

Modelle von Lastwagen, Baumaschinen

Mit
Wettbewerb

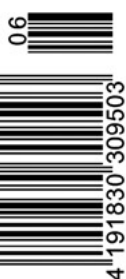
CCM 1:48

Caterpillar
6090FS

Umbau 1:50

ÖAF
Tornado

English text

Conrad 1:50
Delmag RH 18/200Sammlerporträt
Jo Mathis – Mister SaurerTMC 1:50
Hitachi ZX490LCH-6

Editorial



I would like to thank not only my male and female helpers, but also our readers, especially those who voluntarily round up the subscription amounts. They make a valuable contributions that allow us to remain independent in our reporting.

Male and female helpers

A friend of mine in the publishing business once said, “many issues are filled almost by themselves and other ones take a huge amount of effort.” During the last few weeks, I often thought about him because while the truck themes for two issues collected themselves very easily, I feared for every construction machine model and to plan a case ‘B’ if it didn’t arrive in time. Here were some production delays, there a storm paralyzed a factory completely and only because of the tireless efforts of manufacturers, dealers, authors and friends was it possible to finish the Trucks & Construction 6-2018 issue with our usual quality. And so, in this space I would like to thank all of those who made this issue possible. Every time, creating Trucks & Construction is a new challenge that is only surmounted thanks to the teamwork of everyone involved.

A special thank you goes out to the many female helpers, yes the women! During our co-operation with many authors over the last few years, it has come to my attention that many submit their texts to the


sharp eyes of their partners for approval before the article is delivered to me. And, on many occasions, the women concerned have given tips to help over the dreaded ‘writers block’ which every writer fears.

In particular, I want to thank my wife Michèle, who acts as a proof reader checking every line of every issue front to back before it goes to the printers. She does a great job, and a colleague commented that Trucks & Construction hardly ever has any spelling mistakes in it.

Last and not least, a big thank you goes to Kathleen von Känel. She edits and proof reads all the English translations very exactly every time!

By the way, you and every other reader are doing your part in keeping this magazine, Trucks & Construction, alive. Special interest media is not a certainty anymore, so why not invite your friends to buy or subscribe to Trucks & Construction?

I wish you all a relaxing and, at the same time, a stimulating reading experience.


Daniel Wietlisbach

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Jo Mathis builds and collects Saurer trucks

Mister Saurer

by Daniel Wietlisbach

His father was a gardener, employed by the city of Chur in Switzerland. He grew up with a brother six years older who, sadly, passed away over 20 years ago. His parents' home was located directly at the main road so Jo could observe Saurer, Berna, Scania or Volvo trucks from his nearby vantage point. In the 50s it was especially the long hood trucks that dominated the scene and most impressive were the long-distance truck and trailer teams of Peter Wolf as well as dumpers from Steiner, Schmalz and Hans Denoth, all local companies that, unfortunately, are no longer around.

After school was out, like many of the other boys Jo went to visit the construction sites in the neighborhood and so got its first ride in a truck. He remembers spending several weeks in the summer holidays when he was about 10 on the co-driver seat of a Hans Denoth Saurer V8 dumper. Everything was more familiar then; his parents knew the driver and Jo was picked up in the morning in front of the house and dropped off there in the evening.

Also, in the large garden at home he had his own 'corner' where he could dig and muck about without being disturbed and where he could play with his little models. He played a lot with his little Match-

Jo Mathis builds and collects Saurer trucks. Jo Mathis has always been a great fan of Swissmade utility vehicles. Because of the sparsity of Saurer models, he began to build his own and now has an impressive knowledge of resin casting techniques ...

box vehicles which then sold for 1 Swiss franc a piece. He had some of the larger series of the Dinky Toys models too, for example, the Euclid mining dump truck and a Jeep with trailer.

His interest in small machines and utility vehicles waned from age 12 onwards when soccer became his main interest. Jo played in the Junior Football Club and other clubs and ended up playing in the second tier league.

An encounter with Saurer

Following some detours after finishing his salesman apprenticeship, Jo ended up being hired by the Grand Garage Dosch in 1979. There, once again he was close up to trucks and utility vehicles. As an Opel Dealership, Isuzu trucks were added to the vehicle line-up. These were sold later on under the Opel brand name. These small utility vehicles were available as 2.5 and 3.5 tonners. After the Opel utility vehicle program was mostly dis-

continued in 1995, the garage tried and succeeded in getting a dealership for the sales and servicing of Iveco Daily models.

Because of his good connections to Reto Dosch, the brother of his boss, Jo had increasingly more contact with trucks. He was itching to be able to drive a truck himself and so in 1986 he passed the test to drive heavy vehicles (trucks.) The truck used as a learner at the driving school was a Saurer by Remo Berger and this renewed Jo's passion for the legendary brand. His passion even went so far that he acquired and old FBW C50U forward control Post Bus privately and then he and his family of four lovingly restored it. With it they made trips, even as far as the Chiemsee in Germany which was possible with a truck license only because no charge was made to ride in the bus.

Even so, he decided to get the bus license; for this, 500 hours of truck driving were required. To get the required hours, he helped out with Hans Fischer Transports at a

friend's place in Lenzerheide. With the Post Bus, the family went to Old Timer meets and alpine sight-seeing tours. As the children became older and it was increasingly more difficult to take them out of school for such ventures, the Post bus was sold.

Driving a bus had become a hobby for Jo Mathis, and so, until 2013 he was a weekend driver for two different companies that did national and international tours.

The garage business where Jo worked took on the Import of Piaggio utility vehicles in 2002. They were sold by a sister company, Docar Nutzfahrzeuge AG. Jo then undertook to expand the existing Swiss dealership network taken over from the previous importer and was in charge of Import and Sales departments until his retirement. Even today, he still lends a hand with manning sales stands at fairs. Despite his very active professional life, he always found some time for his hobbies.

Saurer in 1:87 and 1:24

During the colder months of the year, Jo Mathis occupied himself with his model train set and in

1980 discovered the first 1:87 Saurer models by Roskopf which fascinated him. He bought every model that appeared and began his collection. He wrote a letter to Marcel Roskopf and asked him if it was possible to visit his production facility. It was possible and Jo was greatly surprised by the compactness of the easy-to-oversee factory. Marcel Roskopf, the owner, often liked to call his company a 'Mickey Mouse' operation. Between manufacturer and collector, a great friendship developed over the years during which Jo advanced to 'advisor' status. The collector mainly supported Roskopf in the acquiring of plans, pictures and other information.

During this time, the Mathis family spent several holidays in the area around Traunstein in Germany and naturally, Marcel Roskopf jumped at the chance to have a ride on the Post Bus. Jo's collection grew to between 250 and 300 pieces, including some rarities and modified models. In 1986, he visited a model exhibition and there discovered Saurer models in 1:24 which fascinated him immediately. He discovered that the cabins were available from a dealer's shop and

spontaneously bought two cab-over cabs. Chassis and other parts were taken from the well-known Italiari kits. Unfortunately, his joy was of a short duration because the source for the cabin parts soon dried up.

The collector took a great step and started to completely scratch build. First, he made a master from balsa wood and from that made a plaster mold that was then furred out with fiberglass mats over which resin was poured. After curing completely, a cabin-in-the-raw could be taken out of the mold to be worked on.

Instead of the single-use plaster molds, the model builder soon changed over to silicone molds that could be used several times over. Jo does not remember accurately how many kilos of the expensive material he used for his trials only that it was a very expensive undertaking. However, the tests were economically feasible because one mold could be used for 25 to 30 cabin resin casts. The process was very time intensive because each of the five sides had to be cast separately. Only when one side had completely cured could the mold be turned and the next side cast; the cabin was left open at the bottom. Because of his success, he extended his cabin production program with a long distance cabin and a long hood one.

Saurer in 1:50

Around the turn of the millennium, the first 1:50 Saurer models made by Tek-Hoby arrived on the market. These trucks made of metal and resin fulfilled many a collector's wish, however, the price vs quality never quite satisfied

The collector

Jo Mathis (68) originally trained as a salesman. Later he acquired both truck and the bus driver's licenses and then he worked for a company importing and selling small utility vehicles.

As an enthusiastic mountain biker, he is often out in the local mountains. He also likes taking train trips and is building a model railroad.

He lives with his wife Helga in Chur; they are parents of a son and daughter and have four grandchildren. For those who like to visit him and his collection, the best way to make an appointment is by telephone: +41 (0)79 412 78 91.

many and so they disappeared very soon.

However, in Jo Mathis they kindled an interest in what was for him a new scale because he had space problems for his 1:24 models in his apartment. He invested his whole know-how into the development of new models in 1:50 and again began scratch-building the standard cab-over cab; soon he progressed to the overland cabin and also the older 5DF cab-over cabs.

Up until now, around 100 models have seen the light of day in his workshop; 65 of those are displayed in cabinets. Resin casting is not only used for the cabins but also for some of the body parts and many of the detail parts. For the wheel hubs, rims and fenders he uses a casting service to make these white metal parts.

The lettering is water slide decals that are made by René Kohli,

Lastwagen (Truck) decals. The rubber tires were a custom order from Conrad, after they disappeared from their standard program five years ago. However, he had to take a large number of them and so has an ample supply for many years yet.

For single body shapes, when making a mold is not viable, the model builder uses available parts or plastic profiles from Evergreen and Styrene sheet stock from Tamiya.

In his workshop are model-building machines from Proxxon: saw, belt sander, jig saw, table saw and drill press with a stand.

Before starting to build a new model, Jo researches the original intensively. This is easier if the original still exists rather than with originals that have long since disappeared. He is helped in his quest by his huge pictorial archive which he has scanned and organized in a digital archive.

One of the biggest challenges he has is to find the correct colors because there are only a few transport companies that are able to give him the correct RAL color information. That is where the exchange of information between model builders is very important and helpful, especially where the originals no longer exist.

And lastly, Jo is very pleased to pass an insider tip on: he makes his license plates on a license plate generator application (kennzeichengenerator.com.) where license plates for the German-speaking regions and the US can be individualized and then printed out. By the way, in 2014, due to space restrictions Jo had to split up the 1:24 and the 1:87 collections. However, it was important to him that both collections went to a 'good home' with collector friends.

