miss this out on this impressive part of the construction, the sales rep from Grove was also there and had the occasion to meet the youngster to whom he gave a model of the TM800 (NZG 136). With this model, Jörg duplicated the bridge-building event in play using Siku trucks and concrete beams made from Lego. The crane was the highlight of his play and was played with so much that it did not survive his childhood and had to be replaced later on.

Jörg was allowed to leave his construction sites in the living room over several days much to the chagrin of the tolerant mother who had to vacuum carefully around them. During Jörg's childhood years the collection grew with each sales rep's visit and new purchases for his father's business.

From 1977 to 1981 Jörg served his apprenticeship as a machine mechanic. Afterwards he got a driving license for trucks. He then served his compulsory military service with the Swiss Engineers Corps where he was taught to become a construction machine operator.

Right afterwards followed his 'wander and learn years' in Canada. As a souvenir from home and as an antidote against homesickness he took two models from his collection over the big pond. A further 50 were stowed away in the armoire in his room so that his mother didn't need to dust them constantly.

In his new homeland, Jörg worked as a mechanic in a shop for agricultural machinery belonging to a German émigré. After one year he switched employment and started to work for the Canadian importer of Grove cranes first working in the shop and then, because of his good knowledge of English, in the spare parts department. During one of his visits, his father suggested that Jörg should go back to school for further education. For this, Jörg first needed to reach the Toefel Grade for English. Then began his three-year study of Computer Science and Systems. To finish off his studies, a six-month practicum was required

which he served in Dallas, Texas. During this time, he lived with his future wife, Ursula, whom he had met earlier before his departure from Switzerland.

The planned initial six months to learn English then grew into seven years. At the end, the couple undertook an extensive trip across the American continent which they loved so much that they considered emigrating.

But it turned out differently

In 1988, during one of the couple's visits to Switzerland, Jörg was told of an opening to manage the sheet metal center of the family's company and so plans changed. He took over the reins and a few years later, after the head of the crane operations retired, he also took over those operations. Today, Jörg Senn is in charge of heavy-duty transports and cranes, emergency power generators, tracked mini-cranes and sheet metal work.

Jörg and Ursula married in 1991 and in the following two years, two sons, Fabian and Dominik were born.

Jörg got his mobile crane driver's license only at the turn of the millennium as before that such licences were not available at all. He now also acts as an examiner for this test.

Jörg lived in his parents' home in the company compound for 46 years. Eleven years ago it became too cramped for the collector. He was unable to sleep properly and often looked out of the windows early in the morning to see if the trucks and cranes needed for the day had left the company grounds. So, he left the industrial compound and moved with his family to the Oftringen

The collector

Jörg Senn (57) trained as a machine mechanic, did his Bachelor studies in Canada and joined his father's firm in Oftringen when he was 27. Besides collecting models he is a passionate hunter and chair of the Zofingen shooting area. He is also a helicopter pilot and likes to lift off with customers and friends.

He and his wife, Ursula live in Oftringen and the couple has two adult sons. For those who are interested in his collection and want to get in touch, the best way is by email: JSenn@sennag.ch

suburb where the collector arranged to have a room in the basement converted to a hobby room with custom-made display cabinets.

The collection

Until then, his collection had languished in boxes stored in the attic. Despite this, the collection did grow over time not only from gifts but also increasingly from purchases. At least he was able to display some of his models in his office.

In his younger years Jörg glued the company logo on his models no matter if the models were in the company fleet or not. The logos were carefully cut out from the company's letterhead; only later on did he order custom-made decals.

The history of the red square in the company's logo has a remarkable background. It was invented by Heinz Senn during the early years of the business. The color was 'Menning,' then the one generally used as rust protection for metal. Later on it was classified as 'bright red' code RAL 3024. For model builder other colors of the Senn vehicles might be of interest: 'Narcissus Yellow' RAL 1007 (like Liebherr's), 'Basalt Grey' RAL 7012 as well as 'Pure Orange' RAL 2004. The fact that the logo looks modern even today is something impressive! It is now copyright protected but Jörg Senn is always happy to see what collectors have built in the Senn colors when they show up at exhibitions because this is the 'best kind of advertising.'

Duplicate models, most of them gifts, were given to his kids to play with. Not many of them survived having been played with but

nothing was thrown out. They are stored in the hobby room as parts donors for future renovations, something Jörg would like to tackle after his retirement.

Industrial models

International collector circles became aware of the latest Senn AG in 2009 when a set with two DAF heavy-duty tractors, a historic 2800 and a modern 1055C, were released by Little Treasures using WSI models as a starting point. The set was the beginning of the merchandising program. A total of nine models was issued with some of them still available. Parallel to this, the collection of Jörg Senn grew constantly. The collector visited shows like Ede or the Minibauma in Sinsheim and he still orders newly-released models from his favorite supplier, Setec HTM.

However, muses Jörg Senn, the flood of new releases in the last few years has considerably diminished the enjoyment of his collecting. Never-the-less, he is increasingly excited about the custom-built models for his collection made by Alexander Demme. The collector and model builder (see issue 1-2016) showed Jörg Senn pictures of some of his 1:87 Senn models at the 50th company jubilee celebrations. Jörg was very enthusiastic about the jewel-like quality of the models and encouraged Demme to build 1:50 models in the same quality. But Alex had no inclination to build models 'for strangers.' However, over the years a real friendship developed between them and so, during the last 12 years several unique models from the work bench of Demme have been included on the shelves

of Jörg's collection. Because Jörg informs the model builder very early in the process of a new vehicle acquisition, the model often arrives for the collection at the same time as the original joins the fleet. The goal of both collectors is to have a 1:50 model of every vehicle ever used by Senn AG, a goal almost within reach. The last delivery contained two boxes which contained a total of 16 models, a birthday gift for Jörg.

The trust in each other is very great and a kind of 'Fools License' has been given to the model builder. Every time he visits, Alexander discovers new models which qualify to be re-painted. They are exclusively models that had been given to Jörg Senn as promotional gifts. For example, Alexander recently stood in front of a display cabinet and spotted a gifted Volvo FH16 SLZ in factory colors. He took it with him and returned it a few months later in the Senn-orange paint scheme.

The main emphasis of the collection that has grown to over 500 pieces is, of course, heavy transport and cranes. But, on a separate shelf there are six truck and trailer sets of the Swedish long-distance hauler ASG. They are all older Tekno models discovered by the collector at his favorite dealer. They awake the memories of trips across Europe which he was allowed to make as a co-driver when he was a boy. The ASG trucks symbolize for him the 'feeling of the international trucker world.'

High up on the wish list of the collector would be a model of a 'nice old lattice crane with a half cabin' like the one from P&H.

XCMG XE7000 from Yagao in 1:50

China's pride and joy

by Daniel Wietlisbach

The Xuzhou Construction Machinery Group (XCMG) situated in Xuzhou, China, was founded in 1989 and is an internationally active conglomerate producing a variety of construction machines for earth moving and road construction as well as cranes and trucks. A partnership agreement with Caterpillar was created in 1995 and a licensing agreement with Liebherr was reached at the same time. In 2012, XCMG took over Schwing.

According to a press release on their website dated April 17th, XCMG is proud to announce the first 700 t hydraulic excavator made in China. However, the giant cannot be found anywhere in the list of products and a search for a prospectus was fruitless. Nevertheless, the text mentioned above supplies a few of the basics: two engines with 1700 hp each and a shovel capacity of 50 t. This means that China, after Germany, Japan and the US, is the fourth country in the world to have the capability of producing excavators of this magnitude. It also says that for the development of the chassis and a 'soft-start steering' of the engines, XCMG has announced 52 new patents. Until now, there have been very few pictures available of this giant and none at all of it in use.

Mining enthusiasts belong to a special species of collectors that are not usually spoiled with models, therefore, they are thankful for every model that appears. From China came a very special, hefty model that has no need to hide its features ...

The model

Together with a mention of the original, the first pictures of the models showed up. The model is now available from dealers in Europe. The producer, Yagao Models, seems new at first but a visit to the website (machinerymodel.en.alibaba.com) reveals several familiar models of Chinese prototypes. Because of the missing dimensional data, we were unable to check the correct measurements against the original, however, the model looks well-proportioned and when, for example, it is put beside a Liebherr R9800 from Conrad or the R9400 from NZG, the dimensions look believable.

The model is packaged securely and well protected in two styropor clamshells inside its cardboard box. It has a very high metal content and consequently is very heavy. The constructors at Yagao seem to know their overseas customers very well.

The lower carriage is massive; only the covering underneath is made from plastic. The two drive units are nicely engraved and the seven running rollers as well as the three support rollers are real and are designed to turn. The guide wheel is sprung in such a way the excavator runs well on its tracks.

The upper carriage

The model excavator operator reaches the hefty upper carriage by an extendable set of stairs on the cabin side. Rather plain in the original, the upper carriage housing has been suitably modeled; especially nice to see are the grilles that are pierced through and the separately-applied air-cooling openings. The upper side is also worthwhile looking at. It too is finely engraved and at the front right side there are the four round openings for the hydraulic cooling system. They are closed off with very finely-etched

grilles. A replica of the interior cooler was omitted.

Air filter boxes, exhaust plant, fire extinguishing equipment as well as a partially moveable crane with a slightly oversized hook are separately-applied parts. All safety railings are made of metal but are slightly out of scale.

The cabin is also made of metal and has flush-fitting windows that shine with externally-applied, individual Venetian blinds. The door opens permitting a view of the po-

lychrome interior with its rather plainly painted operator figure. Lights, lifting rings and window wipers round out the details of the cabin.

Equipment

Arm and jib are made of Diecast parts and their undersides are closed off. The hydraulic cylinders are detailed with all the fittings and hook-ups. To keep the heavy lifting equipment it is desired position, an Allan screw in the lifting and jib cylinder is used to keep the arms rigid. An Allen key is included with the model. This solution is a common one for crane models and it is also acceptable here.

