

# Laster & Bagger

Modelle von Lastwagen, Baumaschinen

Grosser  
Messebericht

NZG 1:50

Komatsu  
PC 4000-11

Eigenbau 1:50

Fiat  
697 T

English text



Motorart 1:50  
Kobelco SK 400 DLC

Sammlerporträt:  
Radi Wenger's Scania

IMC 1:50  
Demag AC700-9



# Editorial

## New blood for the hobby and professions

If I have time when I go shopping, I check out the toy department of the store I am in. I hardly ever expect to find collectible models there, but I am more interested on how the larger toy producers think about construction machines and truck toys.

I regularly hear from dealers that nowadays, more than ever before, they get offered whole collections for sale, a trend which confirms the decrease of interest in the hobby. So too with the falling prices of old models that once were much sought after and changed hands at astronomical prices.

For these reasons, promotion of our hobby to the coming generations is important and because of this I was especially happy to find the little Volvo Dumper from 'Bburago Junior'. It is one of three Volvo machines; a wheeled loader and tracked excavator are also available. There is even encouragement given to collect as on the package it says, 'My First Collection'.


Trucks seem to have it a bit easier as they are more readily found

in the toy departments and are available for every age group.

Whether interest at the beginning becomes a hobby or a profession will be determined in the youth's later years. Transport and construction companies are well aware of this fact and so offer events that attract youth of many ages.

The Eberhard Group, which is one of our partners, has just launched its own website for youngsters. Kids and teens can find a lot of interesting things around the theme of construction at [ebiyoung.ch](http://ebiyoung.ch). In addition to some games, information about jobs in the construction sector on an appropriately designed page is also available. Such a specifically targeted page for young people was unknown to me earlier.

Whether you are alone or have young people around, I hope you all will enjoy reading our issue.

  
Daniel Wietlisbach



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

### Laster & Bagger online:

[www.lasterundbagger.net](http://www.lasterundbagger.net)  
[www.facebook.com/lasterundbagger](https://www.facebook.com/lasterundbagger)  
[www.twitter.com/lasterundbagger](https://www.twitter.com/lasterundbagger)  
[www.youtube.com/lasterbagger](https://www.youtube.com/lasterbagger)

## Radi Wenger's Scania and construction machines

# "There can be only this one"

by Daniel Wietlisbach

Radi (short form for Rudolf or Ruedi) grew up where others spend their holidays, in Brienz, on the shores of the idyllic Lake Brienz where the water is so cold that it is possible to bathe only on the hottest days of the year. Originally, Radi's father was a gardener, then he worked in forestry and finally ended up as a school janitor. His mother was a housewife and to supplement the family income, made small wooden model chalets for sale to tourists. Sometimes, on free afternoons, Radi helped to build the little model houses. Today, Brienz is still renowned for its wood carving work and even has the only school in Switzerland dedicated to learning this rare artistic handicraft.

When Radi's father became a janitor at the school, Radi helped with the cleaning on Saturdays. In the 60s, to get pocket money was unusual but Radi received toys on birthdays and he remembers one Christmas when he received a specific Corgi low-deck loader which he played with frequently. Even as a child, he treated the toy, which designed to be played with, more

**This somewhat sensationalized title is from a statement of this Scania collector whose collection focusses on truck models. However, there are also some construction machine models in his collection ...**

like a model and never ever took it outside. His parents were astounded about how carefully the boy treated his vehicles.

Radi also liked the smaller cars from Matchbox as their size was an approximate to match the scale of his Märklin train set.

At the local market fair that happened once a year, he was allowed to choose 'something'. His destination was always the same stand which had vehicle and tractor models and when he had found his new toy he ran back home with it and played until evening time. Neither the midway nor sweet treats held any interest at all for him.

### Finding out about collecting

At age 10, Radi realized that one can collect models as a hobby. The whole family accompanied his five-year-old sister to the French part

of Switzerland where she wanted to learn another language for a year. There, on the wall, hung a display case with car models. These did not belong to the children of the household but to the father. Seeing this burned an image into Radi's memory leaving a lasting impression.

In front of the door of his parent's house he was often able to observe trucks manoeuvring. The house was situated at a hairpin curve with a road branching off to a joinery. Because there was insufficient room there for the big vehicles to turn, the drivers had to engage the reverse gear and back down the narrow road to the joinery.

Despite these experiences, his passion during his youth and up to adult years was football (soccer) and as a junior with his team, he even managed to reach the third league.

### Apprenticeship time

He learned the profession of electrician by ‘chance’ because he needed to find a place to apprentice and the Electricity Works of the municipality had such a place available. But he was lucky, because he liked and still likes his work today. After the apprenticeship he was able to stay on another year but then changed over to a construction company to ‘experience something else’. There, with a Land Rover and single-axle trailer, he transported construction materials to construction sites and, as he remembers, he learned mostly ‘to drive in reverse’ because often the narrow mountain roads did not allow turning manoeuvres. In the mid-70s at the construction company, he had closer contact to construction machines for the first time. They had an O&K RH6, a Gradall embankment excavator on tracks, as well as an International tracked loader, a wheeled loader and other machines. But also fascinating to him were the dump trucks made by MAN.

After two years, he changed back to his original place of apprenticeship and to the trade he had learned. A couple more changes

occurred, among them a two-year stint as an electrician at a chemical industrial plant near Basle.

His interest in model trucks already existed during his very varied professional career but because of a lack of opportunity it did not take hold. That is why he collected only a few Siku models which later on he gave to his nephews to play with. He also had a Renault cab-over truck from Eligor in 1:43 that he found quite by chance.

### Collector

In 1985, he took over the running of a branch of an electric company near Thun and managed it for 18 years. And at this new location, to which he moved with his partner Erika, he was surrounded by transportation-related people. His neighbour drove a Scania truck and trailer set, which was not surprising since the neighbour’s brother worked in sales at a branch of Scania Schweiz. Furthermore, in the same village, lived Marcel Erb (Collector’s portrait 5-2019) and one village over was the home of Wittwer Transport with its blue Scania trucks. Such a collection of fans for the Swedish trucks was contagious so there was only one

brand which that interested Radi.

In the beginning, there were model kits in 1:24 and 1:87 which reminded Radi of the model train experience of his youth. However, because of his contact with the Scania sales person, he always got to hear about the newest models which were produced by Tekno in 1:50 for the Swedes. Soon, he liked them better; they were made from metal and looked more valuable so he ‘took delivery’ of one after another. Today they stand in solid rows in his display cabinet and one can see how the trucks from Södertälje developed over time. Many models from that time have the Scania logo on them and were painted in the company colors.

### Trucks

The loosely-put-together fan group from the Bernese Oberland exchanged items regularly and also visited trucker meets inside and outside Switzerland as well as Truck Racing on the Nürburg Ring racing circuit.

On these occasions, the group encountered stands of model dealers. Their collections could be always enlarged easily because the number of models produced at that time was still very manageable.

When the opportunity arose, Radi Wenger always ordered exclusive models that were advertised in the German magazine, ‘Trucker’. The hobby became really colorful when the collector discovered the first models decked out in freight haulers’ liveries. At that time, Tekno was located in Holland and from there the first so-called ‘Freight Company models’ arrived in the collector’s display cases.

### The collector

Radi Wenger (63) apprenticed as an electrician and even today is still working in his trade. Besides collecting models, he collects memorabilia from AC/DC and is an enthusiastic angler. He likes to prepare a very tasty dish of ‘Felchen’, a fish from Lake Brienz, caught by himself and he likes cooking other things as well. He and his wife Erika live in Brienz. He enjoys exchanging ideas with like-minded collectors and showing off his collection. Please contact him at wengervifian@quicknet.ch or +41 (79) 302 85 86.

In addition to the trucks with tarp covers, reefer, silo or container uppers, he was fascinated by heavy-duty freight models from a simple low-loader up to the very impressive low-loader trailer for transporting large boilers with several tractor trucks to pull it. Today, Radi buys his models from trusted sellers in and outside Switzerland. Sometimes, they even allow him to switch the tractor trucks if the truck included in the set is not a Scania because, for the collector 'there can be only the one kind of truck'.

To keep current, Radi has a subscription for newsletters from both Tekno and WSI because models have to be ordered way in advance as they will be very popular, or, they are issued only in a very small series. Even so, he has missed the odd model. For example, as a fan of the hard rock band AC/DC, he is searching for a Scania R Topline 'Klinkhammer' from WSI.

Waiting for him, once he reaches pensionable age, are some partial kits from Tekno and WSI.

So far, he has made a few kit bases using the 'Whiteline' models from Tekno.

### **Construction machines**

Connections also play an important role because one of Radi's cousins used to work as a fitter at Ammann (the Swiss Importer of Caterpillar) and often passed along news about models.

The Cat 955 tracked loader from Joal joined his collection as the first construction vehicle model which was followed by further models, depending on availability. Very quickly, Radi discovered the Liebherr home base of Reiden. There, the cranes and large machinery were what fascinated him, remembers the collector: "At that time, models were sold at very attractive prices". In the section of

specialized civil engineering construction one can discover models from Bauer.

Even though Radi likes to use construction machines to load his low-deck trailers, they have a section of their own in the collection.

2003 was the year of great changes. Radi was able to take over his parents' house in Brienz and he also married his long-time partner who he had got to know in his early years. Trucks and construction machines combined to make about 100 models to be packed for the movers. There is a whole room reserved in the basement of the newly-renovated chalet for his hobby and Radi purchased his first expandable system display case to finally be able to show off his models properly.

Today, display cases cover two whole walls and there are about 350 truck and 150 construction machine models to admire; we even discovered one Saurer truck!