CCM's largest model so far in 1:48

Caterpillar 6090 FS

by Daniel Wietlisbach

Exclusive and accordingly expensive models of the legendary O&K RH400 in 1:50 were only available from Keim and OHS and were recently announced by KPS. This will remain so, because the new Caterpillar 6090 FS model from CCM shows the latest evolution of the giant excavator and therefore cannot just be repainted in a different color.

That a model of the 6090 was going to come sometime or another was inevitable. Already, during the TWH bankruptcy proceedings in the middle of 2013, a prototype was thought to be in existence and looking for a customer willing to pay for further development to the model stage. However, CCM had nothing to do with this because the original had too many updates in the previous five years to make adaptations to a 2013 prototype economically feasible. Therefore, the newly-released model has been made even more precisely than otherwise possible.

The true-to-scale CCM model shines with the expected quality of its finish so that it comes close to being a 'perfect' model, like no other white metal model of a mining excavator currently available. Thanks to the almost euphoric reaction over the announcement

The world's largest hydraulic excavator has long topped the wish list of many collectors. Now CCM has released the Caterpillar 6090 FS model ...

of the model, the relatively high number of 1,090 were made resulting in an attractive price. The very heavy model gave the maker some challenges regarding packaging and delivery, but they have been brilliantly solved so that almost all of the models arrived at their destinations without any damage.

The Cat 6090 FS has been made true to scale and sits very solidly on the exactly-copied lower carriage. The engraving of the drive wheel, the drilled-out holes in the guide wheel as well as the fittings of the X frame with the crawler tracks are quite exactly copied. To move the giant, the support and running wheels turn. Because Caterpillar just recently adapted the track segments, the model shows the second-newest variation.

Upper carriage

The upper carriage is massive and has the 'complete furniture' in the engine room which can be seen through the many pierced openings and radiator grilles. The lowest level is reached on each side by double

folding stairs which do not quite rest in the uppermost position. Additionally, there is an emergency ladder from the cabin straight down, however, it does not fully extend. The half-round protective cage is a photo-etched part. The engines, coolers and other drives have supply lines and the engines and oil coolers have been modeled with ventilators, including their drives.

The cabin deck invites the viewer to take an exciting stroll to look around. Besides the noticeable fire extinguishing containers there are extensive filter and exhaust plants to discover. The six exhaust pipes for each engine are surely very impressive. Between them is a very detailed replica of the central lubrication plant. The finely detailed white crane for service work turns and telescopes out. It is powered by the exactly copied motor just beside it. All safety railings and fixed supply lines are made from solid wire soldered together.

Thanks to the big windows and the two openable doors, the very roomy cabin allows for an interesting view of the working environment.

All operating elements are correctly placed and some have tiny printed-on gauges. The air conditioning unit is situated behind the cabin.

Equipment

The high degree of detailing is continued on the jib and arm. Es-

At a glance

- + Choice of prototype
- + Metal content
- + Detailing



pecially the hydraulic valve plant on the outrigger arm is a real joy to behold and the completely modeled supply lines have all the correct hook-ups. The hydraulic cylinders are complete with all the fittings as per the original. At the central pivoting point on the Tripower-Kinematic developed by O&K, one can even make out the hex-shaped bolt heads.

Allen screws in the lifting cylinders hold the equipment in any desired position; jib and bucket cylinders are rather sluggish to move and therefore very stable. Invisible

on the original, a replica of the cylinder for the opening mechanism of the shovel was omitted. The bottom discharge shovel itself is very nicely engraved and almost gives the impression that the teeth have been individually attached.

The paint has been applied without any faults and the lettering is fine and legible. It shows all the smallest details and so makes the model even finer. CCM has splashed out big with the Cat 6090 FS and the model deserves to get a brother with electric propulsion.

From O&K RH 400 to Caterpillar 6090

Four producers

by Urs Peyer

The German makers always seemed to be a nose ahead at the finish, when the race was on to build the world's largest hydraulic excavator. Therefore, over the years, Demag and O&K took turns when building larger and larger excavators. With the 114.5 t heavy RH 60, O&K crossed the 100 t mark in 1971. Demag followed a year later with their H101. In 1978, Demag introduced the H241 with a working weight of 238 t. O&K took a year to double that weight. With its 500 t weight, the RH 300 was a step too far at

Developed in 1977, the O&K RH 400/Cat 6090, with a working weight of almost 1000 t and a shovel capacity of 52 m³, remains the world largest hydraulic excavator ...

the time; only two units were ever delivered.

In 1986 Demag presented the commercially much more successful and still heavier 560 t H485. Over the next 10 years, 20 of these record-holders left the factory assembly floor in Düsseldorf.

On the 18th of July 1997, O&K regained the title of 'World's Lar-

gest Hydraulic Excavator Maker' with the introduction of their RH 400. The 825 t giant was the crowning achievement from the house of O&K. With its 42 m³ bottom dump shovel capacity, the RH 400 was, at the time, a serious competitor in the large front scoop cable-controlled excavators. Engineering teams from O&K and Syn-

crude Canada developed and built the world's largest hydraulic excavator in only 18 months. On October 22nd, 1997, the RH 400 filled its 42 m³ bottom dump shovel in the Mildred Lake tar sands mining site north of Fort McMurray, Alberta. Two K2000E engines from Cummins supplied a combined propulsion output of 3350 hp. The second RH 400 began its work in May of 1998 at the Base Mine of Syncrude Canada. Later on, the engines of both excavators were replaced by two new motors of the Cummins QSK60 type; this increased their performance to a mighty 4000 hp. Excavators numbers 11-37 and 11-38 followed in April and May of 2000. The largest difference between them and the two first RH 400 was in the power plant. Two Caterpillar 3516B engines increased the power output to 4400 hp. Equipped with a 43.5 m³ bottom dump shovel and a working weight of 894 t, the RH 400 achieved a maximum loading performance of around 9000 t/h.

In June of 2000, the first RH400-E began to work at an open pit mining site in the Powder River Basin in Wyoming. Two electric motors supplied the huge excavators with 3200 kW of power. The working weight was around 885 t and the shovel capacity was 42.8 m³. RH 400 number five was also the first one in the white color of Terex. The third update followed in January with a further giant excavator for the tar sands. Power output and capacity stayed the same but the working weight increased to a huge 980 t. Owner of the sixth RH 400 was the North American Construction Group. It took four loading cycles for the world's lar-

gest hydraulic excavator to load a Caterpillar 797B mining dump truck with a loading capacity of 363 t. Each cycle lasted for only around 30 seconds. The median loading performance was around 5500 t/h. To avoid sinking into the unstable oil sand, the RH 400 were equipped with 2 m wide track segments.

A couple of years ago, Syncrude took over RH 400 number 6 and repainted it in the red O&K colours with the designation of 11-40. Excavators 11-38 and 11-40 were finally retired in May of 2017.

Two white-blue RH 400 are still in use at CNRL. Together with a Caterpillar 6090 there are still three of these excavator giants in use at the Canadian oil sands. According to the manufacturer's information provided, a total of 14 RH 400 were delivered. Besides in North America, other units are at work in Australia and Africa.

Four producers

During the past 20 years, the RH 400 changed its manufacturer and thus its color scheme, three times: 1997 from O&K red to Terex white, 2010 to the wine-red of Bucyrus International and finally, in 2012, to the yellow of Caterpillar.

Caterpillar sells the former RH 400 under the designation 6090, the number 6 indicating the shovel capacity in mt (metric tons).

Still used as the power plant are two 16-cylinder Cummins QSK60 engines with a net power output of 3360 kW / 4500 hp. In order to prevent the engines from running dry, the fuel tank is huge; they use between 500 and 600 liters of diesel fuel an hour. The tank has a

capacity of 15,100 liters!

The standard rock shovel, with a material weight capacity of 1.8 t/m³, is capable of holding 52 m³ (heaped, this is a ratio of 2:1) and its empty weight is 86 t. The nominal payload of the bottom discharge shovel is said to be 93.6 t. That is 15.4 t less than the largest front scoop cable-controlled excavator from Caterpillar. Since the takeover of Bucyrus, Caterpillar has sold six of the 6090 FS units.

On its dredging ship, the Mangor, the Dutch waterway construction specialist Boskalis operates the only 6090 with a backhoe shovel. The purpose-built outrigger arm can be equipped with a 40 m³ capacity shovel that reaches a digging depth of 18 to 32 m.

Caterpillar gave everyone a huge surprise at the Minexpo 2012 in Las Vegas when they introduced the 6120B. With a shovel capacity of 120 t, the new front scoop excavator surpassed the 6090 by an impressive 26.4 t. In order to work with a bottom discharge shovel having a 65 m³ capacity and working weight of 1270 t, the necessary power requirement was 3360 kW. A further development of the prototype and the construction of an experimental excavator unit in the Canadian oil sands were not continued due to the crisis in the mining sector.

ÖAF Tornado in 1:50

Cross border commuter

by René Tanner

Over the past years BMTS has introduced interesting models with its 'Golden Oldies Line 50' and now the selection of the different types is great. Unfortunately, the preference still seems to be tilting toward dumping trucks. A shame actually, since such a Henschel F 161 as truck and trailer set or the hefty Krupp V8 with the appropriate cabin and heavy duty, three-axle semi-trailer would be exciting, according to the long-time announcement about them.

One could also critique parts of the model; the designed shape of some of them is not wholly convincing and the detailing on the chassis is best described as puritanical. Despite all of this, I carefully select models and already during the process of purchasing them I take the potential for alterations and improvements into consideration.

This nice ÖAF Tornado of the type 19.192, belonging to Toni Schäffer from the snowy Tyrol, definitively has a lot of potential. Being close to the border and with the volume of cut lumber to be transported, Toni Schäffer decided to get a Piacenza three-axle trailer; this is my story behind the interpretation of the model introduced here.