A real joy to behold are the hydraulic lines that have been modeled

in their minute entirety. They have been separately applied all over, are complete with hook-up fittings that have even been painted in the appropriate colors.

The shovel is made up from several exactly-engraved Diecast parts. Even the cylinders of the bottom discharge shovel are there even though they are hard to spot.

The paint has been cleanly applied and is not too thick. The lettering is sharp, detailed and legible. The matching dump truck in 1:50 has also been released. The original also comes from XCMG and is called XDE360; the numbers on the designation probably are a hint at the capacity of the truck.

Source: Wikipedia

At a glance

- + Metal content
- + Detailing
- + Functionality



Tinplate

Translation of page 15

Grain transporter

by Robert Bretscher

This International IHI grain transporter was made for the US market by Bandai & Co, Japan ...

This high value, 60 cm long dumper model was made mainly for the American toy market. To suitably imitate the prototype and take into consideration the amount of space required, the vehicle had to look hefty and, using special effects, have a very high degree of play value. With this extraordinary model, Bandai was able to excite many customers in the Western World. Children certainly had a lot

of fun with this almost indestructible vehicle. The perfectly modeled 'International' cabin even has a carefully made interior. The doors open allowing the placement of the 'driver figure' behind the large steering wheel. Furthermore, the richly detailed cabin includes the two air

filters and the distinctive exhaust that are separately-applied zinc parts. Especially worthy of mention are the two side rearview mirrors which are made completely from steel sheet material plus the nicely copied radiator grille embossed with the 'IHI' logo. With this truck,

Bandai almost launched a promotional model.

A further sensational detail on the truck is the double-walled dumping bin! It is not out of the question that once in a while a youngster sat on the robust truck and took a turn around the room. With the heavy chassis and the six huge rubber tires mounted on steel rims, it was capab-

le of transporting quite heavy loads. The actual dumping is achieved with a cleverly designed steel spring system that is actuated by pushing a button that makes the bin dump its load. When the bin is pushed down by hand, the spring is tightened again and awaits for the next push of the button to release it. Other than this, the truck was delivered without

any form of propulsion.

Released at the same time as the dumper was a concrete mixer truck version. In addition to those from Bandai & Co, the two models were released by the distributing company of 'SSS International.' Today, both vehicles are considered to be very rare and are extremely hard to find in good condition.

Translation of pages 16 – 19

Mack F700 from Tekno in 1:50

The Bulldog

by Hans Witte

Turkey, France and Holland where the most important markets for Mack Trucks. Because of its specifications and its low tare weight, the F700 was very well received in Europe. Through Mack Trucks' legendary reputation they were thought to be very robust and reliable and therefore ideal for Near East transports. A further advantage was the very powerful and yet very economical Maxidyne engine that is the special European version; it produced 306 hp at 1800 rpms and had an extremely high torque of 159 kg at 1200 rpms. With such a flexible engine, the 7-gear transmission was sufficient to ensure that the Mack Trucks had enduring and reliable performance. Other engines could be ordered as an option but were rarely asked for.

The Mack F700 was built from 1967 to 1981 and was surely the best known Mack truck in Europe. Now the first models from Tekno have arrived and we just had to test them ...

The Mack had two disadvantages: one was the price which was 15% more than comparable vehicles and the second was the short steel suspension springs. To improve on the hard suspension, the F700 could later on be ordered with air suspension on the rear axles and for the cabin. A real boom in sales happened in the second half of the 70s because of the very low US dollar exchange rates.

For non-specialists, the type designation of the F700 series is difficult to understand. Simplified, the two last numbers indicate the built-in engine. The F786 had the

highest sales; it was equipped with the ETAB 865 engine producing 305 hp, specially designed for Europe. The F795 had a V8 engine with 316 hp and the F797 with its 375 hp and a V8 engine was the most powerful Mack of the 700 series. Furthermore, the letters S and St stood for a 4x2 or 6x4 chassis. Whether the suspension was steel sprung or air could not be discerned from the type classifications.

The first cabin with high roof for a Mack F786 was built by the Dutch body shop Lamboo as a custom order from Henk Vis, freight haulers.

When a picture of this customized cabin reached the Mack factory, it was decided right away to offer the high roof cabin with two beds as an option.

Around 140 F700 Macks were sold in the Netherlands; with the exception of only six trucks with extended wheelbase, all others were either two or three-axle tractor trucks.

Overdorp

Among the best customers for Mack Trucks were Overdorp, Lindenberg, Rynart and Doornbos. Overdorp, located in Ijmuiden, occupied first place. In the second half of the 70s the company bought a total of 23 F700 tractors. Four had a flat roof and 19 had the high cabin. At that time, the Overdorp fleet also contained some MAN and some older Henschel trucks in addition to the Macks.

The Dutch freight hauler was founded in 1917 by Cornelis Overdorp. In the decades that followed, management was always passed on to younger family members. After the war, as with so many freight hauling companies, Overdorp recommenced with some army trucks. In the 50s, the first new Henschel trucks were purchased. Overdorp owned many Henschel trucks and preferred them until 1974 when it changed over to the trucks with the star on the radiator because Henschel was integrated into Mercedes-Benz.

During the 60s the main cargos were the transport of paper, clothing (on hangers) furniture and computers. In 1963, Overdorp ordered the Netam-Freuhauf trailers with air suspensions, the first in Holland. In

the 70s, the fleet consisted of around 40 tractor trucks and 80 trailers. After the demise of Henschel, Overdorp changed over to using MAN of which they had quite a few in its fleet up to the 90s. In 1978 Overdorp purchased the Steef van Loon Company situated in Harlem, the Netherlands. Van Loon also had a fleet of Henschel trucks. But more valuable to Overdorp were the special transport and heavy-duty licenses it got with the company. From then on, Overdorp was able to offer a broader spectrum of services. By 1980 the fleet numbered 80 tractor trucks from Mack, trucks from Henschel and MAN and 140 trailers. Ten years later the fleet was a mixture of MAN and DAF trucks.

Because the company had grown so big, a larger, financially stable basis was needed. So, in 1966, the freight hauler began a time of cooperation with Spido. But after a relatively short time, this was terminated, resulting in large financial losses. In the years that followed, Overdorp got into serious financial difficulties and in the end was sold to Koops in 1998. Shortly after the amalgamation, the Overdorp color scheme disappeared under the orange coat of Koops.

Fortunately, one of the original Mack F700s from Overdorp has been restored and can be seen regularly at Old-timer events. The owner is Maurice Schrooder from Den Helder. He was overjoyed when, a few years ago, he was able to find an Ex-Overdorp Mack and an original Netam-Freuhauf trailer. For him, the Mack is a sentimental project because Maurice's father was a driver of one of these legendary Overdorp Macks.

Tekno model

It is this very special Mack F786 from Schrooder which Tekno has released in the Overdorp color scheme. A further Overdorp Mack has already been announced; it will be a tractor truck with a flat cabin roof and a tarp-covered trailer. But there will be many more in the offing. Tekno has developed a large variety of F models. Tractor trucks will come in 4x2 and 6x4 versions; for the 6x4 there are the options of blade sprung or air suspensions, two different cabins, flat and high roof, different bumpers and so on.

The tractor trucks will be offered combined with some of the classic trailers from the existing Tekno program. The Netam-Freuhauf cargo box trailer made from metal shown here is completely new. Others may be ordered as resin casts. The resin casting method is chosen if the original is very specific and the number of units to be produced is in the 150 to 300-piece range. It is more cost effective to produce resin models since the molds are made from silicon rubber. This is a relatively 'simple' method in comparison to the heavy, milled metal molds that can be used for thousands of models. Such steel molds have to be milled from high grade heavy steel by computer-controlled milling machines.

The Mack F700 with its fine details and its overall look is a real miniature masterpiece from Tekno. The different kinds of chassis, driver's cabins, bumpers and other components can be combined to produce a variety of models. This makes it possible to produce a model that is true to the original and which can be customized according

to the wishes of customers and collectors.

Upon a closer look, we discover many fine details such as the Maxidyne 11-liter Turbo Diesel engine and the rear axles with the differential, brake cylinders and torsion racks typical for the Mack Trucks. The Overdorp Macks had air suspension and these are correctly modeled. The cabin is finely detailed both in the interior and on the exterior. Below the cabin, one can admire the rear cab mounts and air bellows. For some reason, the wheel spiders

of the F700s have six points on the front wheels and five on the rear wheels. Tekno has observed this and correctly replicated it.

There are some unique features on the Overdorp model. For very obvious reasons, the normal Mack chrome logo that is usually located above the radiator grille has been replaced by a plain Mack sign has attached under the radiator grille to prevent it from being removed by trophy hunters. Overdorp had developed their own front bumpers with built-in main and fog lights. It

is also correct that the upper marker lights are missing; none of the Overdorp Macks had them because five orange lights were not allowed in Holland and caused even more trouble in France. Also, the missing Mack mascot at the front is exactly correct. After a few were stolen by souvenir hunters, Overdorp removed the mascots and mounted them inside the cabins on the dashboard. That could be our only, but not very serious, critique on the model. We are missing the Bulldog mascot in the cabin.

Caterpillar D7E in 1:50 from Diecast Masters Pipeline Master

by Daniel Wietlisbach

As a model of a current machine belonging to the market leader, the D7E arrives in the now familiar tin box, well protected between to Styrofoam clam shell sides. Packaged separately with the model are ‘Bob’ the driver and a spare Phillips screw for the arresting of the dozer blade.

The base of the machine still harks back to the Norscot times but the new owner of the molds has taken some imaginative steps to update the shape of the model and to make the overhauled model look very attractive. Made to scale, the D7E is weighty and represents the proportions success-

Diecast Masters has given the Caterpillar D7E an update, taking even the smallest details into consideration ...

fully. The two immovable mounted drives are nicely engraved and the correct number of running and support wheels are present but are rigid. The guide wheels are softly sprung making the metal tracks easy to move.