## Fiat 697 T with Groenewegen semi-trailer

# Rynart Karachi Express

---

by Hans Witte

I have always had an interest for the rather lesser-known trucks. Therefore, during my visit to the 1974 RAI Commercial Vehicle Fair in Amsterdam, I especially enjoyed the presentations of these brands. At the Fiat stand, I watched a promotional film showing three Fiat 697 and 691s from Rynart Trucks undertake a trip to Karachi, Pakistan. I was so fascinated by it that I watched the film (which had a running time of more than half an hour) again from the beginning. Since that experience, these Fiats have remained in my memory.

About 15 years ago, I came to the realization that the time remaining to me was not going to be endless. At the same time, I had a lot of plans for model building, and drawing and writing about trucks. To regain some peace and get an oversight, I made a list of trucks that I absolutely had to build in miniature form. At the time, the list included more than 25 models and there was even a 'reserve list' with a further 10 wished-for models. All these trucks, from Scandinavia down to Spain, have special meaning for me, are connected in some way to memories or are especially interesting and challenging trucks from abroad. Most models required a large scratch-building component and this is exactly the part of the hobby that I enjoy the most.

**In the 70s, there were still many different brands and types of trucks. Unfortunately, these have disappeared: Magirus-Deutz, Büssing, Pegaso, Leyland, ERF, Fiat, OM, Lancia, Saviem or Berliet. As a model builder, one has the possibility of resurrecting them ...**

The Fiat was one of the first on that list. Even though I feel that it is only a few years since I built it—actually it was 10 years ago—time is flying by. As I already owned the Fiat movie on DVD it became the starting point for my research in getting information about the tractor-truck with the Groenewegen trailer. Besides my models, I own a large collection of brochures, technical specification sheets and other documentation of many different kinds. Among these I found the information that I needed to make a scale drawing including the wheel base of the truck and the trailer as well as further details of this special Rynart truck.

After that, I began the search for a 6x4 chassis with a suitable cabin and a 40-foot container in the old lower style. From my parts box I took some Trilex rims for the tractor truck unit, the rims for the semi-trailer including the wide-spread axles and a few other small parts that could be used. Everything else would have to be scratch built. A

friend made a spare cabin of the Magirus 320 from Cursor available to me. However, it had the later version high roof but the layout was identical to the Fiat one. At a swap meet in Houten, I found a matching chassis as a brass casting which I could compliment with a few tandem axles left over from a Miho FTF kit. All other parts were made by hand from plastic, brass or metal wire.

The cabin was a lot of work. First, I cut off the high roof and built a new one from plastic, including a new frame for the lower front windscreen. I cut off a part of the cab front and replaced it with a Fiat radiator screen. I built the front bumper using the 'bread and butter' method, which means it was made up from several layers of plastic following a detailed scale drawing which I had made. I used other drawings for parts of the chassis, the battery box and the air filter housing including the intake pipe which I made from aluminum welding wire cut to size and bent.

The floor of the cabin, including the fenders, were modeled with a new gear tunnel and the typically-slanted Fiat dashboard. Included in the upgraded interior are improved seats, a steering column with a separate trailer brake lever as well as the gear stick with the Knauf gear shift knob.

To find out how the rear of the tractor truck looked and what kind of rear lights they used, I played the DVD so many times that I could pause it at the right moment and so was able to see the rear at my convenience. The sequence was shot from a low angle while the Fiat crossed a rough surface.

### The semi-trailer

The 12.20-meter-long Groene-wegen wide-spread semi-trailer was built from plastic sheet stock and profiles. The only purchased parts are the Tekno wheels and the white metal parking support legs. My good friend René Tanner showed me how to form the rear fenders from 0.3 mm aluminum sheet stock. It was not easy to

find an old-style, 40-foot container since most of the newer containers are higher. By a stroke of luck, I found an old one from Conrad. I used it as a starting point since it needed a few new pieces of sheet metal and other parts to make it look close to the containers that Rynart used.

While the model approached the end phase and was almost ready for painting, I asked myself how I would get the decals and even more importantly, how I would get the trip routing diagram on the sides of the container sides. I got help from my Swiss connection and Ferdy de Martin from Toprun who very kindly supplied me with a similar illustration from their website.

I used a spray can for applying the undercoat but the top coats I did with my forty-year-old, trusty Badger air brush. After the paint was sprayed on, I had to work a lot with brushes. When the model was finished and the decals applied, I lightly weathered the whole tractor trailer unit. Not too strongly, but to make it look like the Fiat had made the trip from

Holland to Istanbul during pretty good weather. A lightly-applied layer of road dust gives the model the very authentic look.

There were quite a few discussions about the correct shade of blue from Rynart, mainly because the models produced later on by Tekno were made in a much lighter shade of blue. But, as one can see on film and on many advertising pictures (color negatives are more realistic than film negatives), it seems to me that the Fiats were definitely painted in a darker shade of blue. Oh well, perhaps the truth lies somewhere in the middle?

Even though I have shown the Fiat at one or two model shows, this is the first appearance of the models in print. It seems that one or two pictures already circulated on Facebook where they caught the eye of Rinus Rynart. He called me right a way to ask if....? But, sorry, no, the Fiat stays with me and is actually one of the favorite pieces in my collection.

The memoirs of Rinus Rynart appeared in issues 5-2018 to 1-2019.

## Laster & Bagger

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

Redaktion Daniel Wietlisbach (dw)

### Ständige freie Mitarbeiter

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

Druck D+L Printpartner GmbH, D-46395 Bocholt

### English translation

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

### Erscheinungsweise / Bezug

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

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

### Bankverbindung

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

**Copyright** Nachdruck, Reproduktion oder sonstige Vervielfältigung – auch auszugsweise und auf elektronischen Datenträgern – nur mit schriftlicher Genehmigung des Verlags. Namentlich gekennzeichnete Artikel geben nicht die Meinung der Redaktion wieder.

**Haftung** Sämtliche Angaben (technische und sonstige Daten, Preise, Namen, Termine u.ä.) ohne Gewähr.

ISSN 2504-0405

## Imprint

# Heavy weight from Düsseldorf from NZG in 1:50

## Komatsu PC4000-11

by Daniel Wietlisbach

The original prospectus underlines that all five of the large mining excavators are built in the German city of Düsseldorf and even underline the 110 years of experience with ‘Made in Germany’. One of the goals for the development of the 11 series was to simplify the electronic components in order to make maintenance work easier and so reduce the ‘down time for the machine’. Depending upon equipment attached, the PC4000-11 weighs between 393 and 409 tons. It is powered by a 16-cylinder Komatsu SDA16V160E-3 Turbo engine producing 1400 kW (1875 hp) and complies with EPA Tier 4 exhaust regulations. Alternatively, an electric motor with 1350 kW is available as an option. Both front and backhoe shovels have capacities of 22 m<sup>3</sup> when heaped full which allows four to six cycles to load dumper trucks in the 120 to 150 t class.

### Model for the Bauma

NZG had already been responsible for the production the older PC2000 and PC3000 models thus it was obvious that the PC4000 would also come from Nuremberg. Accordingly, the first installment was delivered in time for the Bauma but was sold out in very short order. No wonder, because

**Was it the largest Bauma model? In any case, the largest one available at that time. We give you our observations of what the models of the PC4000-11 have to offer in addition to their size ...**

such large models are always something special and so are liked by collectors.

It is very nice that both front shovel and backhoe versions were offered right from the start. A completely white version, which exists in the original, is available exclusively at Modell-ovp.

The models are packaged in two Styropor half-clamshells and so are well protected; they are even screwed down in the second one. The high metal content gives the model an impressive weight, something a collector expects and appreciates. The excavators are true to scale and move easily on their smooth-running tracks. The track frames are exactly engraved and the running as well as the support wheels are fully functional. The housings of the drive motors have been detailed down to the fittings, and the supply lines have also been made. Both track units are also available separately as loads.

The hefty upper structure is reached by stairs that can be lowered, as on the original. The two

folded-up ladders on the sides are emergency exits and as such are latched closed. On the original, a kick with a foot unlocks the emergency exit; on the model a pin must be removed. The typical tidy look of the exterior of the Komatsu has been well copied. The air intake slits around the engine and the hydraulic oil cooler have photo-etched grilles behind them which look very nice. Etched parts are also used on the walkways. All safety railings are made from metal castings and are completely modeled including the fasteners. The rear area of the deck has been finessed with air filters, exhaust stacks with exhaust washing equipment, batteries for fire extinguishing equipment and more details.

The cabin was also exactly made. Here we can see window wipers, rear view mirrors, cable conduits on the roof and spotlights to illuminate the working area. The windows on the sides have venetian blinds to protect against sunlight and the interior is multi-colored. The hydraulic sup-



ply valves are grouped in the center with all the important supply lines mounted free-standing right up to the cylinders. Attention was paid to have the correct hook-ups and also the correct routing. The hydraulic cylinders which have

been modeled in great detail with all the glands and other fittings, hold the equipment firmly in any position. On both versions, the jib and the arm have bottom plates and so are completely closed and, on the bolts moveable joints are barely discernable. Ladders and railings on the arms are white metal castings. The front shovel is made from two very nicely engraved pieces with separately attached wearing plates on both sides; the teeth are very exactly modeled. The backhoe is made up

from several very exactly engraved metal parts and teeth. The cylinders for the bottom flap mechanism are easy to see. Both shovels can reach the maximum possible positions of the originals.

The satin finish has been applied faultlessly and the lettering is sharp and legible. Unfortunately, Komatsu has still not seen the appeal of the many additional very small stickers that are included with models from other makers. This would increase the level of detailing on the model.