The 9.200 Tornado was made from 1964 until 1977. Those built before 1964 are not Tornados, they

The original of this ÖAF from the 60s belong to Toni Schäffer from Tyrol. Because he regularly transported sawn lumber to the southern neighbour country, he decided to get an Italian trailer. For once a rather 'simple' kit bash by René Tanner.

were simply called ÖAF's or Austro Fiat. ÖAF is a synonym for the Österreichische Automobil Fabrik (Austrian Automobile Factory) which was founded by Fiat with the opening of the Austrian Austro-Fiat Factory in 1907. ÖAF was privatized in 1970; in 1971, Man took over the management and it was merged with Gräf & Stift.

The short hood front truck has been pretty correctly modeled by GMTS. While the two-axle dumper was massively used as a standard truck in Austria but the heavy three-axle ones were rather rarer. Therefore, for me the cute two-axle version combined with the separately available three-axle trailer was the preferred choice.

The casting material used for all components of the models is a type of resin that is easy to work with; only the tires are of rubber. This simplifies working on the frame and upper structures of the chassis using a handheld motor tool, making it much easier. However, when working with the compara-

tively soft, resin, it creates an extreme amount of dust that penetrates even to the outmost corners of the hobby room. By using a running vacuum cleaner beside the working space much of the clean-up can be avoided.

Before I start with the alterations or improvements, I look around in the Internet for a prototype picture and so, eventually, I found the Wüstner ÖAF.

On my model's upper chassis, only the driver's cabin with the Michelin man, the yellow trailer triangle, the two high-beam headlights and a radio antenna made from 0.2 mm guitar string wire were added.

The chassis got a tank, air reservoirs and an additional tool box. Two new rubber mud flaps at the dumping bin, just in front of the rear axle, prevent the soiling of the chassis frame. The spare tire is situated underneath the deck, typical for the times then. New air lines and a drilled-out Rockinger coupling now allow for the coupling of

the trailer to the truck. New Trilex rims from Lion toys and the old Tekno tires give the two-axle truck a handsome look.

The trailer

Unfortunately, it just did not seem to look quite right fresh out of the box. As a first step, I turned the whole dumping bin by 180°. This allowed for a shorter overhang at the front axle slewing ring and a longer one at the rear. Still, the dumping cylinder and the side discharge connections still fit perfectly, maybe a design fault of the makers? After that, I added a higher bulkhead at the front of the trailer. As far as painting it concerned, I only mixed a matching green and red to match the existing colors.

While it was easy working with the freight deck, on the chassis, extreme caution had to be taken. During the alterations I noticed that the resin used on the trailer is different

and softer. Several times, the axle bearings and the drawbar eyelets broke off, the slewing ring took leave of its moorings and the whole chassis bent from the heat created during working on it.

I wanted the chassis to look typically Italian. This look was achieved by adding the 16-ton double axel with drive, with only one side having mud guards (left over from a WSI trailer) and the rear end beam being a scratch-built part. An additional tool box and the obligatory hand brake wheel at the rear round out the first session of work on the trailer.

For the painting, as always, I use and mix colors from Humbrol and Revell, and apply them by hand with a brush. Smaller details added are the printed numbers and the lettering on the door; these were a cinch to make with a Brother label printer. The 'Fern-Schnell-Gut' (Express long-distance freight) decals are from a specially ordered A4 size

sheet, so typically old-fashioned and true-to-the-time period.

The load

It was made up from small pieces of wood sawn to size and glued into a stack until I had the desired height. After that, it was tied down with pre-painted darning thread to the previously glued-on tie-down hooks at the freight boxes. In conclusion, I can only say that these models are great for altering or detailing. They do not require major surgery to make a typical dumping truck and trailer train of the 60s, be the prototype from Austria or Germany. With the recently announced Saurer Models of the 5DM or D 330B, it is now possible to drive your favorite Swiss truck model in your own home. A very welcome addition to models from Tekno and WSI.

Hitachi ZX490LCH-6 from TMC in 1:50

Top of the line

by Daniel Wietlisbach

The Hitachi ZX490LCH-6 is, as the designation reveals, a bit heavier than its predecessor. Depending on the equipment options, it weighs in between 49.3 and 51.2 t and can be equipped with buckets that have capacities ranging from 1.30 to 2.50 m³. The built-in six-cylinder Isuzu engine delivers 270 kW (367 hp) of power and conforms to the current step IV exhaust controls.

It is a long time since TMC, the operator of the Hitachi-Shops Europe, launched a model of its own design. At the 2013 Bauma, the model of the predecessor the Hitachi ZX470LCH-5 was released, and now, five-and-a-half years later, the current model of the 50 t class appears. Was the wait worthwhile? The model is quite heavy, because it is made up mainly from metal, and that is noted and appreciated by collectors. The proportions look right, it has been built to scale and, by the way, is a completely new construction.

The lower carriage is a small dream because it is so seldom that such well-functioning and optically convincing tracks are offered on a model. The lower carriage is modeled in the extended width position and the 600 mm wide three segment track elements were the choice for the model. The engraved details are excellent and the steps are separately applied parts. Even the labels on the X frame that show where the

Hitachi is now building the slightly heavier ZX-490LCH-6 as a successor to the ZX470LCH-5. TMC is responsible for the delivering the matching model ...

holes for the transportation safety tie-downs have been included.

The upper carriage is made up from finely engraved metal castings, the cooling grilles on the left side are modeled finely pierced and one can make out the silver-colored radiator behind them. Countless details enhance the upper carriage. Back-up camera, exhaust and air intakes are made from plastic and so is the very detailed replica of the engine that can be found underneath the openable engine hood. The ascending ladder and all safety railings are made from fine metal castings or wire. The driver's cabin is a first class effort with the door that opens to 180°. This necessitated that the hinges be moved slightly further outwards, but this is acceptable, because of their dimensions. The interior is highly detailed and finished in multi-colors, the logo is on to the driver's seat and, of course, even the drinking bottle holder is there and fully functional. If only 1:50 drinking bottle were available! The windows have been flush mounted and show raised, black gaskets. Only at the front wind shield was the bar

between the upper and lower window forgotten. Window wiper, warning beacon and metal handholds complete the cabin details.

In the middle of the upper chassis one can make out the slewing motors. Behind them, from an opening in the upper carriage come 10 of the hydraulic lines that are responsible for steering the equipment. The are free standing up to the hydraulic cylinders and even an additional circuit for alternative tools has been thought off. Especially realistic looking are the hoses with spiral metal protection that are located at the connecting points between the arm and the jib. On the outrigger arm there is even a separately mounted tiny bunch of steering control lines. The hydraulic cylinders have been modeled very detailed, even though the valve clusters have been omitted. Outrigger arm and jib are exactly engraved, are closed at the underside and all bolts at the joints have been painted in orange.

The backhoe shovel looks very nice despite the teeth that are also missing on the original. It is finely engraved and even has a printed-on

Hitachi logo. The paint job is clean and the color shades on the metal as on the plastic parts are identical. As per usual, TMC takes the printed-on detailing to a great extent and into great detail which makes the model

look really good. In conclusion, it can be said without any reservation that the wait has been worthwhile. We hope that it will not take another five years until the next TMC model appears.

At a glance

- + Metal content
- + Detailing
- + Functionality



Cats for the rough work from DM in 1:50

Cat D11T & 349F L XE

by Daniel Wietlisbach

Let's start with comparing the long-expected D11T with the CD version, released at the same time. Numbers 104.2 t and 112.7 t, respectively, are the scaled working weights for the two machines and the built-in Cat C32 engine delivering 634 kW (850 hp) is compliant with the Tier 4 final exhaust protocol.

The weight of the true-to-scale models is breath-taking because of their very high metal content. The nicely engraved running gear runs very easily. While the standard version runs on 710 mm wide track segments, those of the D11T CD are 915 mm wide. The cogwheel of the track drives looks a bit over-dimensional. The guide wheels have been kept plain, as per the original, and the running wheels are dummies. The massive engine hood is a good representation of the prototype and it even opens on both sides. Shown underneath is a mock-up of the V12 engine. While

The editorial office received a hefty package from Hong Kong. Once again, unpacking the contents was worthwhile, as you will see in the report below ...

the fine air intake grilles are only printed on, all handholds and safety railings are made from wire. The later D11T is almost overrun with them, but safety is big nowadays. So, for example, the cabin can be reached comfortably by a fold-down set of stairs that, while made from plastic, are finely cast. The area behind the cabin is covered with anti-skid grilles. If Bob is asked to work, first the roll-over bar and the cabin roof must be removed. At the same time, there is a nice view of the lovingly modeled work environment with its printed-on operating elements including a logo on the seat back rest. Behind the cabin are the two correct fire extinguisher plants, including the lines.

The maker has also taken an exacting look at the details of the attached equipment. They differ in all details, just as on the original: pushing arm, dumping cylinder and of course the blades themselves that are the standard SU blade as well as the mighty CD blade that looks finely finished because of its pierced overflow protection fence. The cutting in and corner teeth are correctly modeled and the hydraulic lines of the dumping cylinders take a different and correct path on each of the models. All hydraulic cylinders have the correct fittings. This is also true for the cylinders of the rippers where even a bolt puller of the ripping tooth has been hinted at. Diecast Masters has taken pain to make two versions of the

rear attachment tools. The adjustment kinematics are the same on both models, however, on the CD version there is an additional counterweight to counteract the heavy weight of the larger blade.

In conclusion, it can be said that both models are all-round well executed scale replicas that surely will find friends very quickly.

Cat 349F L XE

The 349F is actually offered only in the US, while in Europe it was changed over to the bit heavier 352F. Depending on the attached equipment, the overseas excavator weighs between 48.65 and 51 t and the built-in Cat C13 power plant produces 317 kW (425 hp) and complies with Tier 4 Final of the exhaust emission controls. By the way, 'XE' refers to

the built-in fuel saving electronics and valve technology.

The model has been built to scale and once more, the lower carriage with its easy-going tracks looks very convincing. The 900 mm track segments chosen look very good on the model.

The prototypically rather plain upper carriage is exactly engraved, but looks rather flat where the only printed-on radiator grilles are located. The safety railings and all handholds are finely cast but are made of plastic. The cabin has been correctly replicated and the multi-color interior looks right.

