Laster & Bagger

# Laster & Bagger

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Mit Wettbewerb

NZG 1:50

## Komatsu PC1250-11

Eigenbau 1:50

## Scania LS110

**English text**




**Conrad 1:50**
**Der neue MAN TGX**


**Sammlerporträt: Eduardo Haro's Thema ist Beton**

**WSI 1:50**
**Liebherr LTM1750-9.1**

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# Editorial

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

## How are you?

Under normal circumstances this question is almost meaningless, but over the last few weeks it has assumed its more serious intent. Many are concerned about their relatives and friends who almost overnight have become part of the 'at risk group'.

Despite recent loosening of restrictions, the Corona crisis is keeping the world in its grip and will probably change it more deeply than we can imagine at this time. All the events which we promoted in our last issue have been cancelled or postponed for a year. We can only speculate about the economic impact in the meantime. Many of us would like to have a reliable crystal ball so that we could know when the specter that is hunting us will disappear.

We were in touch with model producers and asked them to give us their view of the current situation. You can find the short interviews starting on page 52; the answers have not been as negative as one would have expected. Mentioned among the comments is chance, and indeed, as in every exceptional situation, there are also positive things to see: the solidarity among us has been revived and the often-hectic day has been slowed down. We have found time for things which in normal times had to be put on the back burner. Models have been cleaned, display cases have been freshly re-arranged, and who does not have projects that have been sitting on a shelf for a long time?

For Trucks & Construction I had to recognize the chance: The travel prohibition was only restrictive at first glance. Upon a second look it even widened the horizon because, for interviews by email, distance does not matter as we learn in the current Collector's Portrait about Eduardo Haro and his interesting collection in Argentina.

I hope you are all well and I wish you a lot of pleasure when reading our current issue.

Daniel Wietlisbach

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## Concrete is Eduardo Haro's main focal point

# Concrete and more

by Daniel Wietlisbach

**Because he has not yet found a colleague in his country, we do not know if he is the only collector in Argentina. What we do know, however, is that Eduardo Haro has a unique collection ...**

Eduardo was born in 1962 in the Argentinian University City of Córdoba. He had a very happy childhood growing up with his parents, his sister and many friends. He often played soccer, climbed trees, rode his bike and was 'always dirty', as he remembers. A connection to models or construction machines or trucks did not exist at that time. His father was a doctor at the hospital and his mother a housewife.

He remembers a wheeled loader toy made from hard rubber material by the Argentinian maker Duravit which he owned at the age of eight. Inside the house he liked to play a lot and often with Lego and the Argentinian adaptation called 'Rasti'. This allowed him to build structures and cars, of course.

After primary school, he first went to the Gymnasium (high school) and afterwards attended the University of Córdoba. Learning was always fun for the collector and he finished both his studies with the highest marks. Eduardo is very thankful that he was able to study Construction Engineering, a profession he still likes today. 1989 was a very difficult year economically for Argentina. Hyperinflation reached several thousand percent during the year. This situation forced many Argentinians to search for work or education abroad.

### Studying in Hamburg

Eduardo went to Germany and, when looking back at his time as a student, thinks it was 'perfect'. The stipendium of the Deutschen Akademischen Austauschdienstes DAAD (German academic exchange service) first allowed him to learn German at the Goethe-Institute in Göppingen and then to work on and present his thesis at the Technischen Universität Hamburg-Harburg TUHH (Technical University Hamburg-Harburg). At that time, there were only five professors teaching reinforced and pre-stressed concrete technology in Germany. The faculty was fully engaged in the revision and development of the Eurocodes responsible for construction and he was very happy to work with one of them. In 1994 he got his PhD with his thesis on the 'stability and measuring of small reenforcement bar'. Some of his graphics and measuring data were even included in the Eurocode, the rules for measuring all over Europe.

Eduardo treasures the many close contacts he made, not only professionally, but also personally. Professionals with a doctorate were always treated with great respect in Germany, as he remembers well. During his five years, he also learned a lot about the German culture and still appreciates it today.

### Back home

Hardly back home, the learning processes continued, because Eduardo had to take over management of his wife's family's concrete transportation firm. He needed to acquire company management, human resources leadership and many more skills. 'Hormix' was a leading business in ready-mix concrete in Córdoba and his many connections to the university and to construction experts made the work especially interesting. In addition to nine concrete plants, the company also had an impressive fleet: five large concrete pumps from Putzmeister and Schwing, about 40 concrete mixer trucks with capacities from 8 to

11 $m^3$, also concrete silo transporters and wheeled loaders.

In 1994, when Eduardo joined the company, part of it was sold off to the Swiss company Holderbank (Lafarge-Holcim today) and so he had to start working but always in the shadow of the 'big brother'. At the turn of the millennium, Holcim acquired the last concrete works in Córdoba and with it the whole company and also two other concrete producers. Because Eduardo was fluent in German, he was put in charge of the take-over negotiations and tried to get the best possible price from the 'large sharks' for his family, he remembers chuckling quietly. From 1994 to 2001 he was also a professor for large building construction at the University of Córdoba.