### At a glance

- + Metal content
- + Detailing
- + Functionality



## Tinplate

# Dump truck

by Robert Bretscher

Following the philosophy of the company which was founded in 1910, this fantastic toy was produced with a lot of effort and great attention to being close to the real thing. Even though it is only a tinplate model, one can easily recognize the face of a 1950s Mercedes-Benz cab-over LP 315 on the roads at that time. The typical, rounded-off shape of the cabin, the two air intake slits above the radiator grille and the hinted-at front lights are very close reproductions of the prototype. The LP 315 series with the so-called ‘Pullman cabin’ was offered in many variations and was commonly known by the LPK 315 ‘Pullman Dumper’ designation.

The 35 cm long tinplate truck is equipped with an electric motor with

## The motor of this 1955 Mercedes flat deck dumper # K-382 from G. Kellermann & Co. is powered by batteries ...

two 1.5 Volt batteries which provide the power allowing the truck to move forwards and backwards. The batteries are hidden discreetly under the dumping bin in the chassis. However, the moveable deck with low side walls is manually operated with a patented cranking mechanism. It is possible to open the rear flap and so nothing hinders it from being used as a sand dump truck in children’s play rooms or outside in the sandbox.

The twin tire rear axle, the two individually sprung front axle wheels and the many levers give the vehicle the all the additions to make it look perfect. One almost forgets to men-

tion the nicely appointed interior of the cabin and the colorful printed-on details. The large round instruments, the typical three-seater bench and the huge two-spoke driving wheel all convey the true spirit of the 50s.

Until 1959, this manufacturer from Nuremberg also offered the same tinplate vehicle as a three-axle tractor truck. In its best years, Kellermann had over 100 employees and supplied well-known department stores world-wide. Unfortunately, production ceased in 1979 and Kellermann met with the same fate as many of its competitors in the European toy industry.

## Translation of page 19

## New items from the 2020 Toy Fair

# Models and a virus

---

by Daniel Wietlisbach  
and Carsten Bengs (cranes)

After all, even makers of models don't have unlimited resources and must take a breath after a such a huge event, and that probably goes for the construction machine industry as well.

This was reflected by comments from many firms, model makers, as well as from the industry, that they were in a consolidation phase during which they are working on new model programs and therefore did not yet know what we could expect to see from them. Despite this, the interesting report resulting from our visit could be put down to sheer luck because, in the end, the industry decides which models are produced.

The announced new items for trucks are a little bit on the sparse side. Besides a few new cabins in different scales, not much else was discovered. No new semi-trailers, trailers or upper chassis variations were shown, something that luckily could change during the year, at least, we hope so.

The fair had fewer visitors than in previous years partially due to the Corona Virus which kept visitors away from the trip to Nuremberg. The virus was not only a topic of discussion because of the health impact but also for this year's delivery of models from the factories which have not yet resu-

**Since a lot of producers went all out for last year's Bauma, we expected a toy fair that was easier to view this year ...**

med after the four-week extended celebration for Chinese New Year. Because many towns are locked down completely and China is almost closed off to the rest of the world, it was impossible to predict when work would resume.

We would like to take the opportunity at this time to heartily thank all the exhibitors for their friendly welcome and also for the many hands that were willing to help as necessary to remove models from display cases to get a picture or if only to hold the photo background. Again, our report is presented roughly in alphabetical order which should make it easier to find the producers you are interested in. As always, color variations can be found in short form in the blue box on page 53 so that we can concentrate on the new shape models in these pages.

### AT Collections 1:32

So that collectors do not lose track of the ever-increasing number of excavator tools and quick changers, all models in the catalogue and on packages are marked with colorful, easy-to-recognize symbols or either 'S60' or 'S70'. The Atlas 160W is as

good as finished as is the four-axle Nooteboom ASDV-40-22 low deck loader. Many more details can be included in this larger scale, for example, the low deck loader has moveable tie-down rings and tie-down belts made from an elastic material. The side extensions fit well and are well made. The Liebherr A 916 was shown under development as a prototype and the A 918 Compact was announced with a photograph only; both will come with two tires. The EC200E was announced, exclusively for Volvo. The EC220 will be available as E and ELR from regular selling sources. The Longreach version will get 90 cm wide tracks which will also be available separately. The HB22 Demolition hammer, also from Volvo, will be produced. Matching with Volvo's will be a hummus swinging shovel. Many more tool attachments were announced. From Dehaco comes the IBEX 1800GS demolition hammer, the Hyrax 700 hydraulic compactor as well as a DSG1102-R sorter/grappler. From Steelwrist: the S60 quick changer, a set with leveling beams, asphalt cutter, hydraulic compactor and digging shovel.

Those who would to exhibit their excavator models individu-

ally can purchase the extra-height mini display case.

### **Belaz**

Because they are made in the same factory, a total of eight models from Belaz were shown at the Diecast Masters stand; more are planned. The detailing is appealing and the safety railings are all made from solid, but fine wires. Included in the comprehensive starting line-up are the 180 t 75180 mining truck, the 170 t 75170 dump truck and the 130 t 75131 dump truck and, based on the same chassis, the 120 t 74131 towing truck. Just as impressive is the 76135 water tank truck with a 119 m<sup>3</sup> capacity water tank. With its 45 t capacity, the 7547 dump truck is somewhat smaller. Based on the same chassis are the 35 t 74470 recovery vehicle and the 30 m<sup>3</sup> 76470 water tank truck. Between these models were two semi-transparent 3D-printed models on view in 1:160 scale. They are a project study for Giveaway Models, similar to the line from Cat in 1:125.

### **Drake Collectibles 1:50**

Under development is a three-axle self-unloading semi-trailer from Ophee. The two moveable sliding cranes are the French Boxloader ones which allow the transfer of 20' and 40' containers. The previously announced dumper combination as well as the box and the curtain-side semi-trailers from Freighter should be released this year too. The Kenworth T900 tractor truck is ready and comes in different cabin configurations, in neutral white and as the first company liveries of 'Muscat Haulage' and 'Doolan's'.

### **MarGe Models 1:32**

The Volvo FH16 will be available as a heavy-duty 8x4 tractor truck in a variety of colors. It is a perfect match with the new Nooteboom Euro PX low deck loader, which will be made with four axles and with an Interdolly and gooseneck. It will have a high degree of functionality and will be painted in suitable colors. As a second tractor truck comes the Mercedes-Benz Actros 6x2 and 4x2 as Streamspace, Bigspace and Gigaspaces in the familiar colors. They are working on a Scania R500 which is completely new and will be made as a tractor truck with a 4x2 or 6x2 chassis and also be available painted in the 'in house' colors of Marge. Of course, the 6x2 will also be available with the Nooteboom logo. As a project for later, Renault tractor trucks are on the production waiting list.

### **Diecast Master 1:50/ 1:87**

An impressive lot of things could be discovered on the stand of the Cat licensee. Let us start with the 1:50 scale. The Cat 323 with five different tool attachments and quick changer looked absolutely promising. In addition to a backhoe and grading shovel, the set includes a pulveriser, a demolition hammer as well as a sorter/grappler hook. With all these tools, the excavator is ideally suited for a de-construction site and so can also support the second, important new item from DM, the Cat 952 UHD. This model is still in the development stage and little is known about the features that will be included except that the drive is made to telescope. Perhaps we will find out more after the Conexpo where the original is supposed to be introduced

for the first time. Much further in the pre-production stages is the Cat 330 in its current design. It is wonderful when a manufacturer takes the wishes of collectors to heart as with the Cat M323F Railroad wheeled excavator which now will also be made in the 'smaller' scale. As in the smaller version, it also will have three tools included and comes in two color versions but with more functionality, for example with doors that open including the engine room one. The flagship of all bulldozers, the Cat D11 gets an update to the TKN design and now appears with a three-tooth rear ripping attachment. It is an absolutely high value upgrade; most of it is new tooling and it has many great new details. The same goes for the Cat 797F Tier 4; here too, only a few parts of the predecessor model were used and even then, they were all up-graded. Both models are almost finished. The Evolution Series grows and gets a further attractive member in its ranks in the shape of a set with two scrapers. While the modern 621K is already known, with the Cat D7 and the #70, completely new trailing scrapers have been added. The older and well-known 365B L was re-designed and made finer with metal tracks, fine metal safety railings and Bob. For once, the collectors in the smaller 1:87 scale are getting lucky because of two breath-taking fineness models in that size, both from the mining sector, were shown: the Cat 6060 with backhoe or front shovel and the D11 TKN Design with a three-prong ripping attachment. Not much is known about the models and their development will take some time yet. The mining duo is augmented by the 336 in its current form. In the truck department, two tractor trucks,

## Side bar

### IMC Models 1:50

Because collectors and the team from IMC love the model of the Demag AC700-9 so much, the producer is starting on a further large crane project this year. We will report on it in the spring of this year.

### Märklin 1:55

This model train maker is re-releasing the Krupp flat deck truck with a fabric tarp, completely in white and with Märklin lettering.

### Motorart 1:50

This Swedish maker was not able to show anything concrete but is having conversations about model projects.

### Revel 1:200

A few years ago, it had been released again and arriving on the market is the kit for the O&K bucket wheel excavator # 289 from Rheinbraun, again in a limited series. This time, the set includes the plastic glue and all necessary paints.

### Ros 1:50

The Italian manufacturer is working on projects that cannot be made public at the moment.

### Tekno 1:50

At Tekno too, there are projects 'on the go' but everything is still under wraps.

one from Western Star and one from Kenworth, were shown.