The bottom plate is engraved with many details; this is also true for the engine hood which has been completely newly constructed. Although the changes on the original machine are mar-

ginal, they do have a number of differences in the smallest details which led to the completely new construction. The air intake slits on the sides have a new shape as do the handholds front of the engine hood. It is almost a misnomer to speak of the ‘radiator grille’ as it has been completely re-designed for the model.

The cabin looks identical only at first glance; it has been given a very detailed ‘face lift’ that has

been exactly modeled by the model construction team. First class! The interior is detailed and has been painted in two colors. The Cat logo is on the seat back rest. The roof is removable because of 'Bob' and to make the interior very easy to inspect. The glass for the cabin is a one-piece clear plastic casting. All of the separately-applied details such as the handholds, window wipers, antenna and rear rock protection cage are made from plastic.

A machine in the pipeline configuration was chosen as a prototype so that the model is distinctly different from the others currently in production in the standard configuration. In consequence, this means a completely new machine with newly constructed equipment.

Mounted on the rear is a non-functioning Paccar Carco H90 winch which is exactly modelled, including the supply lines. A ladder for re-fuelling is shown in the folded-up position, fixed in place.

The swivelling A blade and can be arrested in three positions. To accomplish this, a black small Phillips screw has to be loosened. The C frame is very nicely engraved and all hydraulic cylinders

have the appropriate supply lines. The blade itself is made up from two parts and successfully copies the look of the original. The paint has been applied cleanly, however, it has been applied too thickly on some parts of the model. The lettering is without any faults.

The original

Caterpillar presented the diesel-electric-powered D7E at the Conexpo 2008 in Las Vegas. A 187 kW (154 hp) C9.3 Diesel engine is the power plant for the current version. It has been paired with a generator that provides the engines of the machine with alternating current. The working weight of the machine varies between 26.0 and 28.5 t. (up)

At a glance

- + True to scale
- + Proportions
- Plastic railings



Volvo BM LM 841 from SMW in 1:50

A jewel

by Daniel Wietlisbach

The initiative to produce models came from the group wanting to develop models that they would like to own themselves which is why the members of the group spend a lot of time on even the smallest details. On their website, swedishmodelworks.se, they quite clearly state that these models are designed as display pieces and should be handled with care. Despite this disclaimer, the first model

Behind Swedish Modelworks (SMW) stands a group of collectors and model builders. To begin with they have produced the Volvo BM LM 841 ...

released has an impressive degree of functionality.

This is not the first time that the Volvo BM LM 841 has been made in model form. It should be fairly well known as the 1972 model pro-

duced by NZG that we described in detail in the 4-2010 issue.

The model from SMW arrived safely, screwed down in a small clear plastic display package and including a certificate stating it is from a

series of only 1000 pieces. Because of rough handling during transport, two pieces of the lifting mechanics got loose but because of their functionality they were only plug-fitted and so we were able to re-attach them without any problems.

The model has been made to scale and looks very attractive over all. It is made from a combination of plastic, metal, rubber and photo-etched parts and has a nice feel in the hand. The engraving of the wheels is exact and we liked the tires with their profile. The axles are mounted rigid and the rear one has a mock-up of the steering gear. The drive shafts were not modeled.

The engine hood has many details and has been augmented with additional small parts. In addition to trailer hitch and exhaust stack we find photo-etched steps and handholds at the rear. An especial joy to behold is the lifting gear with its kinematic. From the hydraulic cylinders to the supply lines and the color co-ordinated bolts,

everything is as it should be. The lifting gear is made from metal to ensure good functionality.

By the way, the fine finish continues with the cabin and its interior. All windows are separate pieces and are flush-fitted. Protection bars, window wiper, door handle (!) and the bracket for the warning light are made from photo-etched parts. The safety brackets on the side have the additional function of holding the lifting gear in position by friction. It is a daring solution that works, but should not be over exercised.

The palette forks are plastic and are adjustable but sometimes some small bits of casting flash have to be taken off. By pushing out the

bolts holding the tool it can be taken off. Alternate tool attachments are in the works.

The satin finish suits the model very well. Headlights and warning beacon are separately painted and the lettering is faultless. Other versions have been announced and will be produced later on; first in line is the Volvo BM 4300 for which the planning phase has already begun.

The original

The Volvo BM LM 841 was built from 1972 for about six years and one could easily recognize the ‘tractor turned backwards’ design from which Volvo developed its wheeled loaders. The working weight was around 10 t and the Volvo six-cylinder engine D 50 B powered the unit developing 112 hp. Wheeled loaders of this kind were given the sobriquet of ‘widow maker.’ Just imagine an operator looking out of the window while lowering the lifting gear...

At a glance

- + Detailing
- + True to scale
- + Selection of the prototype



Laster & Bagger

U1-publishing GmbH
Postfach 135
CH-3322 Schönbühl
+41 (0)78 601 74 44
www.lasterundbagger.net
redaktion@lasterundbagger.net

Redaktion Daniel Wietlisbach (dw)

Ständige freie Mitarbeiter

Carsten Bengs (cb), Robert Bretscher, Markus Lindner, Urs Peyer (up), Wilfried Schreiber, Remo Stoll, René Tanner, Erich Urweider, Thomas Wilk (tw), Hans Witte (hw)

English translation

Daniel von Kaenel, Canada, Steven Downes (sjd), UK

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Imprint

Yanmar SV120 and B110W from NZG in 1:50

New clothes

by Daniel Wietlisbach

The takeover by Yanmar of the compact construction machines in 2016 was part of a continuation of Terex's slow sell-off division after division. Therefore, the TC125 became the Yanmar SV120 and the TW110 morphed into the B110W. While the SV120 runs on tracks, the B110 runs on a mobile carriage. Otherwise the excavators are alike and can be customized according to the options chosen by the buyer. The working weight of the version introduced at the Intermat is 12.5 t for both and the bucket volume ranges from 149 to 477 liters. The power plant is a Deutz four-cylinder TCD3.6 L4 producing 85kW (116hp).

The NZG models are indeed just color variants of the Terex excavators released in 2014. And on closer inspection, the originals hardly differ from each other only the grip wells on the left side were at a different spot this time around. The models are made to scale and are absolutely up-to-date with the newest production practices and all main components are made of metal.

The tracked lower carriage is nicely detailed and engraved. It has seven running rollers, just like the original, one support roller and a running board on each side. Driving and guide wheels as well as the soft rubber tracks allow the model to drive very smoothly. The attached blade is movable and has two hydraulic cylinders.

NZG presented two new models from Yanmar at the Intermat. These had been available earlier on but in a different paint scheme ...

The lower carriage of the mobile B110W unit has finely detailed rims with tires that have copied the original profile very well. The steerable axle oscillates and the drive train has been replicated. The two supports can be moved and on the opposite side there is a trailer hitch modeled. The upper carriage are of an identical shape for both units. The difference between them is that on the mobile unit the lights that make it road-worthy are painted differently.

The engraving of the engine hood and cabin is correctly copied from the original. The air intake slots are painted flat black which gives a good impression of the 'Bug Screen' material that would be almost impossible to model correctly. The plastic exhaust and rear-view mirrors are separately-applied parts.

The cabin, with its flush-fitting glazing is very fine while the window separations and rubber gaskets, color-wise, are correct. Both handholds are made from a stout wire and the rear-view mirror, antenna and warning beacon complete the detailing in this area. The two-color interior has been duplicated in great detail.

It is very fortunate that there are two different outrigger versions available with the two different models. Very fittingly, the mobile excavator has the adjustable arm and the tracked excavator comes with a Monoblock outrigger arm. Both can be moved sideways and back and forth very easily thanks to the hydraulic cylinders. Arm and jib are made from one casting as are the two identical buckets. These can be removed by pulling a pin which makes the mounting of alternate tools much easier. Especially nicely done are the supply lines with two extra circuits for the optional tool attachments. The maximum working positions are not quite reached but are satisfactory.

The paint job is clean and the lettering is sharp and printed very detailed.

At a glance

- + Metal content
- + Detailing
- + Functionality



Pegaso 1083 1976 «Rimada» from asam

Hasta la vista

by René Tanner

Pegaso was the brand name for the state-owned factory, ENASA, founded in 1945. (Empresa Nacional de Autocamiones S.A.) It was a successor to the Spanish vehicle producer Hispano-Suiza.

At that time, the company focussed solely on the main purpose of ENASA which was the production of utility vehicles. Because the nature of the dictatorship regime and being isolated for a long time, the production was limited to flat deck trucks and dumpers. The isolation produced some very unusual models; some over length with two steerable front axles and with one or twin powered rear axles. Tractor trucks with semi-trailers were almost unknown on Spanish roads until the 80s. Busses, as well as delivery vehicles and small transporters from Sava, were added later.

In the 70s, Leyland Motors and DAF both tried to partner with ENASA but neither was successful. At the end of the 80s, Pegasus, as well as SEAT, were listed to be privatized. Because of an earlier co-operation venture with MAN for the production of a light truck and a city bus, MAN applied to take over the company but did not succeed. However, in 1990, Iveco took over ENASA and continued to produce Pegasus as their own brand in Spain.

During this era, a total of over 350,000 vehicles were produced.

Pegaso is part of Spain just like the Spanish egg tortilla, sun and beaches. No question then that there had to be an example of this truck in René Tanner's international model fleet ...

The largest output was reached in 1974 with 26,000 units built. The most important export markets were Latin America, the Benelux, Venezuela as well as Cuba and Egypt for military vehicles. The Pegasus name finally disappeared in 1994.

My first encounter with the charming Spaniard happened at the Liestaler Rheinbrücke shop, today the Manor department store. Offered for sale there was a huge Pegaso 1080 with a matching trailer and a cable remote that included a switch for lights and the sound of a warning horn, made by the Spanish toy maker Rico. I am sure that I drove my now late mother almost crazy once the unit began to take its first curves in my room. The disappointment was big when the much abused Pegaso gave up the ghost one morning. Nothing moved anymore, even the four headlights gave no light at all. So, the Spaniard went back to the department store for a repair under warranty. It took four weeks until the repaired and fully 'alive' Pegaso was once again able to go around in my room. Today, Rico-made Pegaso

trucks in original condition are offered on EBay for around 600 Euros. Who could have known that then!