The excavator is equipped with a 6.9 m arm and a 3.9 m jib. Both are exactly engraved and show no gaps at the side joints. The integrated hydraulic lines are not quite up to date which is not favorable on

a model of this size. However, the silver-colored hook-ups made with flexible rubber lines are very well done. The hydraulic cylinders shine with all the correct fittings. The GD standard bucket with seven teeth is made from a single casting. Except for maximum digging depth, the model reaches all other maximum positions and is even capable of being put into transportation mode.

The paint job on all three models is, as usual, faultless and very exact.

At a glance

- + True to scale
- + Metal content
- + Detailing (D11T)
- Plastic railings (349F L XE)



Tinplate

Hitachi excavator

by Robert Bretscher

At the beginning of the 60s, a total of three of these impressive Hitachi cable-operated excavators was made by the talented toy maker, Asakusa Toys. The maker used the same tracked under carriage and the same cabin for all three. The only difference between the three versions were the tools attached. All of the attachments gave the user great playing options. We introduced the version with the front scoop previously in issue 6-2010 and we featured the lattice mast version with the pile driving attachment in issue 5-2012.

As with previously discussed excavators, this model was also made completely out of sheet steel and is powered by three 1.5-volt batteries that operate the electro motor of

This Hitachi battery-operated cable-controlled excavator with clam shell bucket was released by Asakusa of Japan in 1960 ...

the tracked under carriage and the lifting winch.

The fully-functional excavator is operated with chains. Everything on the machine is controlled with four different levers and pulls. Since the actual operation of the clam shell bucket goes at a rapid pace that makes the shovel dig in deeply into the sand, the shovel is guaranteed to be full most of the time and thus the waiting trucks are loaded quickly.

Asakusa Toys ingeniously located the battery compartment loaded with its three batteries as a rear counterweight so that it is possible

to excavate to one's heart's content. Besides the fact that the upper carriage can turn the full 360°, the drive for the tracks allows the unit to move forward and backwards. Only the adjustment of the outrigger arm is done by hand using a crank.

A ratchet which protects the lifting drum against accidental movements of the arm is a further plus point of this carefully produced model from Japan. Also impressive is the very good reproduction of the cabin which mimics the look of the real Hitachi cable-operated excavator 'U106' of 1957.

Laster & Bagger

U1-publishing GmbH
Postfach 135
CH-3322 Schönbühl
+41 (0)78 601 74 44
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Druck D+L Printpartner GmbH, D-46395 Bocholt

Erscheinungsweise / Bezug

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

Das Jahresabo kostet CHF 72.- / € 52.- (Schweiz, Deutschland und Österreich) / € 58.- (übrige Länder). Die Rechnungsstellung erfolgt für ein Jahr. Schriftliche Kündigung spätestens acht Wochen vor Ablauf des Abonnements, ansonsten erfolgt automatische Verlängerung für ein weiteres Bezugsjahr.

Preis Einzelheft Fr. 14.- / € 9.50 (CH, D, A) / € 10.50 (übrige Länder).

Imprint

Bankverbindung

Schweiz: PC-Konto 60-155685-9
Deutschland: Postbank Leipzig
Konto 332 304 903, BLZ 860 100 90

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ISSN 2504-0405

Terex TA400 from NZG in 1:50

Generation X

by Daniel Wietlisbach

As the Terex dumpers belong to the Volvo conglomerate wags have it that when some customer could not pony up the money for a Volvo, the salesman would pull out a Terex leaflet from his pocket. In clear text: Terex is considered a 'cheap brand' by the Volvo group of companies.

Let us not listen to the naysayers. The statistics on the data sheet for the A400 are quite something: the dumping bin holds 23.3 m³ or 38 tons and when fully loaded, the dumper reaches a total weight of nearly 70 tons. It is powered, and this is very interesting, by a Scania DC13 six cylinder engine, producing 331 kW (444 hp).

A model of the Terex from NZG appeared as the Terex TA40 (order # 681) for the first time in 2006 and got several up-dates. At the 2013 Bauma it re-appeared as the TA400 (839) and has now been released as the newest version, the Generation 10 (973). For every new release more or less complex changes had to be made to the molds; for this release they mostly concern the front of the machine.

The TA400 has been reproduced correctly to scale and its shape with all the rounded corner and edges has been well finished. The wheels are very nicely engraved and the rubber tires have the correct original profile. As per prototype, the

The 10th generation of the Terex TA400 is already being built. This jubilee is being celebrated by a new model from NZG ...

rear axles oscillate backwards and sideways so that the model can navigate uneven ground problem free. The drive train is only hinted at and so augments the rather simply kept rear part of the truck. A special treat to see here are the rear lights that are protected by photo-etched grilles.

The very authentic looking dumping bin is made from a single casting and at the front are two rubber dirt protection flaps as a detail. The dumping cylinders are plain and without any valve head details but have supply lines attached to them. The articulated mechanism looks very authentic with its hydraulic cylinders, exhaust plant and a variety of supply and steering lines shown. In order to improve stability, a straight pin was used at the joint. It is very nice to see that the maximum steering radius of 45° as well as the dumping bin lifting degree of 25° are achieved.

The operator's cabin is reached by stairs from the rear of the vehicle. The two lowest treads are integrated into the front wheel mud flaps as on the original. The cabin is made from a separate part and has a detailed interior. The window

section is a single part made from a discreetly tinted plastic with the window gaskets printed on. The protective grilles in front of the rear windows are printed-on clear plastic sheet stock. All safety railings are made from solid metal as are the very distinctive rear view mirror arms. A roof antenna and two window wipers complete the details on the cabin. The massive engine hood has embossed, slanted air intakes on the side of the hood, however, the radiator grille including the logo, is only printed on but it has been done very finely and precisely. The three lights on each side of the grille are separately applied parts.

The satin finish is without any faults and the color separation lines are clean and sharp. The lettering has been printed on very cleanly down to the tiniest detail but it is limited to logos and type lettering.

At a glance

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



Rotary drilling rig from Conrad in 1:50

Delmag RH 18/200

by Daniel Wietlisbach

Delmag has built pile drivers since 1926 and rotary drilling rigs since the middle of the 60s. This sector of the business was taken over by ABI and since 2005, these machines have been developed and made in the German town of Niedernberg.

The Delmag RH 18/200 is the producer's largest machine. It can be transported complete with the powered drill and the 21 m long Kelly bar. In addition to the classical drilling operation, this carrier is also suited for the VDW system. For this system, the auger and the matching pipe can be driven down with two different drives.

The total height of the broker is 19.9 m and the maximum torque of the Kelly bar drive is 196 kNm (kilo Newton meters). The maximum drilling depth is 27 m and the 63 ton heavy machine is powered by a Scania DC9 six cylinder engine producing 257 kW.

Conrad, the supplier of models for ABI, surprised us this year with not only an ABI pile driver but also with the first ever rotary drilling rig. After the first series made in grey and red for the client, this year the green and grey model arrived at dealers.

Conrad built the RH 18/200 almost completely from metal. It is quite heavy and completely fulfills functionality expectations. The

ABI, has just released the first model of a Delmag rotary drilling rig in a massive metal construction with high functionality ...

only diversion from the prototype is the width of the track segments; these measure 17.5 mm and are therefore 3.5 mm too wide. The original drives on 700 mm wide tracks. But, in exchange for this small deviation, both track drives can be fully extended as per the original and the gauge is correct in working and in transport mode. The model stands very stable and no buckling was observed.

The upper carriage copies the shape and forms of the original very well and all of the important details are engraved. The ladder, non-skid surface sheets and the exhaust are separately-attached parts and are all made from metal and so too are the four safety rails included to be attached by the collector. The glassed-in cabin has an interior and the protective grille on the roof is modeled as a finely pierced part. The four cylinders of the rather plainly detailed adjusting kinematic keep the broker stable in any position. While the auxiliary winch with hook is just a dummy, the Kelly bar can be adjusted prototypically by using a winch that in the model form is operated with a key which is in-

cluded. With the crowd winch, located just above, the sled with the drill drive can be lifted and lowered. The drill drive has the most important details correctly modeled, even the eye-catching harness with the supply lines has been modeled. The auger of the drill is removable for transport; however, a replica of the presser pipe has been omitted.

The color coat is without any faults and the printed-on details are limited to logos, type designation and air intake grilles.

At a glance

- + Functionality
- + Metal content
- Detailing



Car transporter from WSI in 1:50

Cubed

by Daniel Wietlisbach

The Actros CompactSpace driver's cabin is especially designed for car transporter trucks. It has been used by WSI on the truck and semi-trailer unit lettered for 'Galliker' ...

With a width and length of 2300mm, the CompactSpace cabin has an almost square ground plan. It offers room for a sleeping bunk behind the seats. The engine tunnel has a height of 170 mm or alternatively 230 mm.

The upper chassis is a Kässbohrer Metago pro M1 car transporter. It is a lightweight steel construction; the whole assembly is bolted together and has numerous adjustment positions as options. This allows optimal use of the cargo space, depending on the size of the car to be transported. While trucks of currently available brands were used with an adapted upper chassis as the tractor unit, the trailers are completely custom built by Kässbohrer.

The new cabins have been modeled in the two versions of StreamSpace and CompactSpace. The latter was built as the lower height cabin with the 320 mm engine tunnel. The characteristics and shapes of the driver's cabin are a good replication and all major measurements have been correctly transposed to scale. The engravings are finely done with many additional detail parts added separately: doorsteps, door handles, wind deflectors, front headlights and, of course, the Mercedes-Benz star. The window inserts are flush fitting and have matt black rubber gaskets. Window wipers, rear view mirrors with real reflectors and the

flat roof with a window complete the all-round well-executed cabin. The nicely detailed interior is painted in two colors. Especially noteworthy are the inside door coverings and the cot behind the light leather-colored seats.

The cabin does not tilt because of the superstructure of the carrier decks; however, the engine has still been modeled and is visible. The way the front wheels have been attached makes them a bit wobbly but, luckily, when setting up the model the wheels do not buckle. However, the amount of force necessary to turn the wheels to simulate turning is annoying. The wheels are very hard to move and click into only three positions.