### NZG 1:50 / 1:18

On the stand of the Nurembergers, a varied bunch of new items could be discovered. In the 1:50 scale, all eyes were on the Komatsu PC 1250-11 which was previously announced at the Bauma. This excavator will be released in three configurations: as a standard one with a yellow fixed mounted shovel for Komatsu; with concrete scissors and ripping tooth without a quick changer; with quick changer, ripping tooth and bucket from Lenhoff, all three with the Lenhoff logo printed on. Completely new and available soon is the Klemm KR806-3GS drilling rig which is designed for double head drilling, hydraulic hammers or rotary actuators. The model will have a high degree of functionality and at the same time is nicely detailed. The Wirtgen W210 Fi cold milling machine is almost finished and should be delivered at the Conexpo. Completely new tooling is given to the Komatsu WA380 wheeled loader. Only the wheels and part of the front of the vehicle with the equipment from its predecessor could be retained. The Liebherr PR 736 G8 rounds off the new offerings in 1:50 with the changes here correctly kept to the new logos. The three-axle half-pipe semi-trailer dumper of the Meiller 44 Series in the usual standard colors comes for the first time behind an Arocs tractor truck with the new cabin with MirrorCams. As a distribution partner, NZG showed the XCMG XCA 1200 and the Kato KA-100R 'Chi Deh'. One could see the XCMG crane in the Gold Version. In 1:18, the Scania S730 V8 tractor truck shown got a

lot of attention. It will be made with a high degree of detailing and many functions and is meant for the luxury market segment. As a further vehicle in the large scale, the Mercedes-Benz EQC 400 4Matic with LED lighting will be released.

### Siku 1:50 / 1:87 / 1:32 / Blister

All of the 1:50 construction machine new items announced last year be released this year. Among them are the two Wacker Neuson ET65 Mini excavators with tracks, the EW65 with mobile chassis, and the JCB excavator loader 4CX. The existing Liebherr wheeled loader will now come in the Claas livery colors as a type 1914. Announced for the same scale comes the MAN TGM with a box upper chassis 'UPS' with a lifting platform, palette and box.

For SikuControl in 1:32 comes the Volvo FH16 6x2 in satin black with Bluetooth App control and a matching Schmitz Cargobull half pipe dumping semi-trailer in yellow.

The same tractor truck will also be available in 1:87 in satin black and a yellow Sweden crest; new at Siku, it is compatible with all trailers produced until now. Available in a set are the new three-axle MAN tractor trucks with semi-trailer low-loader in blue loaded with the brand new JCB wheeled loader.

In the Blister Series, not designated by scale comes the duo set of a Scania Concrete Mixer truck and Bergmann Dumper in white.

### Universal Hobbies 1:50

The French presented the Komatsu WA100M wheeled loader which will come in the usual highly de-

tailed finish and with a high metal content.

### **USK 1:50**

The Ammann ARS110 road roller should have been ready for the Conex but will be delayed. As with earlier Ammann models, the engine hood will open.

### **WSI 1:50**

WSI showed the finished models of the Liebherr LTM 1750-9.1 in the in Mammoet and in-house colors. The model excites with an unexpected adherence to details with many access ladders, handholds and working platforms. Even the fifth support at the rear of the chassis has been modeled fully functional; it is necessary for the self-erecting mode of the crane. With the Spierings SK487-AT3 City Boy, WSI is now showing the finished model of this interesting mobile construction crane. Many details here are also very convincingly modeled. On top of that is the moveable driver's seat which swivels in the cabin depending on if the crane is at work or being driven to the next site. The co-operation with Volvo is taking shape with the already finished DD105 Tandem road roller with fine detailing and with the EC220D L hydraulic excavator which has been produced in a rather plain way as an affordably priced model for developing countries. The two classical models from Scania and Volvo with hood forward were a real surprise. The Scania L was shown with the short hood; however, it will also be produced with the long hood forward. The Scania factory-produced cabin will be available in several lengths and offered with both

6x4 and 4x2 chassis. Types 85 and 110 are also planned for production. The Volvo trucks with hoods were long overdue as models making it even nicer that they are coming now. They were shown with short hoods and will be available as N 88 in 6x4 and 4x2 chassis configurations. The cabins are of the Nyström type but the sleeper cabin shown was built mainly for South America so in Scandinavia it is called the 'Argentinian driver's cabin'. Flat deck with and without walls and a tarp-covered box are the first upper structures planned for the trucks. For the modern trucks there is a new flat cabin of the Scania P New Generation. This makes it possible to get the truck customized as a car transporter and as a base for truck-mounted cranes like the Liebherr LTF 1060-4.1 as well as for heavy-duty transport tractor trucks especially for the Netherlands where it is preferred for the conveyance of construction machines with folded down masts that often reach over the cabin. Finally, at WSI we found the MAN TGX XXL Euro 6c cabin, previously announced at the IAA 2017, which has already appeared on the heavy-duty tractor truck machine in Scales colors.

### **Weiss Brothers**

The excellent model of the Le-Tourneau L-1850 from TWH now comes in the current version as wheeled loader from P&H, today part of the Komatsu conglomerate. The very finely finished model is available with either a rock or coal front shovel.

### **Conrad in-house fair 1:50/ 1:25**

The four-day-long in-house fair was very well attended again, and several new items could be discovered. First in line was the Liebherr LH 60 M Industry heavy-duty material handler which left a very positive impression and we are sure that we will introduce it to you soon. A big surprise was the FTV 550 Wind turbine blade transporter from Goldhofer. The prototype shown was very convincing because of its robustness and adherence to details. The model comes as a four and six-axle module and offers interesting details. The problem of the height adjustment for the wind turbine blade was very nicely solved; here Conrad used a hydraulic cylinder which is infinitely adjustable by a threaded rod. Also, the wind turbine blade is made from several segments and so the model packaging box is of a comfortable size. Following MAN, Mercedes-Benz has also discovered the agriculture sector and Conrad is bringing out the Arocs Agrar with the matching narrow Classic Space cabin and Agrar tires as a 4x4 tractor truck in grey metallic color. The existing MAN TGS M 18.500 agriculture tractor truck now comes in red and with a snowplow is well prepared for the next winter. In 1:25 the forklift offerings are expanding with a Still RX 60-25 Electro forklift with removable battery and a Linde N20 Order Picker with extra-long forks. The same model was delivered to Linde with short forks but will not be available from dealers like that.

# Demolition excavator from Motorart in 1:50

## Kobelco SK 400 DLC

by Daniel Wietlisbach

The special thing about the Kobelco demolition excavator is the modular concept of the equipment. This allows the execution of a variety of work with only one machine. In addition to the short basic arm on the SK400, there are a two so-called ‘in-between outrigger arms’ which are extending pieces, two ‘ultra-long’ arms with working equipment pieces, and a ‘separate’ outrigger arm. The individual pieces of the system can be connected with the ‘Next’ connection system. A further speciality is the way the cylinders have been attached to UHD equipment. With this, it is possible to stow away very compactly allowing for low transporting measurements. A further specialty of the SK 400 is the two-part counterweight, which, including the housing of 3.22 t and the interior part of 6.86 t, reaches a total of 10 t. With it and a short basic arm attached, the machine reaches a transportation weight of 38.7 tons. With the longest combination of attachments, the excavator reaches a height of 24.7 m. It is powered by a Hino six-cylinder JO8EVVKSDK producing 213 kW.

### The model from Motorart

There are not a lot of demolition machines and so the world of coll-

**The highly anticipated Kobelco demolition excavator comes in a well-appointed set and can be built up in many different configurations thanks to its high functionality ...**

ectors was especially happy about the announcement and looked forward eagerly to the new model. To increase the fun in assembling the unit, Motorart has packed the excavator and its separate components individually. It is a bit funny that both outrigger arm variants have been equipped with the same set of demolition scissors despite the fact that they can be changed quite easily. One would have wished that they had included a matching shovel for the smaller arm.

Including all attachment parts, the model is true to scale and is made mainly from metal. The lower chassis has been modeled with the additional weight which can be telescoped prototypically. The drives are also exactly made and the metal tracks with their three-part chain links are easy to turn and the logo is engraved on the drive wheels.

The shape of the upper chassis has been well replicated; the air intake grilles are engravings and have been highlighted with black paint. The counterweight has been made in two parts, as on the original, which is awesome! The safety

railings on the right-hand side are made from solid wire as are the brackets for the rear-view mirrors. The cabin tilts and has rock protection grilles at the front and on the roof. The cabin glass has printed-on window separation bars and rubber gaskets. The interior has multi-colored decoration.

Included in the equipment is a 2.4 m long ‘in-between’ arm, the ultra-long work equipment set with a 8.7 m long jib as well as the short outrigger arm with a jib; also included and packed in a plastic bag are connecting pieces and stands. All outrigger arms and jibs are very nicely engraved and show many details but, unfortunately, that even includes the hydraulic lines which have been quite deeply engraved and look a bit sculptural but not quite real. The flexible parts of

### At a glance

- + Functionality
- + Equipment
- + Modular system
- Hydraulic line



the lines are made from rubber but have just barely enough length.

The model has no problem reaching all the maximum working positions, which is positive. The

twice-included demolition shears are of the KR1350TPR-40 type and have an open jaw width of 1350 mm and a weight of 3.75 t. They turn 360° and are good co-

pies of the original. The paint job has been applied evenly and covers well and the printed-on details are very sharp. Happily, many yellow caution decals decorate the model.

## History from GMTS in 1:50

# Diamond T 969s

by Daniel Wietlisbach

**B**uilt over half a million times, the GMC 6x6 2.5 t trucks were the largest number of them. The Diamond T 6x6 4 t (cargo capacity) with 131 hp of power were less numerous but with their distinctive ‘snout’ and chunky look, they were unmistakable. Almost 29,000 vehicles of types 967, 989, 969, 970 and 972 were built for a variety of uses. About 6,500 units were made of the heavy-duty types T 980 / 981. They had a 6x4 chassis, with a total weight of 12 t and belonged among the most powerful trucks of that time. They reached fame as the M20 tank transporters.

After the war, these almost indestructible trucks were re-built by their new owners, some a little, others a lot. Very often, the engines were swapped out and the thirsty Hercules gasoline engines were replaced with more economical, locally produced diesel engines.