The model

Because of my trips abroad as a truck driver, I managed to get in contact with Alan Smith who I had found through information in magazines. He makes white metal kits under the brand name asam.co.uk and ships them worldwide. In the 80s, even before Tekno, WSI or Conrad, he was one of the very few kit manufacturers that had a large variety of truck types and hence lots of kits and detail parts. In his program that even today has a huge number of kits and parts on order, one can find three different types of Pegaso trucks.

In order not to go into detail about the great varieties of the 1080 Cabina Cuadrada, here is just a short description of the difference between a Cuadrada and the Bocanegra. While the Cuadrada has the old cross pattern grille, the one on the Bocanegra is the newer, rectangu-

lar plastic grille with a honeycomb-patterned grille. My 1083 is one of the first series of the Quadrata, still without a tilting cabin and a longer protruding front on the cabin. Later Boccanegras already had a tilting cabin on the drive train tunnel, recognizable from the type sign 1180.

Engine repairs underneath the prop shaft tunnel for non-tilting cabins could be made from inside the cab and were made easier by swinging out the radiator from the front as well as from the sides and from behind the fenders of the cabin. The normal engine used on a 1083 is around 260 hp; I wanted to give mine a bit more power so I opted for the 352 hp strong 12-liter engine introduced in 1976. The kits from Asam with their approximately 30 parts are rather simple at first glance but with a little bit of fantasy and work they can be made into some really beautiful models.

Before starting on construction, I researched the subject intensively and found pictures of some very beautiful examples, among them a 1084 four-axle truck with exactly this kind of paint job. The Spanish freight haulers always had some colorful, gorgeous, richly decorated trucks with nice bits of chrome decorations and hand-painted names, and the very attractive Trilex rims.

I used my Pegaso, ordered as a 1080 4x2 tractor trailer, as a basis to build a Chinese Six with two steerable front axles and a powered rear axle.

The interior is completely new; the kit contains only a simple casting. Missing from it are the typical dashboard and the curved steering wheel. The seats are also not very useable and here was the biggest change I made. Also, I replicated

the steering linkage. Further adaptations became necessary, like the rear axle fenders that had to be newly made from aluminium sheet stock, and the addition of a newer, bigger diesel fuel tank. The two fenders for the second steerable front axle are also scratch built. New rear light brackets, air tanks and the ac unit with all the supply lines on the cabin roof, and the roof rack which was made from 0.7 mm florist wire, were added.

The typical Spanish half-round, transparent sun visors with brackets, similar to ones from Cornett, were also cut from aluminium sheet stock and attached after painting. Also typically Spanish are the two illuminated sign boards on the roof. The yellow one is for the truck and the blue-yellow one with the triangle is a warning sign for other road users that this is a truck with a trailer. Also typical are the lozenge-shaped signs on the cabin that are different in color for each region and so identify the place where the truck originated.

Spain is a wonderful land, rich on lush vegetation and impressive scenery. Gradients of 13% both up and down of are not exceptional so one of the specialties of the Spaniards is a trailer-mounted Eddy current brake from Frenelsa known here, in Northern Europe known as Telma. At that time, every Spanish long-distance hauling tractor trailer set had them. Completely unknown here was to mount the Telma on the trailer axles. This kind of application prevents fish tailing of the trailer in winter. It was this brake I especially wanted to show on the trailer.

The trailer is a completely scratch built item made from plastic sheet stock and profiles for the support, t-beams and the narrow spread axle

power unit. The first axle is a planetary hub reduction axle designed to absorb the power generated by the Telma unit which sits in front of and behind of the axle body. I punched out four small roundels with fitted combs and the round magnets from plastic stock and glued them together to make two units. The brake lines, brake cylinders and a larger air tank make up the braking system. Two large tool boxes and the obligatory water tanks were also made from scratch; fenders, again made from aluminium sheet stock, and two spare tires with the required holder were the below deck details. The upper part was both extensive and time consuming. The two side wall bases were made from 0.5 mm aluminium sheet stock. The single side fold-down doors were each made from plastic sheet that had an embossed tread pattern on it. These were then finished with strips of plastic, all of them cut to size and glued on piece by piece. The top longitudinal brace strip were the load and tarps are tied down was the last piece to be glued on. The round front wall of the trailer made from 0.5 mm aluminum sheet stock was bent to the correct shape and was also decorated with plastic profile strip. Air connections were made up from 1.0 mm of insulated copper cable and the runner support for the trailer tarp was made from bent 0.5 mm metal wire and then glued into pre-drilled holes. The ladder is made from a punched-out brass profile then trimmed to length and glued on.

Motip lacquer spray paints were used for the project; the first paint coat was the beige tone that was then masked and sprayed with the brown color. The anthracite color

was applied only at the end as a contrast to the silver-painted side reinforcement bars that were picked out by hand with a fine brush using Humbrol silver, a very labour-inten-

sive job! Both chassis are painted in black; the rings on the rims and wheel hubs are silver giving the model an extremely stylish contrast to the rest of the paint job. The lette-

ring, in two colors, was applied by hand with a very fine tip brush while the numbers were computer generated and printed on photo paper.

Komatsu WA600-8 from UH in 1:50

Middle class

by Daniel Wietlisbach

The special proportional measurements of the original have been correctly transferred to the scale model. The wheel base is not too long, neither is the cabin too big nor the diameter of the wheels too small. However, what is a visual distraction are the tires being 2 mm too small and mounted 4 mm too close on the model.

According to UH's company philosophy, the share of plastic parts is rather high, but the chassis and upper parts are metal and give the model a pleasing weight. The engraving of the rims is very nice, however, on the inside they show only the very well-known 'Cross' of many model rims. Both axles are rigidly mounted and the drive train is only hinted at.

Compared to the predecessor, version 7, many adaptations had to be made; most of them concern the rear part of the chassis. The shape of the engine room is chunky but less square than before and gives better sightlines to the rear. Additionally, there is now a set of stairs

Universal Hobbies presented updates of existing Komatsu models at the toy fair. Among them was the WA600-8 ...

on the right side. The engraving of the engine hood has been finely and exactly done. This is seen particularly on the cooling slits at the side. They have been made so convincingly that they look as though they are pierced. The radiator grille is actually pierced and see-through with the fan blade visible. Many detail parts like the exhaust, air intakes, wheel chock, back-up camera and many lights are separately-applied parts. They are all made from plastic as are the

steps, all handholds and the safety railings, however, they are very finely made.

The fine, almost dainty ladder to the cabin is on the right-hand side and the anti-skid surface on the driver's platform is exactly replicated. The cabin with its flush-fitting windows is nicely detailed. Every detail has been thought of, from the antennae to the window wipers. The rear-view mirrors have real reflecting surfaces. The polychrome interior of the cabin is especially detailed and includes the joy sticks that operate the machine. The Komatsu logo is found on the backrest of the operator's seat.

The articulation joint has been modeled true to the original with two hydraulic cylinders, however, it only allows a limited turning radius for the model. The many sup-

At a glance

- + Detailing
- + Engraved surfaces
- Plastic content
- Functionality



ply lines have been modeled but not the drive shaft.

The front part of the machine has been copied to scale and is very nicely detailed. Even the screw heads on the hydraulic cylinder valves can be made out. The 3.99 m lifting cage and the dumping kinematic of the shovel have been correctly made. The maximum dumping height is not achieved; the shovel, however, functions

correctly. It is made from a casting and has a pierced overflow fence to complete its look. The work spotlights made from textured clear plastic are painted silver on the inside and even have a black gasket.

The paint applied covers lightly and cleanly but has some fuzzy color separations near the cabin. The only printed-on details are the logos which are faultless.

The original

The Komatsu WA600 is designed for middle to large quarries and gravel pits. The newest version, #8, reaches working weights of 54.17 to 56.74 t with a shovel volume of 6.4 to 7.8 m³. The Komatsu six-cylinder SAA6D170E-7 engine is capable of producing 396 kW (538 hp) and complies with the step IV EU exhaust controls.

Wolff 700B from Conrad in 1:87 With luffing jib

by Carsten Bengs

In real life, luffing jib cranes are useful because of their tight slewing radiuses, therefore, they are especially flexible for use in densely built-up inner city areas, for example Frankfurt am Main where they are universally used.

The most important innovation on this model from Conrad is the way the single segments, the tower and outrigger of the crane, are connected with small plastic bolts. The old solution that used plug-in pins has finally been relegated to the past.

The tower is made up from four parts and so reaches a height of 47.5 cm or 41 m to the turntable. It stands very securely on the cross-shaped tower base that even has four small tower foundation slabs. The inside tower ladders and platforms

First seen at the 2018 toy fair, the model of the 50t luffing jib crane has now been delivered. The dimensions are remarkable despite its small scale ...

have been nicely modeled. To keep the crane safely upright there are two ballast blocks each with the Wolff logo on them. The self-hoisting mechanism has also been modeled very nicely and is attached with the same kind of bolts. The tower's operating platform and the massive hydraulic cylinder can be seen right away. All running boards and safety railings are made from white metal.

The two turning motors ensure careful and controlled movements of the arm. The revolving stage contains the two winches and the clearly

visible drives. On the prototype the main lifting cable reaches a speed of 190 m/min with a single cable hook; with a twin cable sheared hook it is still a respectable 95 m/min. Conrad has even made the small assembly crane able to turn.

The cabin has been located sideways and off centre. It has a detailed interior with seat and levers and even the floor window on the bottom of the cabin is nicely done. The window wipers and a ladder are hinted at and the steering console is also recognizable. Hand railings and

running boards are made from zinc.

The tip of the tower is inserted into a quick erecting coupling and tilted backwards so that the rear support beams can be installed. In reality, this is done by the small assembly crane. There is a ladder to the top of the crane for the crew to use during the assembly of the tower. A small platform for this purpose needs to be attached below the upper set of pulley wheels. The fall-back support strut for the outrigger arm is also present and correct.