The car transporter upper structure of the tractor truck and the trailer are no longer completely new; they have already been used for different companies and with other cabins.

Because of the complexity of the construction and the high development and mold costs it is foreseeable that WSI will be using the same chassis again in the future. The Kässbohrer superstructures are being reconfigured and change frequently so that, in the end, they have little in common with the originals.

The very fine construction fascinates the viewer at first glance and its high degree of functionality is surprising. The no fewer than 11 hyd-

raulic cylinders that can be made out on the tractor truck's super structure and the seven on the trailer ensure enduring enjoyment of the model. As on the original, a great variety of vehicles can be transported; unfortunately, there is a scarcity of 1:50 car models available. Included are two access ramps and 10 chokes to secure the loads. Coloring, printing and finish are faultless.

Galliker

What started in 1910 developed over the next 100 years to become an internationally active, vibrant transport, logistics and service-provider. In 1962, the family-run company had three employees and five vehicles. The first car transporter was bought in 1965. Today, there are more than 100 transporters on the road for the sector of Car Logistics at Galliker Transport AG. New cars are picked up either at the factories or at one of the large ports and then transported to Switzerland. Other transported goods include utility vehicles, smaller construction machines and compressors.

At a glance

- + Shape of the cabin
- + Functionality
- Front axle assembly is sloppy



New US trucks from WSI and Resize in 1:50

Power from the USA

by Hans Witte and
Daniel Wietlisbach

After the Mack F700 from Tekno, we are now able to introduce you to a further two trucks from the country of unlimited possibilities ...

Following the first Mack from Tekno, WSI has now released its F700. Both Tekno and WSI have produced these trucks in a high quality; despite this there are some differences: the chassis on the two models are similar, but from Tekno you can have it delivered with either steel or air suspension while so far WSI only has the steel suspensions taken into consideration. On the front and rear wheel rims, WSI shows six spokes while Tekno's rear ones have only five, just like on the original, a detail that is surely going to be appreciated by the Mack Fans.

On the cabins we also see small differences: the WSI driver's cabin looks to be a bit flatter and more angular. This is obvious when looking at the rounding of the front corner and the shape of the window screen. For this detail the Tekno driver's cabin looks more correct. Or, maybe it is a bit too rounded and the correct corner radius is somewhere in the middle? Here we can see how much feeling for form and profile is necessary if the 3D models are produced without having access to the digital information of a real truck.

Other, very small differences on the WSI model are the rain gutter and the belt line that have been worked out recognizably on The Tekno cabin. However, the vertical hinges on the cargo doors are a bit

oversized. WSI has the finer wipers but Tekno offers thinner handrails on both sides. The mirrors from Tekno are definitively the better ones and show the Bulldog logo. I give the Tekno Mack five stars and the WSI four. The latter would score higher if WSI would give the model the correct rear tires. But, in the end, everybody has to decide which Mack he prefers. Or maybe both, side by side in the display case?

Kenworth K100

Here in Europe, the K100 is inseparably connected with the Friderici's company story. These trucks were purchased for transports to the Near East after the drivers demanded more horsepower to get over the Turkish pass roads and dessert sand tracks. When visiting Seattle in 1975, Jean-Paul Friderici was attracted to the K100. These US Trucks had a 435 hp Detroit diesel engine, a 15-gear Fuller transmission, two large fuel tanks and air conditioning. The K100 with the company's production number of C091 is currently undergoing restoration.

The resin cast model of the K100 was produced exclusively for Friderici

in a limited series of 150 pieces by Christian Schätzle, owner of 'Resize'. The overall impression of the model is very convincing and gives off the vibes that surround a real US Truck. The engraving of the cabin with the typical rows of rivets has been successfully executed. The radiator grille, the handholds underneath the window screen, the window wipers and the two side hand railings are made from photo-etched parts. Rearview mirror, sun visor, position lights, horn and lights are separately applied parts, which gives the model a very detailed appearance. The interior of the cabin, with its huge steering wheel was also correctly replicated. Air intake, exhaust stack and compressed air tanks are located behind the cabin so that the large fuel tanks have enough space on each side of the chassis. Here too the translation of even the finest details from the original to the model is very convincing. The model of the K100 can be ordered from the Friderici Shop (shop.friderici.com).

Reminiscences of Rinus Rynart, part II

On the Road

by Rinus Rynart

Our son Rob and both our daughters, Carola and Patricia, each began to work in the family firm at the age of 18, after the end of their schooling. Just as I had once, Rob started in the workshop. There he repaired and maintained trucks until he became a driver himself. Carola worked in the accounting part of the company as did Patricia, but only for a short time. She soon took a job at Shell Chemical, because she felt it was better for her career.

Unfortunately, after we had concentrated our efforts in Europe in general, our largest customer in France went bankrupt leaving us with an unpaid bill in the amount of \$ 200,000; this news came as a great shock to us. Because of it, we were not able to pay our bills and so Rynart-Trucking went bankrupt in 1991. I had tried everything to save the company, unfortunately without success. The Mack and the Scania trucks, with their trailers, were sold off, the office closed and I ended up sitting at home with no work and not much money.

Western goods for Russia

After a while, Rob and Carola approached me with the idea of starting a company once again. Because use of the old company name was no longer permitted, we called it the new one Rynart-

The new business alignment towards European customers had its own risks. This led to another new start and from it developed the Russian adventure ...

Trading Company, because nobody could take our family name away. We bought a Scania which Rob drove, beginning with trips in Europe which soon lead us to Turkey again. We slowly built up the firm, acquired further trucks from Scania and Volvo too, and again took our former Turkish drivers under contract. They were good, hardworking people but the times had changed and were not like the 1970s to 1985.

Unexpectedly, in 1992 we got some transport jobs for Russia. Mikhail Gorbachev pronounced 'Perestroika' and opened the frontiers; this move led to the breaking down of the Iron Curtain and the Soviet Union itself. Russia, Ukraine, Kazakhstan, Azerbaijan, Georgia, Byelorussia, and other independent states were formed and all of them wanted goods from Western Europe.

In 1993 we undertook the first transport to Moscow. The goods were glass window panes packaged in boxes for a hotel. It was February, with temperatures -20° C. It was very cold and the roads were covered with snow and ice. I accom-

panied my son on this trip to get an idea of the road conditions and to see how the border crossings were working out. We had a visa from the embassy in Holland and made good progress. However, at the border between Poland and Russia the waiting times were up to 10 hours. The officials controlled the load in detail and inspected the truck carefully, as in 'Soviet times.' The restaurants were dirty, the inhabitants very poor and petrol was very cheap. On the trip back, we loaded goods for the Netherlands and managed to cover 5,000 km in ten days.

Later on, other Russian cities became destinations and in 1994 we got a really huge contract. We transported drilling equipment and construction material for a British company building an oil refinery in Aktau, Kazakhstan. The approximately 10,000 km long trip took about three and a half weeks; the adventure had us back again! The roads in Kazakhstan were in really bad shape. There was even tundra to navigate and tracks through desert sand. In the summer, the temperature could reach 40° C and in the winter, it got very cold. But our

trucks kept going under challenging conditions. We had to buy ten new Volvo tractor trucks, semi-trailers with canvas tops that could be sealed with a customs seal, and reefers too because we were also asked to transport food.

We had to find new drivers because it was very difficult for the Turkish drivers to get Russian visas. Also, they did not like the long absences from home. Four months on the road and then one month at home with their families. And we had to organize others to cover that time. A change was called for.

Office in Estonia

Upon the recommendation of a German driver who lived in Estonia and knew that taxes and salaries were much lower there, we decided to go with Estonian drivers. In 1995, we opened an office in the town of Pärnu and our new company was called a/s Rynart-Trading. The new drivers were fluent in Russian and had no problems at all getting one year Russian visas which made our work substantially easier. We were given more and more transport jobs for Russia, for example, by Nestlé Holland for the Mars chocolate factory near Moscow, or for fruit exporters shipping bananas, apples and other fruits. We needed reefer containers and soon we shipped not only to the capital but also all the way to Novosibirsk and towns in Kazakhstan like Tashkent, which meant a trip of 15,000 km there and back.

Intermezzo at customs

Once, one of our trucks was stopped in Smolensk, at the bor-

der between Belarus and Russia. They questioned the validity of the customs forms and accused us of smuggling, just because the merchandise in the trailer was lettered differently than on the forms. They wanted a 'fine' of \$50,000 to release the truck to us. I hired a lawyer in Moscow, which did not speed up a solution since the bureaucracy moved very slowly. Finally, the head of customs in Smolensk made me an offer that he would release the truck to us for the payment of \$5,000 in cash. This seemed to be the quickest possible solution, so I took a flight to Moscow and then by train to the border. I tried to get a written guarantee, which was refused to me. It had long been clear that the customs official wanted to pocket the money and I was afraid he would not keep his promise. Several months later our lawyer managed to get the truck released for free because there was only a small mistake made in a Fax transmission.

European Road Trains

We also had some very light loads with textiles and because we often met 25 m-long Swedish Road Trains in Russia, we had an idea: a tractor truck with two semi-trailers and a dolly in between had length of 35 m. There were some Road Trains in Russia that were over 25 m long, but we knew very well that 35 m was actually too long. We just hoped that the police did not discover it.

At the beginning of this adventure we started in the Netherlands with the complete train and two drivers and drove all the way to the Polish border during the night.

This worked well a few times but then a German police officer stopped us and forbade the over-length Road Train. We had to pay a fine of 100 German Marks and leave the second trailer and the dolly at a highway restaurant's parking place. A second truck then finally transported it to the Polish border where we re-coupled the train and continued to drive on. We had no big problems in Russia and drove all the way to Tashkent, a total of 4,000 km one way. Sometimes our train was stopped by the Russian police and we were asked to pay something for being over length, but we were always allowed to drive on.