The 6x6 wrecker tow truck was also in service with the Swiss Army. A total of 52 units were listed in the vehicle fleet between 1945 and

**They were left behind in Europe by the thousands after the Second World War. In particular, such vehicles of the US Army had a great part in re-building the old country ...**

1988, up to the end relying on the Hercules six cylinder RXC gas engine.

Founded after the Second World War with an old Opel Blitz, Colonia got its first towing contract on the 3rd of December 1945 and it would not be the last one because the Colonia Abschleppdienst (Colonia towing service) still exists today. In 1948, the first Diamond T joined the fleet; in 1951 a second one followed and three years later, a third one which was a heavy-duty version. Often, in the years following the war, the work involved salvaging scrap metal from the Rhine River and cleaning up war rubble.

### Diamond T models

While there is a well-known model from Corgi of the heavy-duty

version, GMTS has now released the light version as a resin tow truck model.

As is usual with this material, there is no functionality but there are a lot of very fine details. The drive shaft has been modeled in its entirety and the wheel rims are nicely engraved and are a good copy of the original. The cabin and the long engine hood show off all the details found on the original accurately. Especially nice are the front lights with their etched protective grilles. In front of the radiator is the winch from GarWood and the massive front bumper, repurposed as a counterweight.

The windows are flush fitting and allow a clear look into the interior. There are window wipers and rear-view mirrors; these, however, have been mounted on a bit too steep of an angle.

The upper part of the chassis with the Holmes W-45 HD wrecker crane has been exactly replicated and the two pierced out-rigger arms are a masterpiece in casting. On the original, both outriggers can be positioned by hand to the required position. Each on its own is capable

of lifting a maximum of 3 tons. The satin gloss paint job is faultless and the lettering sharp and legible but on the board on the roof it should be shaded and in color. Besides the Colonia version, the model is also available in versions for the Swiss Army and US Army. Both have

their upper chassis details adjusted to reflect their originals.

Sources: Colonia Spezialfahrzeuge (Specialist Vehicles) by Stephan Bergerhoff and Reiner Rammelmann, Podszun Verlag, Wikipedia

## Mastic asphalt cooker from Tekno in 1:50

# Hot and cooking

by Daniel Wietlisbach

Mastic asphalt, made from a mixture of gravel and bitumen, is much more liquid than normal asphalt, therefore, does not need to be compressed. In road construction, mastic asphalt is used mainly on bridges and in tunnels but also as the top layer on many German Autobahns. Because of its density, it is less prone to road damage, is especially stable and ages well. To increase the fine roughness of the surface, a layer of sand or grit is strewn on when using mastic asphalt.

Linnhoff & Henne GmbH is a worldwide construction machine company which specializes in producing mastic asphalt cookers and also offers transport cookers.

For this purpose, the cookers are mounted on an existing, reliable dump trailer chassis from Carnehl or Fliegl. The original of the model from Tekno is called 'AWÖL

**If you see lots of steam on a construction site then one of these may not be far away. Transport cookers, like the one just released by Tekno ...**

1000', has a tare of 6.5 t and is capable of transporting 24.0 t of mastic asphalt.

Tekno also only had to build a new upper structure and was able to use an existing trailer. The fact that the trailer is a few millimeters too high is due only to the much-too-strong axle suspension. Because almost no mastic asphalt cooker is identical to the next it is unlikely that the model will be issued in large numbers. It was a good choice to use resin as a material. So, for example, the area at the front with the heating plant and mixer can be re-arranged for every variation. The first model is an exact copy of a tractor-trailer unit

of the mastic asphalt cooker rental company GussAs, as seen in the original at the Rüssel Truckshow. The model is correct to scale and the parts have finely engraved details. For example, the lines made from thin wire which lead from the cooker to the rear so it can be operated from there are especially fine. The outlet and chute at the rear are made as one part and do not operate.

The tractor truck, generally GussAs, uses DAF XF; it was made to look very much like the original and is close to an exact copy. The already existing cabin from Tekno is an excellent interpretation of the original.



# A convincing flagship from IMC

## Demag AC700-9

by Carsten Bengs

It is certainly interesting that the model appeared initially in the Mammoet version and not in the in-house colors. The reason for this may be because of Demag's recent take-over of Faun. The model is true to scale and no faults were found on the model supplied for testing. It is very nice that the model includes an extensive instruction manual, however, there it does not include information about the prototype.

The nine-axle chassis rolls very easily and the drive train has been modeled in its entirety, including the prop shaft. All axles are steerable and have sufficient turning radius. The only exception is the 6th axle; on the prototype it is lifted and on the model it can be lifted using a screw driver. The fenders on axles 4, 5, 8, and 9 are very nicely done.

There are some anti-skid surfaces on the front area of the model as well as radiator grilles made from photo-etched parts. The engine compartment is accurately made; on the prototype, a 625 hp strong Mercedes engine would have been installed. Exhaust, air filter and tank are easily recognizable.

The massive supports hold the model steady even with the outrigger arm extended completely and without any tire contacting the ground! The supports all have

**The Demag AC700-9 from IMC is good looking with correct dimensions, functionality up to the highest level and having many small details. The model not only convinces with its value for money but also with its good looks and functionality ...**

printing on them; warning labels and the Demag AC 700 logo are easy to recognize. Typical for the AC700-9 is the star-shaped support arm system. All forces are transmitted to the arms and so the rest of the chassis is spared. The small locking devices with a pin are very nice to see. On top of that, the front support set can be dis-assembled. Of course, crane mats are included in the accessories and can be lifted prototypically correctly using small chains.

The roomy cabin has been convincingly modeled with mirrors, warning beacons and a detailed interior. Window wipers are included. Warning labels are found all over the model and the rest of the lettering on the model is also extremely extensive including the Demag logos and, naturally, license plates.

The massive upper chassis would be powered by a 286 hp engine. Anti-skid surfaces and the massive exhaust pipe have been modeled very well. Small steps, the turntable

drive and handholds round out the details. At first glance, there seems to be no way to operate the winch. Here, the side cowling has to be taken off first; it is held securely in place with magnets.

The upper chassis cabin has also a very detailed interior, window wipers, handholds and spotlights. It can be tilted and during transport is at the rear of the upper chassis.

The AC 700-9 is ballasted with the base plate (20 t) as well as a maximum of 14 single small ballast blocks. All blocks have lifting rings and can also be hooked up with chains to place them on to the unit prototypically correctly. The model comes with the complete counterweights (160-t on the original) and all ballast options can be simulated on it.

The outrigger arm was constructed from aluminium and so the dimensions look just right. Even when the arm is lowered to a very flat angle, it is kept securely in place by the two cylinders and their grub screws. Prototypically,

all telescoped segments can be arrested in three positions.

The side bracing wiring (SSL) has been made almost perfectly. Here, IMC has reached a maximum of functionality and prototypical correctness. The rear neck bracing can be attached completely, like on the prototype. When not in use, the bracing rods are securely attached at the model. This also goes for the ‘flying’ pulley wheels on the very top crane pulley wheel tip; they stay in the holding clips on the SSL winches of the safety cable. Even the lettering ‘12

t’ (transport weight) is there. We especially liked the side step surfaces for the SSL rigging because they are made from folding photo-etched pieces. The side length adjuster can be clearly seen.

As a lifting hook, IMC has given

the model two pieces: a 3-pulley wheel for 92.2 t and a 7-wheel one for 200 t carrying capacity, both in the typical Demag shape. All pulley wheels are made individually with only the ones in the hook casing running a bit roughly.

High functionality and perfect detailing. With the AC700-9, IMC Models has created an absolutely perfect model of the very successful Demag crane for which we have waited a long time. We hope that eventually it will be released in many of their customers’ liveries.

#### At a glance

- + SSL guying modeled
- + Upper chassis cowling
- + Functionality and detailing



#### Translation of page 37

# Tom’s truck log

by Tom Blase

At the spot of the former Mainzer Zollhafen (Mainz Customs Harbor), the town planners have thrown up a new housing estate: ‘Wohnen am Wasser (living near the water)’, a trend of our times. When I tell them that I learned to drive trucks on the Südmoie (South Pier) I get the ‘I do not believe you’ looks, (especially from the younger people) “Here (!) You drove through with a truck?”

But exactly here on this place was my personal ‘driving school location’. Up until then, I had driven almost all of the concrete mixer trucks and now wanted to learn how to drive a tractor-trailer set. My Uncle Fritz drove a MAN 19.332 with semi-trailer dumper. A fantastic piece of automotive invention with double H and split gears

## “Watch for the water police when you drive the big circle”

shifting; I love this kind of gear box even today.

My father put the keys into my hand and said: “Fahr’m Onkel soi Auto net kabutt!” (Don’t wreck uncle’s auto). Instructions for reversing consisted only of: Turn steering wheel to the left then it goes right and if you turn right it’s the other way around. He was talking about the trailer when looking into the rear-view mirror. I followed the instructions in the beginning. Do not think, but steer, following the little instructive sentence. After a short time I got it down to a certain routine and I could circle around the mixing towers quite confidently. It was never-ending fun.

At some point Blase senior arrived with the large Cat loader and, un-asked for, dumped five heaped shovels of gravel into my dumping trailer and said, “Everyone can drive this thing empty, but full is another thing. Take care, make large circles otherwise you will rip the paving stones out of the ground.” “Thank you, Papa, you are so nice to me.” My old man—the school of life.

A week later he made me drive to the pier edge until my front wheels were even with it. It is a strange feeling when all of sudden you sit above the water. Then he commented very drily, “You know now where the reverse gear is so don’t do something stupid. You know

how much an hour of crane service costs.” Said it and walked away. Never in my life have I engaged a gear shift and moved ever so carefully to reach the point with the clutch where it engages. By the way, the people from the crane service did not make any money from me. I drove backwards without speaking, away from

the water and directly underneath ‘my’ mixing tower.