The way Conrad has managed to model the arm is really great. As on the prototype, it can be extended to the original's maximum length of 70 m, 83 cm on the model. The lower support guy wires can hold the maximum of 8 segments using hooks and as soon as the upper guy wire harness is attached with the use

of a small bolt, a stable and ready-to-play stage is made. The guy wires are made from thin steel cables and hold the outrigger arm as the small erecting crane tightens the cables using the hoist and pulley system. The guides for the erecting cables are also included with the set.

The perforated metal running boards are convincingly replicated and run over all the outrigger arm elements. All pulleys for the cables are made from metal and run freely. The realistic looking hook has one pulley wheel and when sheared with

a two-cable system is capable of lifting an impressive 40 t; with three strands, the maximum lifting capacity reaches 50 t with a 55 m long arm at the 14 m point on the arm.

The outrigger arm ballast is made up of two side elements (5.97 t) as well as a middle weight which, unfortunately, is made as a single part. This means the model with 56.32 t of ballast is for a 70 m outrigger arm so smaller ballast versions are only possible in a limited way.

With the Wolff 700B, Conrad shows that big things can also be perfectly made, functional, superbly detailed and, as we are used to from Conrad, massive. With the US supplementary set, the model can be given an additional erection tip as well as a different set of ballast segments to change the model to a US version.

At a glance

- + Functionality
- + Tower and arm connectors
- Ballast is not divisible



Volvo EWR150E from AT Collections in 1:32

New dimensions

by Daniel Wietlisbach

The Volvo EWR150E short slewing excavator impresses with its small slewing radius of 1720 mm. The mobile excavator is powered by a Volvo four-cylinder engine, the Volvo D4J that is capable of producing 105 kW (143 hp). The working weight is around 15 t, depending on the tool attachment in use.

The Dutch producer, AT Collections, was founded in 2006 and soon

With this new mobile excavator, AT Collections steps for the first time into the sector of construction machine models. The possibilities that the large-scale offers have been taken full advantage of by the maker ...

gained an impeccable reputation as a maker of high quality agricultural models. This explains the choice of the somewhat unusual scale of

1:32 for construction machines. The mobile excavator comes with the equipment shown here. It has the Mitas double tires version; also

available is a version with the wide single tires from Nokian. Both tire sets are also available separately in sets of four so they can be swapped out. The Model from AT Collections comes well protected, screwed down and held fixed in place with wire. It arrived packaged in a combined Styropor and clear plastic shell. The model is completely assembled; only the bolt for the trailer hitch is packaged separately. Because of its size, the excavator has a heavy weight. All the main components are made of metal.

The lower carriage is nicely detailed and finely engraved. Both axles are connected with the power train; the transmission itself hangs free in the middle but this is hardly visible when seen from the sides. One of the axles is steerable and, of course, the blade also moves. The engraving on the rims is very exact on the outside.

The upper carriage convinces with its exact transposition into model form and the typical surface structure on the surface of the counterweight has been replicated on a model for the first time ever. The lights are all made from clear plastic parts that have been painted silver in the inside and it almost goes without saying that the mirrors have reflective surfaces. Air exhaust slits on the

engine cover are only engraved and not pierced. A mock-up of the engine was not made in order to keep the costs down. The orange handholds are made from flexible orange plastic material and are pretty safe from breakages and, thanks to the scale, no longer oversize even though metal handholds would be nicer.

The cabin is a real piece of eye-candy. It has flush-fitting windows and a door that can be opened by 180°. It has a very detailed interior; nothing has been left out, even down to the logo on the steering column. One really wants to hop in! Rear view mirrors, headlights, warning beacon and window wipers are all separately-applied parts.

The adjustable arm, jib, quick change attachment, Tiltrotator adaptor and bucket are also exactly duplicated from the original into model form. The very detailed hydraulic cylinders are serviced with the correct number of supply lines. They are a bit short on length at the

joint, but because they are made from flexible rubber this is not problematic. Even the light green lines for the operation of the Tiltrotator by 'Steelwrist' have been modeled.

A completely novel, until now, solution for the opening to discharge and for the un-coupling of the bucket has been found: a small bolt can be depressed with a fingernail or a toothpick until a pin releases on the sprung plate. The upper locking pin of the tool holds the bucket in place. The bucket can be mounted to the Tiltrotator as shown or directly to the jib. Two ripping teeth visible on the upper area are cast on as non-functioning parts of the rotator.

Besides the soil bucket from Volvo there is also a set with four tools from Eurosteel. All are exactly engraved and the screening bucket is also pierced. Should the Eurosteel attachment prove to be difficult to mount without jamming, it might become necessary to file down the screw heads of the quick changer slightly.

The satin paint applied to the model and the extensive lettering are above reproach.

It is going to be interesting to see how the model is accepted by the collecting community. One thing is for sure, the quality of the model will not be a hindrance!

At a glance

- + Detailing
- + Functionality
- + Equipment
- Plastic railings and handholds






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

by Remo Stoll

The maker of this truck produced a series of trucks customized especially for the Swiss market. The type designations are names of Swiss pass roads. This truck with 300 hp of power for the distribution traffic was named after a legendary, very curvy pass road that still has paving stones covering it. It goes from the Tessin into the German speaking Swiss region.

Recognize the truck? Send us your solution and the exact designation. The contest deadline is the 15th of October, 2018. 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: the Komatsu WA600-8 wheeled loader from Universal Hobbies, the CIFA MK28L concrete pumper from Conrad or the Yanmar B110W mobile excavator from NZG. 



Solution from Trucks & Construction 4-2018



This still active tracked loader was a Komatsu D75S-2. The winners are: Jürgen Precht from

Stockelsdorf (D) who won the Cat 14M3 Grader from Diecast Masters; Alexander Renner from Rheinfelden (CH) who won the Schwing S 43 SX III by NZG; Markus Hänggi from Nunningen (CH) who won the Wiedemann enviro tec Super 2000 sewer pipe cleaner from Conrad. Congratulations to all the winners!

Reminiscences of Rinus Rynart, part I

On the Road

by Rinus Rynart

Commencing in 1900, my grandfather, transported wood to the paper mill in Klundert (The Netherlands) using horse and wagon. In 1930, my father, Anton Rynart started his own freight hauling company using a small Ford truck that ran on wood gas. In 1945, immediately after the Second World War, he purchased his first heavy duty truck, a Mack, for hauling contracts in Holland and to Belgium. Later on, he acquired more GMC trucks, enlarged his company and soon hauled freight to Cologne and Paris.

I was born in 1944, the third son, and had six brothers and one sister. After I finished school, I started to work in my father's company. As did my brothers, I started out as a pillion driver, worked in the shop and helped with repairs, maintenance and trucks washing. In 1962, at age 18, I began to drive myself. At the time, we drove trucks from Scania, Mercedes, DAF, Fiat and Henschel and other brands to France, Germany and later on also to Italy. Once I got stuck on the Brenner Pass while driving a strong 135 hp Scania truck loaded with 20 t and had to be towed to the saddle of the pass by a local truck. To go to Genoa, Milan or other destinations in Italy we took the route over the Mont Cénis in France or went through Switzerland. Sometimes, my trips took me by ferry from Copenhagen to Mal-

It is still possible to experience the adventures of the open road. Rinus Rynart was there right from the beginning and we are very happy to publish his personal memoirs ...

mö and from there on to Göteborg and Stockholm, Sweden, then still driving on the left-hand of the road. The business flourished and we took on trips to Barcelona and to Athens; the fleet had then grown to 30 trucks.

My own company

I married my wife, Martha, in 1966. The hauling business was booming and I saw a bright future in trips to the Near East and even further into Asia. But my father and my brothers were of a different opinion so, in 1967 I started my own company, Rynart-Trucks later Rynart Trucking.

I started out with a Scania L56 and soon had shipping contracts for Holland and other European countries; very often my trips took me to Italy and Sweden. I was on the road for many hours a week. After some time, other trucks, including Volvo, DAF, and Fiat and later on Mack, were added to the fleet.

Unexpectedly, in 1969 we were offered a contract to drive a load of machinery from the Netherlands to Teheran. At that time, not many freight haulers made trips to the

Middle East and we had to source maps from the Dutch Touring Club. I wanted to make this first trip myself with one of our drivers and for it selected a Volvo F88. We wanted to utilize the trip to familiarize ourselves with the roads and to keep a close eye on the costs. We even found a return cargo, carpets from Teheran for the Netherlands.

At that time, there were only a few ferries in Istanbul that crossed the Bosphorus and so connected Europe with Asia; the bridge was not built until much later. Sometimes it happened that inexperienced drivers took the wrong direction in Eastern Turkey and drove up narrow, winding mountain roads. Bulldozers and local trucks then had to free them from their unfortunate situations. There were no mobile phones or GPS systems; we had to use charts to guide us and contact to the office at home was only possible by telephone or Telex in hotels or offices. The Tahir pass, at a height of 3,000 m and temperatures of -20° in the winter and in summer temperatures that could easily reach 40°, provided some of the greatest challenges.

The business grew steadily, we bought more trucks and soon I had to stay home in the office to co-ordinate the transports.

Electronic appliances for Pakistan

In 1970 Philips gave us a contract to transport electronics such as radios and TVs from Eindhoven in the Netherlands to Karachi in Pakistan. Ten trucks would be needed to service the Asian electronics market. As far as we knew, there was no other company driving that far into the Far East using European trucks. It had the smell of a real adventure because we could make out the road from Teheran to Pakistan on the maps but in reality, the road was small and sometimes only a track in the desert. We also expected potholes, corrugated road surfaces and roads that would turn into mud tracks during the rainy season. Philips insisted that the transports would have to be done using 40 ft containers because they were best suited to protect the sensitive loads and also specially to protect the cargo from gangs of thieves. We bought some containers and after loading them, installed some really massive locks. We made these trips for a couple of years but also took on jobs for other companies with freight for Baghdad (Iraq) and towns in Southern Iran. Even Kabul in Afghanistan and Lahore in Northern Pakistan near the Indian border were some of our destinations. On these trips, the Khyber Pass, a high mountain chain with narrow roads, sitting at 1,070 m above sea level, was a challenge.