However, in Poland our fines started to add up so that it became no longer profitable to run the trips that way. Therefore, we changed the system and operated only in Russia and Kazakhstan with the 35 m long trains. Two trucks took the loaded semi-trailer from the Netherlands to Brest Litovsk in Russia. There they met up with the Road Train that was returning empty from Kazakhstan and swapped the trailers there. The two empty semi-trailers took on freight in Poland and returned to Holland. We used this system successfully for several years with three of these Road Trains. There were no accidents and our Road Train travelled on low-traffic streets often over long distances without any problems.

But finally, we got a stern letter from the Russian Transport Minister, threatening us with big problems if we continued to operate on Russian roads with our 35 m long Road Trains. So, unfortunately, we had to stop using them,

which I argued strongly against, since we were the only transportation company in Europe that used Road Trains like in Australia.

In consequence, we made all our trips with only one semi-trailer like everyone else, which worked very well until about 2005. Then, history started to repeat itself, just like during our time in the Near East: the competition became ever more difficult, transport companies from Poland, Russia and other eastern countries pushed into the market, the prices dropped and finally there was no longer a way for us to make a profit.

We drove our trucks back to Western Europe and again found work. We serviced several towns in Britain and Scotland, most-

ly with our own trailers, but also with trailers from ferry companies like Mammoet, Smeets or Estron. The trips usually went with the ferry connections at Rotterdam, Oostende (Belgium) and also Calais (France.) At that time, there were not enough British transport companies that could handle the transports.

Also, we often made trips to Kosovo where there was a war going on that was supposed to be stopped by UN soldiers. We delivered food and machine parts taking a route via either Rumania or Bulgaria, sometimes through Italy, and then by ferry to Greece and from there northwards toward Kosovo. At times there were some dangerous situations.

Pensioned

Towards the end of 2007 I was getting tired of the constant heavy work burden that I had had since 1960. I wanted to retire, take my pension and enjoy a quieter life style and, together with my wife Martha, make some nice trips. Contributing to this decision was the much too early death of both of my brothers. Jeff, the oldest died from cancer at age 60 and Ad died at the same age of a heart attack.

Martha and I travelled to South Africa, Cuba, Thailand, China, Australia, the North Cape and other destinations. We used our caravan to visit places closer to us, like Germany, Switzerland, Italy, Spain, and Sweden and so on.

(To be continued)

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When models where more than just objects

Cat 944 87J Traxcavator

by Thomas Wilk

The continually expanding network of roads paved with the modern asphalt material provided the early traveling public a noticeable improvement in comfort, but for the road builder new problems appeared. The history of asphalt is several thousand years old and has its origins in Mesopotamia, the civilization located in the Near East situated between the Tigris and Euphrates rivers. The sticky, black product was first used to make watertight baths and boots. The first written mention of the use of this raw material for road surfacing was in Babylon and is dated 625 BC.

In England, towards the end of the 18th and the beginning of the 19th centuries, the first roads using asphalt were built. The mixture of crushed stone, sand and bitumen was named after its inventor, Macadam, therefore the term 'tarmacadam.' 'Tarmac' is a term still used today in road construction.

In the United States, the development began around 1870 when several hundred miles of roads were coated with the mixture. The so-called 'oil roads' were made with the road construction machine known as a grader, also called a road planer. The ground was prepared by grading it very smoothly then spraying on the sticky black mixture, covering with road grit and then rolling with a road

In 1959, concurrent with the introduction to the market of Cat 944, began the initial production of 1:24 scale demonstration models designed to explain the completely new machine concept to potential new customers ...

roller. The construction boom of the 50s and 60s resulted in settlements of villages and towns that grew very quickly along with the networks of roads.

What brings joy to some gives others increasingly larger headaches. The standard construction machine of the expanding nation, the tracked tractor or bulldozer, was being banned from more and more roads. A new kind of machine that was mobile, powerful and at the same time, easy on roads was urgently needed.

These signs of the future were also recognized by Caterpillar so it launched its first Traxcavator, the Cat 944. Soon followed further models, first the smaller 922A then the larger 966A. All three-wheeled loaders were designed as so-called rigid frame machines with rear axle steering. The articulated steering came only in 1963 with the large Cat 988A.

From its introduction in 1959, the new loader was offered with two different engines but with the same power output. A six-cylinder

gasoline suction engine was available until 1962 parallel with the modern Cat D330 four-cylinder turbo diesel engine. The end of production of the 9.5 t heavy and 105 hp strong loader was in 1968. The Cat 944 with shovel volume of from 1.5 up to 3.1 m³ was a real colossus for its time and was designed to load quickly on construction sites and in the mining industry. The 'Traxcavator' name used was originally by the Trackson Company from Milwaukee, Wisconsin, that produced loading attachments for the existing D2 to D7 tractors. Tracked loaders and also wheeled loaders are loading machines and therefore for many years were also called Traxcavators; you had to wait until 1976 until Caterpillar produced its own excavators!

Model from Ertl

The market introduction of the Cat 944 was concurrent with the beginning of the production of a 1:24 scale instruction model which was designed to explain the completely

new machine concept to future customers.

Winning the bid to build the models was Ertl from Dyersville, Iowa, in the US. It had taken over the very well-known Andy Reuhl Models and continued to produce those models, with some modifications.

In 1961, Ertl launched the Caterpillar Traxcavator 944 as its first completely newly-developed scale model just in time for the launching of the original. It took some convincing sales talk if one wanted to sell a trackless machine to a customer. There were many arguments on the plus side: loading and transporting with only one machine; the ability to move quickly from one construction site to another without being trucked there on a low deck trailer; quick loading sequences; robust construction similar to a mobile excavator; the powerful engine coupled with the four-wheel drive that allowed the Caterpillar Traxcavator to effortlessly work as a grader or excavator. This meant that in order for the machine to be used in this way, it was designed so that the equipment and the driver are situated at the front of the machine with the engine being a natural counterweight at the rear.

As usual with Ertl, the massive cast white metal model is made from two halves cast then riveted

together. The only rubber parts on the loader are the tires with dimensions of 17.5-25, and the exhaust. Having a total length of 248 mm, a width of 100 mm and height of 125 mm (measured at the exhaust stack,) means that the most important basic measurements are correctly modeled. The very fine lifting apparatus, with diverters for the dumping mechanism of the toothless shovel, lifts upwards from the base setting in two increments and is arrested there. In 1962, a small lever was added to the right-hand side of the lifting cage, making it easier to operate.

It is important to mention that the maximum lifting height of 142 mm and the dumping height of 115 mm are exactly as per the original and so allow all working scenarios like digging, backwards tilting, lifting and dumping to be done at maximum lifting height.

These features were enjoyed not only by sales reps but also the young machinists in their sandboxes. A further highlight is the steering. With a small turn on the steering wheel, the rear wheels are engaged using a deflector dolly wheel and gauge rods and the model turns by 30 degrees to the left or right, almost like the original. This makes it easy to maneuver the heavy 700 g Trax-

cavator model in the backyard sandbox construction site.

On the engine hood and the rear are Caterpillar logos and the perforated radiator and the two red tail lights are applied decals.

The then new loader concept with its clean, smooth form and the overall impression of harmony was transposed into a first-class model. On the driver side there is a pre-purifier for the air filter that deserves mention. Also impressive is the chunky rear counterweight which gives the wheeled loader its necessary stability. The only discord is the non-oscillating rear axle and the two missing dumping cylinders. The models were distributed by the marketing company of Eska, therefore, they are often called the Eska Ertl models.

At the end, a small anecdote about the sales price at the time. Hard to believe today but it was only US \$ 4.95, with a minimum order of six units. One should have laid down some stock then because, after 56 years, this model from the beginning of the Caterpillar scale models is a real 'Goodie' and costs several hundred Euros used, even with marks of use. But that is the way it is; with hindsight one is always cleverer. Let's enjoy the one shown here.




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

by Remo Stoll

This road roller was made in Ulm, Germany, by a company that is better known for its graders. With a weight of 12 tonnes it is not a fly weight but still not too big to work on even small construction sites, like here on the expansion of a gravelled lot. By the way, Gescha has made the larger brother of this machine.

Recognize the machine? Send us your solution and the exact designation. The contest deadline is the 15th of December, 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 ABI pile driver TM 13/16 SL in blue from Conrad, the brand-new Caterpillar D11T CD from Diecast Masters and also the new Komatsu PC490LC-11 from Universal Hobbies. 



Solution from Trucks & Construction 5-2018

The Austrian truck in question was a 'Steyr Tremola 320'. The winners are: Thomas Buchser from Moutier (CH) who won the Komatsu WA600-8 wheeled loader from Universal Hobbies, Martin Seitz from Sachsenheim (D) who won the CIFA MK28L from Conrad and Torsten Kortum from Bad Schwartau (D) who



won the Yanmar B110W mobile excavator from NZG. Congratulations to all the winners!

Historic construction

1960s bridge building

by Wilfried Schreiber

Two powerful dump trucks taking care that the construction pits at the bridge piers are filled in again. One of them is a French Berliet, the other a Henschel dump truck of the H3-180 TAK type.

Originally, the Henschel Company was a foundry in Kassel that grew into a big-name machine and vehicle factory which, among other things, built steam and other engines for all of Europe. From 1925 onwards until 1970 they also produced busses and trucks. From 1933 until 1945 a sister company in Kassel and Berlin even built tanks, aircraft engines plus complete aircraft and guided missiles. In 1968, Henschel lost its independence and the name appeared only in conjunction with other firms, for example, Rheinstahl-Henschel AG. The truck shown here is a H3-180 TAK three-axle dump truck that was powered by a 180 hp engine, as can be deduced

On a subsequent visit to the bridge construction site, the photographers noticed two interesting trucks and a world famous construction machine ...

by the type description, and had a load capacity of 16 t. The heavy vehicle was very easy to maneuver, even off road, because of its hydraulic-assisted steering. Both trucks are from the 50s and 60s. In 1899,

Marius Berliet founded his vehicle production company after many experiments in engine construction. His small workshop was located in Lyon. Because of the heavy demand for trucks during the First World War, he changed to produce trucks instead of cars. From this time comes the Berliet GDR 10W shown here, a two-axle dumper dating from 1946.