The pier was quite long and I wanted to experience the larger gears of the truck. However, this route led right by the offices of the water police who also oversaw the goings on in the harbor. My father’s advice to drive properly and not to make the

Kojaks (policemen) suspicious was heeded. I do not know if it was my looks that masqueraded as already having 15 years of life behind the wheel or if they just had no desire to spoil my fun. Even now I cannot say why. But on this large circuit I finally ‘experienced’ the larger gears of the MAN.

## Pages from the life of a truck driver, part III

# Brummi remembers

---

by Eric Urweider

Werner went to the Orient only out of necessity and quit these contracts the moment his tractor-trailer was required to go to Scandinavia. Despite all this, he enjoys remembering his adventures in the Orient which began right after Ankara where the roads became very mountainous.

### Winter pitfalls

Where there is now a highway, in the middle of the 70s there were only gravel-covered mountainous tracks and a large part of the route was situated at 1,000 m above sea level. After all, Teheran lies at 1,191 m above sea level, therefore, Werner often needed snow chains so as to not get stuck. The trick was to get ahead and also to stay on the road. For this purpose, the driver often attached at least one

**Werner Schärer and his Henschel made trips not only to Scandinavia but also made a few to the Orient. There were many interesting adventures especially due to the way the traffic operated in the Middle East which was quite different from what he was used to in Middle Europe ...**

set of chains at the front. Initially, these were on the driver’s side but they were soon changed to the co-driver’s side because there always seemed to be some snow lying there on which the chains could get some traction. The middle of the road was often almost free so a set of chains would have done no good there.

In the winter, graders kept the pass roads clear. The snow was just pushed towards the valley side, so that the road seemed

much wider than it really was. This was very treacherous because if one got too close to the side, the loosely piled snow gave way causing the truck and trailer set to tip sideways. On the mountainside there was a ditch which was also filled with snow making it no less dangerous. Only towards the end of the winter when there was no more space to push it aside, the snow was removed with snow blowers. The Tahir pass, at 2,475 m above sea level,

being the most important west to east connection, was drivable all winter long.

Hairpin bends were no less treacherous, because while in the valley the road was free of snow, on the mountain top it was covered. If you got stuck there, you not only got stuck but you started to slide backwards in the direction of the valley. On top of that, the tires, warmed by the friction of the road, got covered in ice at the speed of lightening. It was not unusual that truck and semi-trailer units ended up in the ditch because they had slid backwards.

During one trip, Werner accompanied several silo trucks with the brand-new Mercedes-Benz NG tractor-trucks. He remembers that sometimes three, four or more such tractor-trucks with semi-trailers were standing diagonally across the road somewhere in the wilderness. The vehicles coming empty from Italy had no traction in the mountains and many a driver lost control of his truck. Often, they were able to get out from their dilemma with the judicious use of chains or with the help of bold construction machine operators. There were also drivers who, if they had such an accident, immediately started boiling some water on a small stove for tea.

### **On the road in a foreign land**

To warn truck drivers of broken-down trucks, stones were placed behind the vehicle on the road. Like today, such warning signals were sometimes overlooked. Inattentive drivers were reminded about that by a sudden strong rumbling when they drove over the stones.

At that time in Iran, it was customary to use the indicator to show the traffic behind where passing could be done danger free. So, a car driver who wanted to go left put on the right-side indicator. Not a bad idea, if Europeans would have understood it. Unfortunately, foreign drivers who did not understand the idea, caused repeated crashes.

When the road in the direction of Bagdad was finally reached, the biggest challenge was to stay awake because the road was completely straight for kilometers on end. Also, there were practically no maps, and navigation systems did not exist then so one had to ask for directions. Due to the darkness, Werner once missed an important turn-off and drove on in the wrong direction. When all of a sudden, a town appeared he found that strange so he stopped and tried to orient himself. Local people were finally able to tell him where he was and point him in the right direction. Without noticing it, he had driven for two hours in the wrong direction.

The long straight roads had other pitfalls. Railroad crossings were not level but had substantial drops, therefore, they could only be driven over at slow speed to avoid damage to the vehicle. Werner will never forget the picture of the Berliet that had lost its front axle on such a crossing; even the lock that ties the cabin to the chassis was unable to resist the force of the impact when crossing the rails.

### **Broken windows and shredded tires**

If the front wind screen was broken because a stone or something similar hit it, a replacement had to be found. If no replacement part

could be found, which was normally the case, temporary repairs had to be made sometimes using wooden boards or even sheet metal fitted into the window opening. One was never quite safe from damaged tires on trips such as these but sometimes these were 'self-inflicted'. Before the second tour Werner took with his Mercedes NG, he changed the tires on his trailer but did not pay attention to the running direction of the previously-used tires.

On a fixed trailer axle, the tires should always roll in the same direction. If all of a sudden, they start to run backwards for an extended time the running surface moves into the new direction and finally separates. On steered trailer axles, not much would happen because the force on the tire surface is much less.

### **Customs border check with the feared 'land mines'**

The customs border checkpoint between Turkey and Bulgaria looked more like a battle field. It was only a large, flat and lightly-graded place that transformed into a mud bath when it rained. Toilets could not be found in such weather and drivers relieved themselves beside their trucks. If a driver had to walk to the customs house, utmost care had to be taken to avoid stepping on such 'land mines'.

The customs formalities in the desert were different. Here one had to go to a forwarding agent who took care of the formalities. After reporting to the agent, one literally got sent into the desert to await the proceedings and all this during the boiling heat of 50 to 55 ° C. In a hot desert with wind blowing, shade was nowhere to be found.

At that time, a Swiss grocery chain sold apple juice as a concentrate; you could re-constitute it by adding water and so it became drinkable again. When he was in an industrial area Werner wanted to make himself such apple juice. When he asked a doorman for fresh water, he was denied because they thought the concentrate was whiskey and he had to empty the bottle out. His suggestion to ascertain the real contents by smelling the contents of the bottle fell upon deaf ears because under no circumstances would the doorman smell the bottle's contents.

### Werner settles down

After many trips to Sweden and the Orient, Werner decided to sett-

le down and stay closer to home because of his family. In 1984 he finished his trips to Sweden and the Mercedes NG tractor truck with semi-trailer was taken over by his driver. (In 1997, the NG with 2.5 million km on the clock was sold in Poland.)

During the last days of his working life, Werner bought a 3.5 t delivery van in which he transported cut flowers. These arrived at the Zürich Airport at 23:00 h (11:00 p.m.) and his trip went from there all the way to the Lake Geneva district covering about 700 km. This was a good way of making money because the delivery van was much more cost effective than a truck. He was often on the road at nights because the cut flowers had to be delivered to the custo-

mers by 06:00 h (6:00 a.m.) in the morning.

When there were no flowers to transport, Werner hired himself out as a driver. Also, at the end of 1980 he and an acquaintance opened a store selling the Wikland brand of imported winter and work clothes which were sold under that name in Sweden. However, at the beginning of the millennium, the business, including all the customer information, was sold.

In 2008, Werner gave up his transport business and drove buses for the public transport agency until his retirement. At this point, we would like to give our heartfelt thanks to Werner for sharing his memories and allowing us to use his photographs.

## When models were more than just collector's objects

# Cat 950 81J

by Thomas Wilk

To give travelling salesmen in the early 50s more than just a brochure, a 'hands-on' sample model was designed by the American, Andy Reuhl. The Caterpillar D7 bulldozer was the first 1:24 scale model for Caterpillar. These heavy, and at the same time, functional models could often be spotted on office desks of construction com-

**This wonderful model of the Caterpillar 950, released in 1969, was based on a model made 20 years previously ...**

panies at the time. Sometimes sons were very lucky and were allowed to use the model in the sandbox to copy the work of their fathers. Other fantastic models like Grader, Scraper, Dozer and Ripper follo-

wed from Reuhl over the years. The times in the construction business and its products changed with the increase in paved roads.

For example, Caterpillar launched its first wheeled loader, the

944 Traxcavator, in 1959. From it, more fully functional, nicely made white metal scale models became available a few years later following the model builder Ertl taking over the business and rights from Reuhl.

In 1963, the engineers developed the large Cat 988A with an articulated frame. This concept of steering over a centrally-connected joint which joined the front part of the machine with the shovel and the rear part with the engine remains an industry standard today.

In 1967, the era of 1:24 models from Ertl ended and they started to concentrate on smaller scales and agricultural models.

## Models from Europe

The interesting thing about this story is that particularly in Europe, there were many producers of tinplate models and such in and around Nuremberg. Somehow, the spark flew across the big pond and in 1969, Gescha/Strenco made the first modern wheeled loader for Caterpillar.

This company, founded in 1923 by brothers Max and Ludwig Schmid (Gescha) in Nuremberg, quickly got a reputation of being a company which produced excellent tinplate toys with original ideas. Ludwig Streng and Strenco purchased the company in 1963 from Gescha and continued with both brand names. Strenco itself got into financial trouble in 1971 so Conrad, one of their suppliers, took over the company. Conrad continued the Gescha logo on its numerous models until the first Conrad logo, a red diamond shape on a blue square with a white bor-

der, appeared; this sign is very well known among collectors.

During the years when the Gescha logo was still in use, Conrad's business as a producer of promotional models for the construction and commercial vehicle industries boomed. For example, Caterpillar was among the large customers of the models made by Conrad in Germany.

This family company, at home in Kalchreuth, near Nuremberg, remains one of the leading producers in that sector and every year introduces many new models, mainly in 1:50 scale.

## Caterpillar 950

The first Caterpillar 950 with a working weight of between 10.5 to 12.0 t was delivered in 1965. The four-cylinder in-line turbo engine with its 125 hp was strong enough to fill a shovel with a capacity of 1.7 to 3.1 m<sup>3</sup> quite easily. Regular two and three-axle trucks which could hold 10 t were filled in two to three loading cycles.