In addition to the container chassis, there were also tarped trailers and

reefer trailers for temperature-sensitive cargo in our fleet. Our longest road trip at that time was to Karachi in Southern Pakistan. A two-way trip was around 20,000 km. It meant that one was about away from home two months, including waiting time at borders. The route usually went from Germany to Austria, through Hungary, Yugoslavia or Rumania, Bulgaria and Turkey to Teheran and from there to Southern Iran and over desert roads that were difficult to find directions on. We always tried to follow the tracks made by local trucks. Sometimes we got stuck in the sand and had to be pulled out by other trucks. Once, to reach the city of Quetta in West Pakistan, we had to ford a river because the bridge there was not strong enough for truck and semi-trailer.

Problems to be solved

In Pakistan, which had been a British Colony, traffic drove still on the left side. It was also very difficult to communicate with local people. While in Eastern Europe, it was sometimes possible to find someone who spoke a little German, the people of Turkey and Iran and further East spoke only their own languages. At least some employees in hotels and offices could converse in English. We communicated with our hands and feet and tried to explain ourselves with sketches on paper.

Further challenges were provided by the different currencies and at each border crossing some money had to be exchanged into the local currency in order to cross the country. At the beginning of the trip in Holland, \$ 5,000 US was put into a safe that was kept under the beds of

the sleeper cabin and at each border some of the money was exchanged. The money was needed for diesel fuel, repairs, and provisions and sometimes for local road taxes but this was usually very cheap in these countries.

Whenever possible, we drove in a convoy made up of a couple of trucks and at nightfall parked near guarded places, near petrol stations or police posts in towns. At the beginning, all our drivers were Dutch, but later on it became more and more difficult to recruit local drivers because they did not want to stay away from home for that long. We then changed to Turkish drivers who knew the culture and language.

After that, we also started to make trips to further destinations in the Middle East, Kuwait and Riad in Saudi Arabia. We transported home electronics, interior building supplies, machinery and chemicals. On the way back we carried carpets, textiles or shoes from Turkey or Romania.

These trips were profitable because the oil-rich Arab and Asiatic countries wanted western products and also because of the war between Egypt and Israel that had closed the Suez Canal so that shipping had to make a great detour around the Cape of Good Hope.

Business consolidations

Our trucks were blue/white with a red chassis and my brother's ones from Rynart Transport were green/yellow with a red chassis. In the past, we had co-operated closely on the Asia trips, so closely in fact that we decided to amalgamate the two companies under the new name of Rynart-Holding. Three of my brot-

hers and I became directors of the new company that then had about 100 vehicles; 60 of those came from my brothers and from me came about 40, mostly tractor-semi trailers with container, tarp, box or jumbo semi-trailers as well as some truck and trailer sets.

From about 1980 onwards, we also took over local transports inside Saudi Arabia using several trucks. To better co-ordinate these transports on location, we opened an office Damman south of Kuwait. We transported a lot of construction material to Riad, Jeddah and other places.

My wife and children followed later by plane and then my brother Frans and his family also moved to Damman. Unfortunately, it did not go well in the end, because my brothers started driving as Rynart-Trans-

port again and withheld the name of my company. I got very angry about this and decided to leave the company and make a fresh start myself.

A new beginning

For the truck paint scheme, I choose the ones from the beginnings in 1969, green, white and red and as a name I choose Rynart-Trucking. Once again, I started to drive to Asia and slowly re-built the company truck by truck. At the end, there were again around 25 tractor trailer units. The tractor trucks were from Mack, Scania, Volvo and DAF. The intermezzo with the holding company was now forever in the past.

The most distant destination then was Dubai, a 14,000 km round trip, which took between five and six weeks. The route was still the

same and also the goods transported. From Kuwait on we sometimes drove southwards as a 35 m long Roadtrain made up from two semi-trailers with dolly. At that time there was no paved road from Qatar to Abu Dhabi and we had to drive on the desert road.

As time passed, many more transport companies from all over Europe started to drive to the Near East and Middle East and the competition became greater. When even East European transport companies like Hungarocamion and Somat took over contracts, prices and profitability started to decline. We had to lower transport costs to such a level that it ceased to be profitable and we had to stop the work. A few of the trucks were sold off and we decided to concentrate again on Europe.

(To be continued)

Trucks to play with

Unic from France

by Robert Bretscher

Like the trucks from Berliet, these French transportation vehicles were a rather rare sight here and even when they appeared it was mostly in western Switzerland. They became known mainly because of a variety of French toy makers who produced the miniature models of these trucks that showed up in our playrooms.

The company, 'Société Anonyme des Automobile Unic' (Unic

Do you still remember the Unic trucks of the 50s with the unmistakable 'snoot' type engine hood or has this distinct-looking truck which could be seen here and there outside France been completely forgotten? A case for our specialist ...

car Ltd.), was founded by Georges Richard in 1905 and at first produced cars and small transport ve-

hicles. After the First World War, Unic began to enter the market with trucks. From 1938 onwards

Unic even produced its own diesel engines. Later on, Unic was taken over by Fiat-OM and then the distinctive ‘truck face’ was changed. The brand name of Unic completely disappeared by 1987.

Unic from Dinky Toys France

Dinky Toys France (1934-1981) was founded by the English parent company, Meccano Ltd. of Liverpool, who produced diecast model cars and trains under the name of Dinky Toys. To make the distribution of toys easier in France, the offspring company, Dinky Toys France, situated near Paris, was founded. In the beginning it sold the range of British products in France. It quickly became apparent that the French customers were more interested in models of French trucks or car brands and so French vehicle brands were soon produced. We showcase two Unic models from the Dinky Toys France range.

Unic multibenne Marrel

A 38, 895 and 805, 1959 to 1971

It was indeed fortunate that Dinky Toys France recognized the importance of this French truck producer and that it used this opportunity to produce a few interesting models for the toy market. As early as 1957, even before Dinky Toys in England dared to produce a skip loader truck, the French had a project on the go. It was to have a completely new cabin from Unic. The model would be introduced to the public at the toy fair in Lyon in the same year as the prototype. Unfortunately, the planned Unic cabin was not available for the fair. In this emergency a replacement cab from an existing Berliet

truck model on the market had to be substituted. Despite this unfortunate hitch, the Unic Skip loader was a sales hit. From 1959 onwards the first series of the Skip loader with the article # 38 A arrived in toy shops with the attractive grey and yellow paint scheme. It was a sensation! This attractive and lavishly built miniature model with double tires and the wide variety of new playing possibilities was a hit at first sight. (At the time I wished for such a truck for my next birthday). This completely new construction with the possibility of setting out the skip or dumping out its contents using a lever on the side was a cool thing. Unfortunately, the skip (at first made from a diecast part) was not detachable. Only when another load in the form of a propane container was introduced for the last series (#505) could the skip be taken off. This plastic propane container with the printed-on Primagaz advertising had originally been produced as a load for a model toy train car from Hornby in England.

Unic Pipeline Transporter

39 B, and 893/1, 893/2 1959 to 1970

During the euphoric Sahara Oil rush time of the 60s, several sensational truck models from Dinky Toys France were released. As a companion to the mighty Berliet GBO crane truck (issue 5-2017) that the toy maker produced in 1959 came this nicely designed, sand-colored pipe carrier truck with the already-known cabin of the skip carrier truck. With the addition of two roof carrier racks and the two very impressive spare tires, the tractor trailer set was a good fit with the other heavy duty Sahara vehicles. The trailer, with its double set of tires is loaded with five indi-

vidual pipes that when all are joined together make up an impressively long pipeline that measures 80 cm. Since the trailer could be moved on its own due to the single front support wheel it could perhaps be docked to another Dinky Toys vehicle already in waiting. Less successfully executed were the very discretely made sun visors above the front windows that are divided in two.

Unic by JRD

Jean Rabier founded JRD (Jean Rabier et Donnot) in 1934. Before that, Rabier worked for the very important French toy maker, CIJ (Companie Industrie des Jouet, founded in 1927.

In the beginning, JRD exclusively produced only tin plate model cars in large scales for Citroen. During that time, it also made a few tinplate trucks for the market. In 1958, the manufacturer changed its production to models in 1:43 and started to make jewel-like French models using the diecast process.

JRD didn't hesitate to make models of some of the lesser known or seldom seen trucks and cranes for the booming toy market of the 50s and 60s. Unfortunately, JRD had to close its doors in 1963 when it was taken over by CIJ.

Unic Izoard

With 'Kronenbourg' railway car on a low-loader trailer, article # 123, 1958

Jean Rabier built some impressive and uncommon French truck models in his toy factory as is evidenced by the set introduced here. It is made up from a Unic tractor truck with a short wheelbase and a six-axle, low loading special trailer for the transportation of railway cars. The trac-

tor truck's cabin, which had no glass was made in two parts, the chassis with cabin and the bolted on small cargo flat deck. The trailer hitch is made from steel sheet stock. The set, painted in simple but attractive grey and red impresses with its very detailed and well-designed look of all the components. For example, the 12 wheels of the trailer are not just mounted on plain rims but on rims specially adapted to the wider heavy-duty transport tires. On top of

that, it has to be mentioned that the over-sized looking steel axles were modeled correctly as they represent the axles that were designed for extra heavy loads. To load the railway car from the tracks on to the trailer there is a special ramp, made from steel sheet stock, which can be operated. The diecast railway car has a nicely detailed surface. The roof that is also made from steel stock can be removed completely to load the railway car.

Also, the lettering of the railway car and the tractor truck are of a high quality. It was so well designed that even after having been used for over 60 years it is almost as new. And this was designed as a children's toy! Many of the very fine details can only be made out when looking at the model close up which is proves the high degree of production quality found in JRD models.