The use of a larger tracked loader was considered indispensable

for the earthmoving work required at the bridge building site. That is why the Cat 983 from the 70s was used and it coped very well with the work needed because of its powerful performance.

Models

The model of the Berliet GDR 10W was available as a white metal kit through Minitrucks in France. The maker of this interesting, heavy 1:50 model called himself 'Kilometre 57.' The Henschel H3-180 TAK is a white metal kit that was built by Peter Veicht.

Diorama constructing a cut for a road in 1:50

Highway construction

by Daniel Wietlisbach

As you may remember, both brothers are truck drivers. Matteo drives a MAN TGA 26.460 6x2 truck and trailer set with loading crane which services construction sites. Alessio drives his DAF XF 105 4x2 tractor and curtain side semi-trailer unit all over Italy and France where, in the country next to his, he discovered an interesting highway construction site. To avoid building an expensive tunnel, a deep cut was dug into the landscape. The very rocky sub-strata was removed step by step. If you were ever on the road in France, you can surely remember these deep cuts that are typical for the country.

The diorama shows the last stages of the excavation while on the banks of chalk rocks the replanted bushes are already taking root. The base of the diorama is made from very light Styrofoam sheets from the construction market and the rocks were made from fiber insulation sheets. It is important

We are privileged, and not for the first time, to show you a diorama made by the brothers Alessio and Matteo Germano from Italy ...

to use the fiber sheets and not the foam because it is easier to work out the rock texture from them. The rock structure was carved out using a rough file and was then painted by hand.

For the ground cover, finely sifted real earth from the garden was used. In it, the tracks from vehicles and machines were imprinted. The grass, bushes and other landscaping material all came from the model train accessory programs. It took about half a year to build the diorama.

Weathered the machines

Then it was time to arrange the machines to be used on the diorama because the show piece in all its glory was finished. However, no matter how the models were turned

here and there, no realistic looking situation seemed to develop because the machines all looked much too 'new.' To bring the scene alive, three Norscot models from the collection were 'sacrificed,' as Matteo described his sentiments. The Cat 974D, a D7E and a 725 Dumper were weathered and aged.

As one can see very well in the pictures, at some spots on the original the paint has worn off and the bare metal is showing. This was achieved by sanding off the paint in some locations on the model thus allowing the bare metal to shine through. All joints were 'dirtied up' with black paint to simulate grease and oil spots and, naturally, real earth was used for the dirt here too.

The pictures were taken outside in the natural light of the garden.

New on the market

Logging trucks and more

Ever since its first appearance, the Doll self-steering log trailer from Conrad has been something special and so it is again with the newest version combined with the 2.3 m narrow Arocs M CompactSpace driver's cabin. When piggy-backing the trailer or even much more with the impressive load of 18 m long logs, in real life, the train never fails to impress. And also, partially because of the high degree of functionality that allows the model to be shown in almost all of the positions of the original. It is only worth a mention that the Epsilon plus G250L loading crane could, understandably, not handle the heavy logs. As an alternative to the long log transporter as a truck and trailer set comes the Arocs L with StreamSpace driver's cabin in blue. The new issue of the Liebherr MK88 is the current design version from Liebherr. For the first time, the Faymonville Variomax excavator transport deck now comes in a set with a two- and three-axle Interdolly and a five-axle trailing unit in yellow with a MAN TGX 8x4 tractor (the two-axle module is not shown in the picture). Also new is the Putzmeister PUMI 25-4 concrete mixer based on an Arocs 8x4 in the new corporate design (no picture).

Scania XT semi-dumping trailer in 1:50

Tekno released the new Scania XT R580 V8 6x4 for the IAA. The trucks of the XT series are espe-

cially designed for the tough challenges on construction sites and can be had with all the current cabin design options. Tekno's new R-Standard sleeper cabin has been updated on the lower part around the front lights and bumper and has warning beacons on the roof.

Liebherr HTM 905 concrete mixer truck in 1:50

The concrete mixer trucks of the 05 Generation from Liebherr are now available on the MAN TGS M Euro6 chassis in the Liebherr Shop. Of course, the massive metal model has steerable axles and a tilting cabin with the replica of a six-cylinder in-line engine. The upper chassis has been made up to the usual Kalchreuther quality. The drum rotates and the chute moves. The ladder is a fine metal casting, even though it is not extendable.

International HX520 in 1:50

The completely new 'Transport Series' from Diecast Masters is completely dedicated to US trucks and here especially to construction site trucks. As a first installment comes the International HX520 6x4 tractor truck with an XL 120 low-deck semi-trailer in red. The modeling of the pre-loaded deck is a completely new feature and it even looks like the original when not loaded. According to which US state and what its load limits are, it is possible to increase the load capacity by attaching either the one or two-axle extension unit at the rear.

The goose neck can be taken off and extended and the king pin can be adjusted. The well-proportioned tractor unit shines because of the large amount of chrome and sports detailed mock-up of the engine. There are two versions of exhaust stacks included with the model and the rims of the wheels are nicely engraved. Further color variants will follow as well as the International HX620 as an 8x4 dumper and a 6x4 concrete mixer truck.

Mercedes-Benz Actros 'Edition 1' in 1:50

At the IAA Commercial Vehicle Show, Mercedes-Benz showed off the special edition model 'Edition 1' of the new Actros. It has many additional safety and comfort features. Simultaneously, NZG produced the limited 1:50 series of only 400 pieces. The most recognizable difference on the outside is the missing rear-view mirrors that have been replaced by 'MirrorCams' on the original. Many of the other visible details such as the new sun visors with the additional position lights or the Mercedes star on the wheel rimsssss have been modeled exactly by NZG

Komatsu PC490LC-11

The model of the Komatsu 50 t excavator has been given an update to Version 11 by Universal Hobbies. For this, the front righthand side of the upper carriage, all safety railings, the engine hood and the side view cameras have been adapted

to be true to the original. New too are the cabin protection grille and, of course, the lettering. As on the predecessor, it is nice to see that the metal content is considerably high and the detailing is extensive. All handholds and separately-applied parts are made from plastic.

Hits for kids: Volvo 1:87

Small, but great to play with, is the way the Volvo FH04 with roll-off bridge and loading crane and the new Globetrotter XL cabin from Siku presents itself. The truck, designed for stability, has a functioning

roll-off mechanism with a safety latch and, naturally, the loading crane moves. A lot of fun to play with.

New color variants in short form Tekno 1:50 Scania T5 Topline 'Kongsberg' and WSI 1:50 Vögele Super 1800-3i new design.

Translation of page 54

Jahrbuch Baumaschinen 2019

several authors,
published by Podszun Verlag,
size 17 x 24 cm, 144 pages,
280 illustrations, softcover,
ISBN 978-3-86133-894-9

Starting with the title page, the 19th issue promises a lot for those interested in 'old iron'. 'Historic construction machines from Denmark' shows the impressive variety of makers which this country had. The chapter is richly illustrated and supplemented with prospectus material. Another interesting chapter has the title, 'From Bucyrus-Erie 120-B to the Uralmash EKG 5'. Over 13,000 units of the original were produced including those built under license and other copies. Also, the 'Grossbaustellen in und um München at the beginning of the 70s' is full of interesting details that are well documented. It is pleasing to see that the Swiss company of 'Aregger' is shown in a chapter dedicated to current affairs. (dw)

Jahrbuch Schwertransporte 2019

several authors,
published by Podszun Verlag,
size 17 x 24 cm, 144 pages,
280 illustrations, soft-cover,
ISBN 978-3-86133-896-3

This is the 15th issue of the heavy-duty transport annual and again, the readers will find an interesting choice of transport and crane work on sites from Great Britain to Germany and into Switzerland. It is interesting to observe that heavy-duty transports and the use of cranes happen everywhere and what kind of obstacles they have to overcome. The crane work situations described are a little bit in the minority, however, some of the heavy-duty transport stories also show the loading and unloading sequences so that the share of cranes at work increases a bit more. It is a shame that the first and last pictures each show a historic transport but are totally devoid of any text or other hints as to what they are. (eu)

Jahrbuch Lastwagen 2019

by Bernd Regenberg,
published by Podszun Verlag,
size 17 x 24 cm, 144 pages,
280 illustrations, soft cover,
ISBN 978-3-86133-891-3

This year, the book concentrates on a pioneer of vehicle construction, the Staufen Fahrzeugwerke. After that, the only guest author sheds a light into the 'underworld' and the Lönne Umweltdienst located in Lippstadt, Germany. Then follow tank vehicles from Olex and BP, before a journey to Southern Asia into Cambodia; a whole chapter is dedicated to road transport in this country. And last, but not least, is a chapter about the Finnish truck brand, Sisu. The pictures included are of good to very good quality. Some of the older photographs have been marked by the publisher to be lacking in quality, but, never-the-less are very interesting from a historical standpoint. The quality issue can be ignored in these cases. (eu)

Kalender 2019

by Erich Urweider, self-published, each has 14 pages,
300 g/m², landscape format
42 x 30 cm. Order from
www.urweider.com
or call +41 (0)62 897 17 19

Once again, truck photographer and author, Erich Urweider, is offering three different calendars for 2019. 'LKW-Veteranen' (truck veterans), 'Show-trucks' and 'Schwertransporte' (Heavy-duty transports) are the titles of the monthly calendars. Each calendar is printed on 14 pages of high-quality paper. The very carefully selected pictures display trucks in their best light and always in front of suitable and never jarring backgrounds. The last page contains all the information for the trucks or transports, in short form. (dw)

Here is a list in short form of all the new truck models announced at the IAA fair at Hannover.