At that time, wheeled loaders were seen more frequently at earth works and in road construction. With a transporting speed of almost 50 km/h, the Caterpillar 950 was ideal for going quickly from one construction site to the next. Depending on the country, the 'large vehicle' could be licensed as an on-road construction machine and then was allowed on public roads. That was significantly faster than a mobile excavator that could reach only 20 – 30km/h. It was cheaper to transport a tracked vehicle on a low-deck trailer. With a well-trained driver, the excavation at a construction site, be it back-filling,

the scraping off of the humus layer or the installation of foundation layers could be done equally easily. Even at a quarry face and in the mining of raw material, the Cat 950 was well suited.

## The model from Strenco/ Conrad

The model shown here in 1:24/1:25 scale has the internal reference number 2840 and was probably sold between 1969 and 1978. Production stopped in 1981 when the model changed to the B series.

If one looks closely at the lettering, one can see that the loader must have been made even before 1967 because it shows the old Caterpillar logo and the Traxcavator registered trade mark instead of the Pacman logo that was introduced in 1967. The extraordinary thing on this model is that the two lifting cylinders and piston rods can be set in three positions using a spring mechanism. This special detail and the black painted teeth of the shovel and the quite small-looking tires point to a model of the first series. What is equally amazing is that on its Cat 944, Ertl used exactly the same system to lift the shovel.

The tire width of 14 mm and the shovel width of 102 mm is also identical. This leads to the assumption that one of the first Cat 950 wheeled loaders was part of the design process for the development of the Strenco model made by Conrad. While the first models only very seldom had teeth, this changed increasingly as time passed. Maybe this was the reason that the teeth on this model were picked out in black. The al-

most 1,000 g model is made from several white metal castings with the exception of the tires with their nice profile, size 14.00 x 24. The driver's seat, steering wheel, exhaust, front lights and the two tipping cylinders are made completely from metal. The 325 mm long loader conveys a high value look. Further measurements such as the wheelbase of 123 mm, the track width of 84 mm and the top discharging height of 110 mm are perfectly modeled. The loading frame with the parallel guides for the shovel kinematic are solidly connected with rivets and attached to the front of the unit with a screw.

This means that the shovel can be positioned in all relevant working positions. The two steering cylinders allow the unit to turn 35° to each side, just like on the

original. The model development engineers even managed to include a +/- 15° oscillating rear axle in the construction which makes the traversing of uneven surfaces with the lifting cage up much easier. As an example, on the real machine up to 50 cm can be absorbed while on the model it is 20 mm.

A further very nice detail that was relatively rare to see at that time is the finely engraved anti-skid surface around the driver's seat. The dashboard has been given all kinds of instrumentation which is printed on in black.

Unfortunately, one searches in vain for levers and pedals on the model but the model scores points for the air filter housing including pre-separator and manifold built in behind the driver's seat. Even small details, like the two different

ascending steps with three on the left and two on the right-hand side, and the inserted engraved backup lights in the lamp housing were thought of. Due to the side covers, the engine cannot be seen because it sits a bit lower. Above it, some lines were attached raised, which upgrades that part somewhat.

All lettering like the Traxcavator on the lifting frame, Cat 950 and the split radiator grille with the Caterpillar logo and the bolt coupling for the front hauling coupling are made as stickers.

On models released later, the Traxcavator designation was left off the model, as it was on the original. The wheeled loaders had grown up and every construction company owner now knew about the performance capabilities of such a machine from Caterpillar.

## Cranes in the harbor, part III

# Loading at the harbor

by Markus Lindner

Even a small, high seas-capable, multi-purpose or heavy goods ship measures more than 100 m in length. In 1:50 scale this is over 2 m long. Even a typical modern river boat with its length of 85 to 110 m length is hardly any smaller and therefore only conditionally suited. Heavy load pontoons and freight barges are easier to model; these are usually

**Even though the main focus point of the diorama is crane operations and the components to be loaded, a real harbor diorama cannot be without models of ships ...**

of a compact build as they have to be pushed through canals and rivers by tug boats. Their minimalist upper structures are easier to build in model form. Also, pontoons that are used to work from,

working ships and other smaller water craft are less challenging to make in model form. The scale of 1:50 is widely used in the RC controlled ship modeling sector, so that some of the established

model making firms like Krick, Robbe or Graupner have a huge inventory of marine related detailing parts which is especially nice for us. Bollards, life preservers, deck hatches and much more can be used very well for this and many other modeling and diorama projects in our scale.

The small working pontoon shown here was designed using some real prototypes that are used by construction companies for the dredging and maintaining of harbors and waterways. In this case, it is an unpowered pontoon on stilts which is used to float hydraulic or cable-controlled excavators, pile drivers and other construction machinery into place and is their working platform. Typical use would be the dredging of a harbor basin or a small shipping lane, installing bulk heads for piers and driving of piles, attaching bulk heads to existing walls, maintenance work on bridges or pier walls, demolition work at water's edge. The necessary material for working or the waste would be transported by lighters to and from the pontoon.

The four stilts are used to securely anchor the pontoon to the bottom. The special circumstance here is that the stilts are hydraulically operated which increases the versatility of the pontoon. Two hydraulic cylinders per stilt have a collar that is moved up and down slowly in steps as required. The basic body of the pontoon is made from a piece of 38 mm thick MDF board cut to size. The corners were then rounded off, each end was cut at an angle and four holes were drilled for the stilts. Then, all was painted with a medium-grey acrylic paint. The stilts

themselves were made from electrical conduit pipe cut to size and painted darkish grey. The lifting collar was machined out of Polystyrol. The hydraulic cylinders were cut from plastic pipe profile and the hydraulic rods are made from steel bolts (steel bolts from 4 mm blind rivets).

The hook-ups from the hydraulic plant are made from small plastic sheet material squares and wire ferrules; thin black hook-up wire is used to simulate the hydraulic lines. The lines lead to the hydraulic plant (once available as a detail part from Liontoys) located at the rear of the pontoon.

The bollards to tie the pontoon down are made from tacks that are painted as on the pier, and there are car tires on each side as fenders.

The deck space where the equipment will be working is covered with excavator mats. These are cut from 3 mm Balsa wood cut in small strips and stained in a dark color. The rear part of the vessel also contains a material container and the unavoidable construction site toilet.

The lighter that goes with the pontoon was made along the same principle. A space was cut out from the MDF body shape of the cargo then it was lined with plastic sheet stock to simulate the cargo deck. Together with the pontoon and suitable models, different nice water-related construction scenes can be set up.

However, for the transportation of heavy goods, our little lighter is not suited. For this, a larger, heavy-load pontoon is required. It is designed as a Roro-pontoon (roll on – roll off) and used at specially designed place where the heavy-

duty load vehicles can drive directly on to its deck.

Thanks to the relatively simple shape, even such a pontoon is easy to build. Since the pontoon's basic shape is taller than the working platform pontoon, MDF in the needed thickness was not available. Because of this, the basic body is made up from four sides and a deck piece of 15 mm thickness, which are assembled using Lammello nut and spring connectors. After this, the body is painted and detailed with the appropriate bollards, tire fenders and so forth, before it is ready to receive heavy and awkward loads.

### **The transport of machinery and its loading**

A plate rolling machine, actually the base for it, has to be transported from the factory and then loaded on a ship to reach its destination. Because of its weight and dimensions, the best solution for transport is by ship. We took inspiration for the building from similar machines that are produced by Dango and Dienenthal in Singen (Germany).

Since the machinery is covered by a tarp for most of its transport, it is sufficient to build just the basic shape so that it takes the typical shape when covered by a tarp. The machine itself was glued together from a sandwich of plastic sheet stock with a foam board core. Alternatively, one could achieve the same result using wood, cardboard and other easy-to-work-with materials. Only the base of the machine is visible; it is made from plastic sheet detailed and painted light blue.



The tarp is made from a rectangular piece of aluminum foil which is draped over the machinery and formed like a real tarp. One must

take great care to make the folds look natural. Finally, the draped tarp is painted in a suitable color and the load secured with belts

made from gift wrapping tape or decorative bands so that the heavy load can begin its trip.

## New on the market

### FBM Bachelì / WSI 1:50

This dealer from Central Switzerland is getting a lot of attention with its first exclusive model. The bright shiny green tractor semi-trailer unit 'Big Denny' belongs to the owner operator and driver Bruno Rügger who is a Scania fan as is evidenced

by the choice of the R580 V8 as prototype. Big Denny is often on the road with recycling materials for which the slide-out floor is ideally suited. The model was made by WSI and features extensive printed lettering as on the original, even on the front wind screen. (fbm-bachelì.ch)

### AT 1:32

Suited to excavator models of the 16 to 20 t class, AT Collections is now offering the Steelwrist Tiltrotator X20 S60 as a fine and functional model. The gripper cartridge is only made as a non-functioning mock-up.