Historic construction

1960s bridge building

by Wilfried Schreiber

In addition to a construction crane used for several of the smaller crane and concreting work, a Sennebogen cable-operated construction crane of the 1020S type with four-point support bracing and a small, additional extension jib was also used. This 80s cable-operated crane with hydrostatic-operated winches was able to be deployed quickly. The crane arm folded rearwards very quickly and independently which made it very economical to use especially when it was required for only a short time. When needed, the basic outrigger arm could be extended by inserting additional sections.

The cable-operated unit was used as a mobile crane mounted on a truck chassis and also as an excavator or as a crane on a tracked chassis.

Today we are on the bridge construction site where the two bridge end pillars have been finished. They have been constructed using steel re-enforced concrete construction. Now the forms are ready to be taken off ...

The company, located in Pilling near Straubing, lower Bavaria was founded by Erich Sennebogen in 1952. Initially it produced agricultural machines and early on, in 1953, manufactured the first manure loader. Commencing in 1957, cable-operated excavators were built. From 1959, production was moved to a new factory in Straubing and in 1962 the first hydraulic excavators were offered. Today, Sennebogen is among the leading producers of cable-operated machines and car-

go-handling equipment worldwide. Where the Sennebogen 1020S is too small to handle the work, a top slewing climbing crane, Peiner type KL80, fills the gap. It has a maximum extension width of 48 m and a top carrying capacity of 1.4 t at that point and a maximum capacity of 4.0 t overall.

This crane with a trolley jib has a self-climbing system that could be extended to great heights. It was a favorite helper during the construction boom in the 60s and 70s for

building high rises. The tower was able to increase its height due to the design of the interior sheeting of the inner tower. It is located inside the outer tower structure and is used to climb upwards using hydraulics so that the inner tower is always the same length while the outer tower gets higher and higher. Then extra segments are added in. The lifting mechanism was situated above the (KL) top slewing mechanism behind the operator's cabin. The top slewing tower (KL) cranes were superseded at the end of the 60s by the T series. These were pure bottom slewing tower cranes with needle

outrigger beams. Parallel to the KL series, climbing and bottom slewing cranes with needle beams were built and named the TN series.

Peiner was founded in 1953 by the co-operation of the engineering office of Tax, in Munich and Norddeutschen Maschinen- u. Schraubenwerke AG (the North German Machine and Fasteners Production Company Ltd.) Already by 1953 the first Peiner crane was shown at a construction machinery exhibition in Recklinghausen (D). The logo for the Peiner cranes was a reclining tower crane top. Later on, Peiner became the Peiner HTS, located in

Trier and was then taken over by Terex.

The models

The Conrad model of the Sennebogen 1020S from the 80s is much altered. This model was also available mounted on a tracked chassis and on a MAN chassis as a mobile crane. The Peiner top slewing climbing crane of the KL80 type is a model built of plastic parts made in cooperation with Lothar Unfried and the writer of this article.

New on the market

CIFA K47H and Terex TA400 in 1:50

In our 3-2015 issue we described the model of the CIFA K45H concrete pump from NZG in great detail and we gave it excellent marks. Now, after three years, it has been updated and re-issued with the current lettering as K47H. Fact is that the chassis, upper structure and total weight corresponds with the existing K45H, however, the outrigger arm should be 2 m longer. CIFA, who celebrates its 90th company jubilee in 2018, seems to be very tolerant in that aspect. It seems it was more important to have a model that matches a current prototype for the celebrations. The original is from the Carbotech-Series, who, because they use carbon for the last two segments of the arm attachment, reaches only a total weight of 32 t. Completely new and very

noticeable are the new rear supports and the two carbon segments that have printed on carbon patterns on them. Otherwise, the model looks convincing, it has a high metal content and excels with its high degree of detailing and functionality. In order to keep the distribution arm of the pump stable in any working position, a sufficient number of small bolts are included with the model, which can be inserted into the hydraulic cylinders and so fix the arm in position. The path the concrete takes can be followed from the loading funnel through the rubber hose right to the nozzle at the end of the beam. An especially nice detail are the four support plates that can, like on the original, be stowed away in a rack at the end of the trucks chassis. The K47H uses a Mercedes-Benz Arocs 8x4 chassis as its base, the truck itself was newly designed for it three years ago. Also newly

available now is the Terex TA400 dumper, which we will look at in detail in the next issue.

Cat D8T with new equipment in 1:50

After Norscot changed the factory producing the models in China, one of the first models that appeared in 2012 was the D8T. The model was well received somehow, but also showed some faults, one of them being a rather Spartan looking rear ripping attachment. Diecast Masters has spared no effort in the re-designing job and replaced, besides the ripper, also the dozer blade. What we liked especially very much was that the new 8U blade has a pierced overflow protection guard, which make the whole model look much finer. On top of that, the blade shines because it also has the correctly modeled hydraulic lines including

the guides for it, even between blade and radiator grille! The new single tooth ripping attachment has convincingly modeled details and great functionality. The only thing that could be done better would be to make the hook-ups for the hydraulic lines finer. Other changes are smaller details, however they contribute to the better overall look. The nasty looking pins, for example, on the guide wheels have disappeared and the printed on lettering is much finer.

Tools from GEM in 1:50

The detail rich Reschke Russia 6m3 bucket for excavators from 80 t onwards is a good match for the larger models from WSI, which improves their look considerably. The

products of this Russian maker are handled in Germany by Zeppelin, for example. The blue BMC patented slab bucket comes from England and fits excavators from 25 to 30 t. It awakes strong memories of the Eberhard's 'cake shovel' and is designed for large concrete slabs for highways. The OKB 2500 hydraulic hammer can be mounted directly on to excavators from 25 to 30 t but comes complete with an Oilquick quick coupling feature, which improves the play value considerably. The model is very elaborately designed, and has been assembled from many parts. All three new items have been extremely exactly and lovingly engraved and have been faultlessly produced. Bolts to be use to attach any of the tools are included.

Komatsu Series 11 excavators in 1:50

Universal Hobbies delivered, all at the same time, four models of the current excavators of the 20 t class. At first look they differ by lettering and by the differently painted shovels in two colours, which can of course be swapped around. The PC210LC-11 has a rock protection cage at the cabin, the PC210LCi-11 touts its 'Intelligent Machine Control' and is equipped with GPS receivers. A hybrid drive is the feature of the HB215LC-11, put in line beside him is his Japanese brother, the HB205-11. Correctly, this machine has a yellow shovel, Komatsu's from Europe have dark grey shovels. Compared to the earlier Series-10 models, the engine

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hood covers and the area on the right on the upper chassis had to be re-done, and a new feature are the cameras on the sides. The quality of the models conforms to the high standard of models from UH, they are very finely details with maybe a bit much plastic used.

Re-enforcements for Municipalities in 1:50

Among the new items released by Conrad are two models for municipal uses. The already known X2 garbage removal truck from Zoeller

in Mainz comes new in red with a current MAN TGS M Euro 6 chassis. A completely newly constructed model however, is the small City-Cat 5006 street sweeping machine from Bucker Municipal in white. The small vehicle of the world-wide active Swiss technology company Bucher, shines with its manoeuvrability of the original. Accordingly, the model has four wheel steering and a minimal turning radius. The spacious cabin has been exactly replicated with very flush fitting windows. On the front are three moveable brushes. The garbage bin can

be tipped and the rear flap opens to discharge the load. Visible underneath it is a mock-up of the Iveco diesel engine and other drives. Colouring and lettering are without any faults, colour variations may be possible.

Claas Torion 639 in 1:50

Co-operation between manufacturing companies always offer opportunities for model makers, if they are taken advantage of. As it became common knowledge that Claas sourced its farm yard loaders

Collector's guide

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

Type	Scale	Maker	Available from	Infos
Caterpillar 375L, three different versions	1:48	CCM	Dealers	www.ccmmodels.com
MAN TGS LX 35.500 EMPL wrecking truck «Kelpin»	1:50	Conrad	Exklusiv	www.man-shop.eu
Liebherr LG 1750 «Sarens»	1:50	Conrad	Dealers	www.sarensshop.com
Liebherr MK 88 new design	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 920 Compact «Wörmann»	1:50	Conrad	Dealers	www.conrad-modelle.de
Kalmar DCG80-100	1:50	China	Dealers	—
Demag AC700 «Mammoet»	1:50	IMC	Exklusiv	www.mammoetstore.com
SPMT set 6+6+PPU «Sarens»	1:50	IMC	Dealers	www.imcmodels.eu
Saurer 5D 4x2 dump truck «Spross»	1:50	GMTS	Exklusiv	www.setec-htm.ch
Saurer D330 6x6 dump truck «Spross»	1:50	GMTS	Exklusiv	www.setec-htm.ch
Saurer D290 4x4 «Setec-HTM / Zumkehr»	1:50	GMTS	Exklusiv	www.setec-htm.ch
Henschel HS34 heavy haulage tractor «Baumann»	1:50	GMTS	Dealers	www.lkwmodelle.de
Scania R 8x4 / asphalt tipper combi «Nilssons»	1:50	Tekno	Dealers	www.tekno.nl
Scania 4 8x4 «Brame»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 6x2 / stone trailer «Edwin Salari»	1:50	Tekno	Dealers	www.tekno.nl
Scania S 4x2 / tipper trailer «Inderbitzin»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH04 8x4 / crane «Poot en Zoon»	1:50	Tekno	Dealers	www.tekno.nl
DAF XF 6x2 / tipper trailer «Kuyppers»	1:50	Tekno	Dealers	www.tekno.nl
DAF XF106 6x2 / crane / trailer «Creabeton»	1:50	Tekno	Dealers	www.tekno.nl
MAN TGX XXL 18.440 tractor «Tattoo»	1:50	Tekno	Exklusiv	www.man-shop.eu
Liebherr LTM 1050-3.1 «E. Helaakoski Oy»	1:50	WSI	Dealers	www.collector.wsi-models.com
Tadano ATF 400G-6 «All Crane Hire»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania S 6x2 / crane / trailer «Bremer»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania 6x4 / semi low loader «Gebr. Blankespoor»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R6 8x4 / wrecking truck «Assistancekaren»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 6x4 / semi low loader «Thore Magnussen»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 6x4 / stone trailer «Edwin Salari»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / crane «Felbermayr»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x2 / crane / semi low loader «Koko Verhuur»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / hook arm tipper «Nordic Crane»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / dolly / semi low loader «Laso»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x2 / crane «BA Persons Kranbilar»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 6x4 / tipper trailer «Moyglare»	1:50	WSI	Dealers	www.collector.wsi-models.com
Ginaf 8x4 / dump truck «De Waard»	1:50	WSI	Dealers	www.collector.wsi-models.com

from Liebherr, NZG went and applied for a license from the giant of agricultural machines maker, and got approval. This is why the Liebherr L506 compact now shines in the attractive colours of Class with the Torion 635 designation on it. The release of this variant pro-

ved to be successful, because this Bauma 2013 model does not have to take second place after current production standards. The shape has been accurately copied and all parts are exactly engraved. The cabin has flush fitting windows and many details compliment the nicely

done model. The great functionality of the model makes one forget the missing hydraulic lines. The colour job has been cleanly applied and covers well and the lettering is sharp and legible.