Type	Scale	Maker	Available from	Infos
MAN TGX XXL 6x4 / Meusburger semitrailer «Lion Inside»	1:50	Tekno	MAN shop	www.man-shop.eu
MAN TGX XXL 4x2 tractor metallic blue	1:50	Conrad	MAN shop	www.man-shop.eu
MAN TGX XXL 4x2 tractor «XLion»	1:50	Conrad	MAN shop	www.man-shop.eu
MAN TGS M 8x4 Carnehl half pipe tipper «IAA 2018»	1:50	Conrad	MAN shop	www.man-shop.eu
MAN TGS M 6x2 Meiller roll-off skip loader yellow/blue	1:50	Conrad	MAN shop	www.man-shop.eu
MAN TGS M 6x4 Meiller three-way tipper grey	1:50	Conrad	MAN shop	www.man-shop.eu
MAN TGS M 8x4 Cifa Energya truck mixer	1:50	Conrad	MAN shop	www.man-shop.eu
MAN TGE 4.180 crew cab / platform orange	1:50	Conrad	MAN shop	www.man-shop.eu
VW Crafter 16 silver	1:50	Conrad	VW shop	—
DAF XF «90th Anniversary» 4x2 red, blue, black	1:50	WSI	DAF shop	—
Schwarzmüller Set with three different trailers	1:50	Conrad	—	—

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
MB Actros FH25 Gigaspace tractor red / black	1:18	NZG	Mercedes shop	www.shop.mercedes-benz.com
40" Container white and black «NZG»	1:18	NZG	Dealers	www.nzg.de
Caterpillar D11 and D11 CD	1:24	CCM	Dealers	www.ccmmodels.com
Liebherr LG 1750 «Mediacor»	1:50	Conrad	Dealers	www.conrad-modelle.de
Mecalac 12MTX «Colas»	1:50	Conrad	Dealers	www.conrad-modelle.de
Claas Torion 1914	1:50	Conrad	Dealers	www.conrad-modelle.de
MB Arocs wooden transporter black	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN XLX Euro6 6x2 / crane «Wörmann»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGE crew cab / platform red	1:50	Conrad	Dealers	www.conrad-modelle.de
Goldhofer AST-2 Phönix plane tractor	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 926 Compact «Kassecker»	1:50	Conrad	Thommy's	www.baggermodelle.com
Liebherr LR 1750-2 «Felbermayr»	1:50	Conrad	Modell-ovp	www.Modell-ovp.de
Diamond T 969 6x6 recovery truck «Colonia» and army	1:50	GMTS	Dealers	www.lkwmodelle.de
MB LPK 2232 6x4 dumper in different colours	1:50	GMTS	Dealers	www.lkwmodelle.de
Mercedes-Benz SK 3550 8x4 «Sarens»	1:50	IMC	Sarens shop	www.sarensshop.com
Demag AC700 two versions	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros 8x4 SLT / Kamag K25 / load «van Riel»	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros 8x4 SLT / Kamag K25 «van Riel»	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros 8x4 SLT «Gertzen»	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros 8x4 SLT «Kran Wind»	1:50	IMC	Dealers	www.imcmodels.eu
MB Arocs 8x4 SLT «Somerscales»	1:50	IMC	Dealers	www.imcmodels.eu
Vögele Super 2000 «Gallagher»	1:50	NZG	Dealers	www.nzg.de
MB Arocs 8x4 truck mixer «Ceskomoravski»	1:50	NZG	Dealers	www.nzg.de
Link-Belt X3E	1:50	Replicars	Link Belt shop	www.shoplbxco.com
Claas Torion 1914	1:50	Siku	Dealers	www.collection.claas.com
Scania S 6x4 / semi low loader «Jakob Pedersen»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 8x4 / roll-off container «Wellauer»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH04 8x4 heavy haulage tractor «Hegmann»	1:50	Tekno	Dealers	www.tekno.nl
MAN TGX XXL 6x4 / Meusburger «Wimmer Felbermayr»	1:50	ITekno	Dealers	www.tekno.nl
Liebherr LTM 1350 «Cranes Inc»	1:50	WSI	Dealers	www.collector.wsi-models.com
Vögele Super 1803-3i new design	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania 6x4 heavy haulage tractor «Frank Norager»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania 8x4 roll-off tipper «Kims Containerservice»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 6x4 halfpipe semi trailer «Stangeland»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FMX 8x4 recovery truck «Boogaard»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FMX 8x4 recovery truck «SOS Dansk Autohjælp»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH04 10x4 / low loader «Leenaerts»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH04 8x4 low loader «Karsten Olesen»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH04 6x4 semi low loader «Tage Kristensen»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH04 8x2 flatbed / crane «Weiland»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo F16 6x4 ballast box «Van Wezel»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Actros 8x4 SLT / low loader / Dolly «Tage E. Nielsen»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Arocs 6x4 / ballast trailer «Baldwins»	1:50	WSI	Dealers	www.collector.wsi-models.com
Liebherr LTM 1750-9.1 «Dufour»	1:87	WSI	Dealers	www.collector.wsi-models.com

Our partner page

News from the San Bernardino Quarry

The quarry of the ARGE Steinbruch San Bernardino is situated at a height of almost 2000 m above sea level. The challenge is to quarry as much as possible of the material in six months so that we can produce the finished product in the winter

months. The very narrow window in the summer months requires a high readiness of machine availability. Using a Cat 336E, a Cat 966 Block handler and a Sandvik drilling rig we manage to produce from 4000 to 5000 t of raw material. Using a low

deck trailer the blocks of material are transported down the narrow and winding pass road to the storage site in Andeer. Using the San Bernardino Gneis we were able to supply the needs of a project in Hong Kong.

Extensive track de-construction project in Zürich

Beginning at 1:00 a.m. and during the early hours of the 6th of October, Eberhard Enterprises invaded the center of Zürich with a large fleet of construction machines. In the Stampfenbach and the Limmatstrasse, 688 and 539 m of double track including the bedding were to be removed with military precision in a minutely planned operation.

Three 100 t excavators with rail planers were in use. Four 50 t excavators crushed the concrete road bedding, nine 30 t mobile excavators took care of the rest of the work. Two bulldozers and two tracked loaders as well as seven road rollers dispersed and compacted the 2850 t of recycled gravel mixture as a new foundati-

on layer. 24 heavy duty transporters were used to transport the 45 construction machines with a total weight of over 1100 t to the town center! It took 92 trucks to make 545 trips for the extensive work of removing the rubble and bringing in the replacement construction materials!

Translation of pages 56 – 57

News in brief

Ford F-Max – Truck of the year 2019

The completely new Ford F-Max Heavy duty truck celebrated its world premiere at the IAA and at the same time garnered the 'Truck of the Year' award for 2019. The truck was developed in co-operation by Ford Trucks USA and Ford Otosan (Turkey) and wants to be the inheritor to the legendary Ford Transcontinental. The Ford six cylinder engine with

its 12.6 liter displacement produces 500 hp. It complies with the exhaust protocols of Euro6 and the automatic ZF Traxon transmission has 12 gears. The truck, built in Turkey, has all the current assistance systems and in the beginning will be offered in the domestic market. It is planned to be available as well in Eastern and Middle Europe in the coming years.

The cabin has been designed with a mix of a variety of makers, and reminds one, depending on the viewing angle, off one or the other major maker's products. With a width of 2.5 m, a flat floor, baggage racks and two sleeping bunks it promises a lot of room for driver and co-driver. (dw)

Volvo Autonomous Driving Truck

Beautiful or not the ‘transport solution of the future’ as Volvo calls it, is the idea behind this conceptual vehicle with autonomous steering and electrical drive. The futuristic looking semi-trailer truck has been designed to complete routine trips with a high degree of delivery schedule, between to logistics centers, for example.

The autonomous electric vehicles are connected to a cloud server and a control center and are equipped with the most modern self-drive systems. During the trip it analyses the way that the other traffic behaves and reacts accordingly. Additionally, they reach their destination with centimeter close precision. Volvo Trucks is planning to develop their idea further with some selected customers. (dw)

Sennebogen 870E demolition excavator

In the fall of 2017, Sennebogen presented the new 870E demolition excavator with a working reach of 33 m and an attached tool weight of 4 t. The standard equipment consists of a 18 m long basic outrigger arm, a 2.5 m long intermediate piece and the 11.5 m long jib. The crawler lower carriage with a telescoping width adjustment of 4.2 m give the 113 t heavy excavator the necessary stability. The driver’s cabin can be tilted by 30° and can be raised by 2.7 m. The deconstruction specialist Sauer Bau used their Sennebogen 870E HDD this summer for the demolition of the former CDU party headquarters in Munich. (up)

Caterpillar M323F Road Rail excavator

With the M323F, Caterpillar presents the first, especially purpose built two way excavator. The compact upper chassis and a rear slewing radius of only 1575 mm make it possible to execute the work within the allowable profile of the railway. The new excavator is licenced to operate in Switzerland, Denmark, Sweden and Norway. Two different counterweights give the unit a working weight of 22.9 or 23.9 t respectively. Opposite to the friction wheel drive, the powering of the two railway axles is done with an independent hydrostatic system. This assures a safe movement and a maximum speed on road and rail of up to 20 km/h. (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)

Arocs 4163AS 8x6 for Friderici Special SA

Three of the heavy-duty Arocs 4163AS 8x6 tractor trucks with maximum of 250 t total pulling weight are now in the Friderici Special SA fleet in Tolochenaz. A short time ago all three of the new Arocs were in use to bring a 244 t heavy transformer from the Au harbor near Basle to the transformer sub-station of CERN near Meyrin. Over the six nights the pulling and pushing trucks with the 466 t heavy and 78.20 m long transport had to overcome a few challenges.

The six cylinder in-line OM 473 engine produces 460 kW (625 hp) and the Powershift 3 automatic gear shift from Mercedes, in combination with the ‘High Performance’ engine brake, allows for minimal wear and maximal driver comfort as the driver from Friderici confirms. (eu/dw)

John Deere Pipe layer

Based on the two John Deere dozers 950K and 1050K the Canadian machine dealer Brandt is building the two pipe layers BPL 170K and BPL 220 K. With working weights of 54.5 and 60.9 t the lifting capacities are between 68 and 85 t for the units. To keep the center of gravity as low as possible, the two Paccar winches are place left and right side of the engine hood. As with the Liebherr ones, the two John Deere dozers have hydrostatic drives. To supply the needed power a Deere engine with 261 kW is used.

Brandt has 50 dealer ships in Canada and the US and employs over 2000 people. (up)