### 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 4x2 GigaSpace with MirrorCam, yellow or red	1:18	NZG	Dealers	www.nzg.de
Liebherr R 938 V «Heffner»	1:50	Conrad	Dealers	www.conrad-modelle.de
ABI TM 13/16 SL on SR 30T «Eurovia»	1:50	Conrad	Dealers	www.conrad-modelle.de
Grove GMK4100L-1 «BKL»	1:50	Conrad	Dealers	www.conrad-modelle.de
Demag AC55-3 «Nederhoff»	1:50	Conrad	exclusive	www.nederhoffshop.com
Demag AC55-3 «Sarens»	1:50	Conrad	exclusive	www.sarensshop.com
MB Arocs 8x4 wrecker EMPL Bison «Kran Saller»	1:50	Conrad	Dealers	www.conrad-modelle.de
Cat D11T matte silver	1:50	Diecast Masters	Dealers	www.diecastmasters.com
Cat 420F2 IT black edition	1:50	Diecast Masters	Dealers	www.diecastmasters.com
Cat CT660 mural trailer «Cat»	1:50	Diecast Masters	Dealers	www.diecastmasters.com
Cat CT660 8x4 concrete mixer blue metallic	1:50	Diecast Masters	Dealers	www.diecastmasters.com
Peterbilt 579 mural trailer «Cat»	1:50	Diecast Masters	Dealers	www.diecastmasters.com
Liebherr LTM 1450-8.1 «Skaks»	1:50	IMC	Dealers	www.imcmodels.eu
Demag AC700-9 «Sarens»	1:50	IMC	exclusive	www.sarensshop.com
MB Arocs 8x4 concrete mixer «Holzim»	1:50	NZG	Dealers	www.nzg.de
Komatsu PC1250-11 white	1:50	NZG	exclusive	www.modell-ovp.de
Boom section 12 m for Liebherr LR 1300	1:50	NZG	exclusive	www.modell-ovp.de
Scania R Longline 8x4 «Tekno Event 2020»	1:50	Tekno	Dealers	www.tekno.nl
Scania G490 10x4 «de Paola»	1:50	Tekno	Dealers	www.tekno.nl
Mack F700 6x4 / semi low loader «van den Herik»	1:50	Tekno	Dealers	www.tekno.nl
Loadings sheet walls, steel dragline mats, steel pipes	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM1090-4.2 «All Crane Hire»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM1090-4.2 «BMS»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R6 6x2 / semi low loader «Nordic Crane»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S 6x2 / semi low loader «Killingmo Freseservice AS»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 6x4 / semi trailer «Element og Spesialtransport AS»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R6 6x2 «TC-Trading»	1:50	WSI	Dealers	www.wsi-collectors.com
Cat 797F copper	1:125	Diecast Masters	Dealers	www.diecastmasters.com

### MSM 1:50

Sometimes there are models which upon appearing about one wonders why such things have not been available before. Certainly in this category are the construction site tanks from MSM (Mountain Scale Manufacturing). Behind the company which is situated in the Principality of Liechtenstein is Andreas Eberle. He makes these tanks of Swiss design by 3D printing and they are lettered with decals to look like the originals. As a collector, he first printed these for himself but found interest for them in his circle of friends. Eleven different sizes are available, from 550 to 20000 liters capacity. Shown in the picture are

the smallest, plus 2000 and 8000 liter tanks. Thanks to the lifting rings, they can be prototypically correctly loaded. A flyer with all the available sizes can be ordered by email, as can the tanks, which are also be ordered in his Facebook shop. (msm@hofiweb.li)

### Setec-HTM / Tekno 1:50

Already the fourth model in the series in the attractive colors of the Eastern Switzerland Company 'Dornbierer', the five-axle Scania R580 V8 has been produced by Tekno. As before, the initiator is the Swiss importer Setec-HTM which also takes great care to ensure that the models are made as correctly as

possible. So, for example, the rear-most axle on the new model is steerable, like on the original, which increases the maneuverability of the vehicle. Besides the livery, the chromed Thermo dumping bin of the roll-off dumper makes it especially attractive. (setec-htm.ch)

### Conrad / MAN 1:50

At the same time as the introduction of the MAN, two new models from Conrad appeared: a TGS 32.510 8x4 dumper as well as the golden TGX 18.640 4x2 tractor truck. We will introduce them to you in the upcoming issue.

## Our partner page

### Translation of page 55

#### Newest technology in stone processing at the quarry

A new five-fold processing machine from France was installed at the site by the Thibault Company. It is fed with data through a CAD program which allows it to cut almost any desired shape from the

stone. With traveling reaches of  $X = 3500$  mm and  $Y = 3500$  mm and  $Z = 1100$  mm, blocks with a weight of up to 25 tons can be processed. The machine is designed to work 24 hours daily. The first or-

ders have already been filled. With this investment, the efficiency and precision of stone cutting will be increased.

#### Weiach Historik – The big spectacle at the Weiach Gravel Quarry on May 23rd and 24th 2020

The event is happening at the gravel quarry of the Weiacher Kies AG. The concept is, on the one hand, to introduce historic construction machinery and trucks, and on the other, to have well-known partners from the construction and truck industry introduce their current models.

The event organizers are expecting around 60 Old Timer const-

ruktion machines and about 30 veteran trucks. About 30 construction machines like excavators, tractors, bulldozers, graders and also a fifty-year-old scraper dozer will celebrate the art of earth moving. Many historic dump trucks as well as a light railway with dumping tippers will show how material was transported in the past. Also to be on show are

construction machines and vehicles of the Swiss Army.

A festival marquee as well as refreshment stands will be available. Entry and parking are free. The event goes from 10:00 am to 5:00 p.m.

For further information please visit the website at [www.weiachhistorik.ch](http://www.weiachhistorik.ch)




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

by Remo Stoll

It was fortunate to see this very rare dump truck in action at an Old Timer construction machine meet. The noise goes right through your whole body when the two built-in GM Diesel engines roar into life. This three-axle dumper was introduced in 1957 and is known under two designations. We are looking for the designation with both numbers.

Recognize the truck? Please send us the exact name and type designations. The contest deadline is the 15th of April, 2020. If there are more correct answers than prizes, we will hold a draw to select winners. Please note that only entries with complete address information can be considered so that we can mail the prizes out correctly.

This time the winners will receive one of the following prizes: A weathered Komatsu PC210LC-11 from Universal Hobbies, the Arocs 8x4 concrete mixer 'De Paolo' from NZG or a Kobelco SK75SR from Motorart. 



### Solution from Trucks & Construction 1-2020



The truck with snow plow in question was a Mercedes-Benz NG 1928AK and the winners

are: Torsten Kortum who won the Thermal roll-off bin truck set with a Scania R Highline 'J.A. Transport AB' from WSI, Frédy Eberhard who won the Liebherr R 922V from Conrad and Marc Maly who won the Wacker Neuson WL20e in 1:32 from NZG. Congratulations to all the winners!

## News in brief

### New generation MAN

On February the 10th, MAN presented the new generation of its truck family. The whole fleet made up of TGL, TGM, TGS and the flagship TGX has been rejuvenated. The trapezoid-shaped radiator grill and the proud lion above it are staying. The drive train stays with the proven design. With the new cabin form up to 8% of fuel savings are possible. Inside the cabin things have changed: more screen allows for digitalization. The operation of most of the assistance systems is now located by the folding-down steering wheel on the instrument dashboard thus minimizing the search for buttons. The MAN has also been given somewhat slimmer rear-view mirrors which will be replaced in the not too distant future by cameras. (eu)

### Caterpillar 325

At the Conexpo in Las Vegas, Cat presented the 325 which is the first heavy-duty compact radius of the next generation. Depending on equipment attached, the working weight lies between 22.5 and 28.8 t with a rear radius swing of only 1814 mm. That means that the new assistance systems are now finally also available for tight inner-city construction sites. In addition to the update of the articulated 725 Dumper, among the nine new items presented by Caterpillar was the D3 tracked dozer as a successor to the D5K2 as well as the 150 AWD Grader which is equipped with a mastless 3-D grading system. (up)

### Komatsu HD785-8

After the Caterpillar 777, the Komatsu HD785 is among the most used dumper trucks of the 90 t class. With the Dash-8 version, Komatsu is now up to date with the newest technology. The built-in 12-cylinder engine produces 849 kW (1140 hp) and complies with the current exhaust control protocols EU step V and US Tier 4 final. The dumping truck can carry 60 m<sup>3</sup> or 92.2 t of stones to the crushing plant. The ideal loaders for it at the quarry are the Caterpillar 992KL wheeled loader as well as the new WA900-8 (see issue 6-2019) from Komatsu. For driving safety, the on-board computer stitches together birds-eye view single pictures from six camera angles in real time which, together with the TLM scaling system, improves the transporting effort. (up)

### First electric Volvo truck

Volvo trucks announced last November that the regular production series of the electric FL and FE had started. The first customer to take delivery of a fully electric Series FL Electric is the Galliker Transport AG. Peter Galliker, CEO said: "For us, the delivery of the first Volvo FL Electric means an important step forward in direction Green Logistics." The two-axle truck is licensed for 16.7 t of carrying capacity and is on the road with a cargo box upper chassis. The electric motor has a top power output of 185 kW and the continuous power availability is 130 kW. The battery can be charged using 22 kW alternating or with up to 150 kW of direct current. The operating range is 100 to 300 km, depending on battery capacity. (eu)

### Volvo EC950F L

Volvo's advance into the 90 t class happened during the 2016 Bauma in Munich. The EC950E was available for almost four years with an engine that was not compliant with the current European Emission controls. At the Conexpo 2020 in Las Vegas, Volvo presented the EC950F L with a maximum working weight of 94.8 t. The built-in 6-cylinder engine produces 449 kW (611 hp) and complies with the emission controls of EU Step V and US Tier 4 final. A standard version with an 8.4 m Monobloc and 3.7 m jib is available as well as an ME version for the mining industry with a 7.25 m arm and 2.95 m jib. Depending on designated use, shovels with capacities from 3.9 to 7.0 m<sup>3</sup> can be attached. (up)

### Renault Trucks

Keeping with their new European strategy, Renault Trucks has decided against taking part in this year's IAA. According to their press release "The IAA commercial vehicle exhibition is not the ideal event for the Renault Truck brand". The goal of the newest strategy is personal contact with customers, drivers and fans. Included in this is also the opportunity to test drive the vehicles and these aspects will be the deciding factors whether or not to participate in a trade fair event.

This is also why for the first time after an absence of five years, Renault Trucks is taking part at the ADAC Truck-Grand-Prix presenting special show trucks to the drivers. This international event takes place from the 17th to the 19th of July at the Nürburg ring. (dw)