Translation of page 54

Volvo Trucks since 1928

by Jean Christer Olsson, 224 pages, mostly color pictures, some black & white, available in three versions: German, English, Swedish. Hard cover, ISBN 978-91-87509-03-2

The first issue of this book celebrating 75 years of Volvo as a truck producer was published in 2003. Since 2015 the re-vamped version has been listed as a new item in the Volvo-Museum shop in Eskilstuna, Sweden. It is first class quality, just like the Volvo trucks. It does not try to be nostalgic, well, maybe just a little. Its real goal is to show how the technology has developed since 1928. The tables included in the book help in comparing vehicles from different epochs. Every year, (1928 to 2015) is represented with at least two pages and so everybody can see what Volvo truck was current in their year of birth. (up)

25 Jahre Trucker & Country-Festival Interlaken – Schweiz

by Jrene Küng, published by Weber Verlag, 120 pages, 157 pictures, 21.9 x 27 cm, hard cover, ISBN 978-3-03818-187-3

The book is about one of the best-known trucker festivals but has hardly any truck pictures in it. But they are not given as the theme of the book. It is all about the people who year after year are behind the scenes or on stage and about the truckers, their friends and the fans of country music. Many of the well-known faces of the Swiss trucking scene get their say and give their enthusiastic opinion about the festival in such a way that one wants to put the event in one's agenda right away. This way the book becomes a bit of a souvenir for the festival visitors to bridge the time until the next 'Tröcker' (Tucker) happens. (dw)

Schwertransporte Bildarchiv 5

by Thorge Clever, published by Podszun Verlag, 144 pages, 370 illustrations, size 21 x 28 cm, ISBN 978-3-86133-886-4

There is no need to introduce the author to any of those who are interested in heavy-duty transports. His works are more than well known. However, he is closing out his series with the current volume 5 and he alone knows why. Every archive is sooner or later emptied out and all that is left is 'second-best' ware. This could be exactly what Thorge Clever wanted to avoid because the transports shown in volume 5 are again 'first choice'. The time frame is set between 1980 and 2000, a time when tractor trucks with 400 hp and mobile cranes with a 500 t carrying capacities were a sensation. At that time, the author accompanied transports by Alborn, Baum, Breuer, Mammoet, Paulevan Seumeren and others. (dw)

Schwertransporte für die Energieindustrie

by Michael Müller, published by Podszun Verlag, 280 pages, 660 illustrations, size 21 x 28 cm, ISBN 978-3-86133-885-7

For the last 25 years, the author has been following transports of parts and equipment for the energy-producing industry and industry energy conversion projects. No wonder then that the book became a real 'tome'. The main focus, of course, is the specialized transports of transformers in a variety of sizes and dimensions up to weights of several 100 t. The book has 63 chapters or transports and also includes the interesting loading and lifting scenes with a variety of cranes and lifting equipment. The pictures are all of an excellent quality, taken by day or by night; someone here does know their trade! The results are sharp and crisp pictures chock full of valuable information. (dw)

Our partner page

Construction of a harbor

The municipality of Thal undertook the construction of a yacht harbor between 2005 and 2006. About 30,000 m³ waste rock was required for the building of roads and jetties. We were able to supply this mate-

rial because of the proximity of the quarry to the construction site.

The transports were made using Saurer and Scania trucks by the Gebr. Dornbierer transport company. The loading of the material was

done with our Cat 980 and the O&K RH 9 HD that was still working at the time. The daily volume handled was around 2,000 m³.

Larger reach

A 352F LRE with a long outrigger arm joined the fleet as a replacement for the 345D LRE. The jib length of the standard outrigger arm assembly by Caterpillar was shortened from 8.5 to 7.5 m. With the attached 3.25 m³ capacity swiveling shovel, the unit has a horizontal reach of 19 m and a maximum excavating depth of 12 m.

The engine used for this machine is a C13 which complies with the current EU IV exhaust norms; its working weight is around 58.6 t. To ensure the best operation usage for this unit, the newest 3D steering from Topcon was built in.

The 349E LRE has been used since 2013. This Long-Reach Excavator is equipped with a 10.5 m

long arm and a 7.5 m long jib. Working weight, reach and maximum excavation depth match the newest LRE excavator. For the removal of silt in front of the water intakes for a river power station, an 8 m long clamshell extension arm was attached bringing the total excavating depth to around 21 m.

News in brief

Translation of pages 56 – 57

40 years Renault Trucks in Germany

Renault Trucks Germany was founded in 1978. The importation of the Renault R, later on called Major, began in 1981. The Major had one of the first tilting cabins for heavy trucks. In 1983, the G260/290 was crowned the 'Truck of the year' (in the picture from 1991, from left to right, G340 Ti, G330, G300, G230 Ti.) In 1990 the Renault AE, the later

Magnum, revolutionized the design of truck cabins. For the first time there was a flat floor and engine and driver compartments were separated.

The Major was replaced in 1996 by the Premium and the construction site truck Kerax, for use in the toughest condition appeared in 1997. After the Midlum of 2000 and beginning in 2013, the designations for

the trucks are simplified. Since then the model series have carried the letters D, C, K and T and will continue thus in the history of Renault Trucks.

The jubilee is celebrated with a fund-raising appeal in social media with the benefactor being the Action to Aid Child Accident Victims Society (Verein Aktion Kinder-Unfallhilfe e.V.). (dw)

Scania P450 with a 90m Ruthmann aerial platform

The Ruthmann Skyperformance Steiger T 900 HF aerial platform can reach a breath-taking working height of 90 m and has a maximum reach of 42 m. According to Felbermayr, by using the telescoping arm a high degree of torsional strength is created and a great amount of weight saving is achieved. Therefore, the vehicle weighs ‘only’ 48 t. The aerial platform has been ad-

ded to a Scania P450 truck chassis taken from the standard production program. Scania was the only maker that was able to deliver a standard five-axle chassis right from the factory floor. This greatly optimized the costs of producing the unit. The aerial platform is already in regular use, for repairs on wind turbines or in refineries, as an example. (dw)

Volvo on the IAA Hannover

The FH16 heavy duty tractor truck with 750 hp will surely attract many fans and draw a lot of attention when on show at the IAA utility vehicles show, September 20 to 27 in Hannover, Germany. As already reported in the last issue, the Volvo FH series was introduced to the public for the first time 25 years ago and, of course, this jubilee will also be celebrated at the IAA.

Furthermore, Volvo is betting on the newest developments of alternative power sources. In 2019, Volvo will be starting to sell electric powered trucks in Europe. The Volvo FE Electric, with a total weight of 27 t will be shown. This recycling truck has a specialized upper body that was developed in co-operation with Faun. (dw)

Articulated dump trucks from Cat

After the 5,000th 793 and the 1,000th 797, Caterpillar is celebrating a further milestone with the 50,000th ADT. The jubilee truck is an articulated 745 dumper. The construction company, Trader, located in New Bern, North Carolina in the US will be the user.

It was 33 years ago that Caterpillar took over the steeped-in-tradition DJB brand in the English town of Peterlee in 1985. It was a long way from the first DJB articulated trucks lettered with Caterpillar to the current flagship, the 745. It has a carrying capacity of 41 t. By the way, with the D400DJB, Caterpillar was the first to produce an articulated dumper with a 40 sht (36 t) capacity. The D550 was even larger with a 55 sht (49.5 t) capacity. Unfortunately, Caterpillar dumped this model from production in 1987. (up)

Volvo EC750E HR demolition excavator

The demolition branch of Volvo which has three machines is once again up to date with the introduction of the EC750E HR based on the 75 t EC750E. As the HR version, it has 4 t more counterweight. With a larger lower carriage and the de-construction arm it brings about a 100 t to the scale. The long, three-part arm has a weight of 3.6 t when the demolition tool is attached and can reach a maximum working height of 36 m. With the shorter demolition arm and a 5 t scissors attachment the excavator is capable of reaching a working height of 26 m. The heavy, hydraulically width-adjustable chassis has a gauge of 4.3 m and is 0.5 m longer than the standard excavator and is 1.0 m wider. The first EC750 HR is already hard at work in Belgium. (up)

Komatsu P&H 4800 XPC

P&H, belonging to Komatsu since 2016, is the leading manufacturer of cable-operated excavators, Walking Drag Lines and drilling rigs. They began working on a design for a larger version of the cable-operated 4100 XPC shovel excavator in 2011. This 4800 XPC has been available on the market for a little while now. The first one will be delivered to an open-cast mining site in British Columbia, Canada in 2019. With a shovel capacity of 122.5 t (72.5 to 77.6 m³) this new cable-operated excavator giant is able to load the huge 363 t capacity mining dump trucks in only three turns. Will Caterpillar up the ante with a 7595 to catch up on the competition’s 11.5 t difference in shovel capacity? Perhaps the answer will be revealed at the 2020 Minexpo. (up)