After selling the family firm, the collector used the year as a sabbatical which included post-graduate diploma studies in business administration and company management. After completing these, he became plant manager of the largest Argentinian factory producing concrete construction components. The core business was pre-stressed concrete parts for bridges, soccer stadiums and other types of construction. This job was no co-incidence because, as a young engineer, Eduardo had developed a computer program for the calculation of statics and costs for this company, and so knew the company very well. Today, Eduardo is self-employed; he builds residential housing to sell.

## The collection

But when did the collecting passion begin for the Argentinian? It was during his time at 'Hormix' that Eduardo began buying concrete mixer toys as decorative pieces for his office. In 1994 he got to know a collector's group that specialized in collecting models in 1:87 scale. He was totally engrossed when he saw the models from Herpa, Kibri and Wiking and his collecting passion was aroused.

Then he began to search for models intensively. The Internet was just in its infancy and not many people had email addresses so the search often began by sending a Fax or with normal letters by mail. The first 'real' models were concrete mixer trucks by Herpa in 1:87; right from the beginning, the focus was on concrete and all the machinery that is connected to it. Later on, the area of collecting was widened to include further themes from the construction industry.

His entry into 1:50 scale began in a very classic way: When Eduardo bought two Putzmeister concrete pumps, he was given some Conrad models as a gift from the importer. They were not like the original machines but very similar to them. The collector liked the models tremendously and so began his search for 1:50 models as well. Even up until today, Eduardo is not aware of a single dealer selling models in Argentina and so, right from the beginning, he was forced to find his suppliers abroad. Most of his models in the display cases came from Germany, England, the USA and Japan. EBay and other on-line auction platforms were good sources for rare models and toys. In his collection today there are some really rare, and in some cases, unique models. Beside well-known makers like Conrad, NZG, Tekno and others there are limited series producers' models by Alan Smith, Zon, OHS, CCM, ATM and others, as well as toys of many brands, always matching the main focus of the collection which is concrete and construction. The largest increase in the collection occurred

### The collector

Eduardo Haro (57) has a PhD in construction engineering and today is self-employed as a real estate developer and salesmen. Besides his passion for collecting he and his partner Inés Mehrwald are breeding flesh eating plants. She has around 4,000 now and sells some of them too. A further hobby is his interest in mathematics and that is why Eduardo is 'Moderator' of three groups dedicated to this theme. The collector is divorced, father of three now adult daughters and lives with his partner in Córdoba, which is in the middle of Argentina. Anybody who wants to visit him or his collection is very welcome. Contact him at: casicuarenta@hotmail.com, or phone +54 93 515 06 70 70

during his one-year sabbatical; despite his post-graduate studies, the collector had enough time to research on the internet.

## Main focus: concrete

If one thinks about a main focal point like that, one spontaneously thinks about a handful of models. Therefore, it is very exciting to see what else there is when one concentrates on a single theme. Who would have thought that in 1920 there was a 'concrete mixer' pulled by horses? No fewer than 1,800 mixers and pumps are represented in his display cases, augmented by concrete silo transporters, cranes, dump trucks and excavators. The two latter machinery sub-species are concentrated mainly in the dimensions used by the resource industry, because the power and the dimension just are inspiring. One of the rarest models is the electric O&K RH400 in grey made by OHS; only four pieces of it were made.

The whole collection comprises around 3,000 pieces, and of those, around 2,300 are displayed in the cabinets. The hobby room, with its 65 $m^2$ has almost the dimensions of a small museum and the quality of the presentation is impressive. A further 700 models are stored in their original boxes in a second room together with the empty boxes of the models on display. The house was built in 2010 and the collector installed the display cabinets himself. The models have been displayed so nicely for only the last six years; before that they were stored in their original boxes.

A kitchen and a bathroom are also on the same floor because the house was actually planned as a complete apartment and the house itself as a two generational house. That is why, at the moment, Eduardo does not want to buy any further models and even plans to sell the collection piece-meal. Unfortunately, none of his three daughters has any interest in it and, because of the rare pieces in it, he does not want to leave it to them to sell. But, which ones to keep? Separating out the best pieces is not an easy challenge. Of course, the plan is to keep a few as mementos, but which ones? On top of that, at the moment, Argentina has currently blocked electronic payment channels like PayPal.

Eduardo knows of other collectors of construction machines but not a single one in Argentina. When friends visit him and see his display cases for the first time, exclamations like "Crazy!", "Madness!" or "Unbelievable!" are common reactions, but all know that Eduardo is 'not very conventional'.

**Laster & Bagger**

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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)

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## Scania LS110 «B2 blokken»

# 56 tons Gross weight

by Hans Witte

**During the 70s of the last century, I was most impressed by the heavy building-block transporters like this Rigter freight company's Scania LS 110 with a trailer from Floor ...**

During this time, I drove a DAF 2600 with a construction material semi-trailer. With this rig we transported concrete and lime sandstones to Texel Island where I lived. The DAF was a two-axle tractor truck with a two-axle wide-spread trailer by Hulo with a Hiab crane. The combination was designed for 36 tons total weight with allowable load of 24 tons, but we often exceeded this by 4 to 6 tons.

One day, after I took on a load at the Brederode concrete works in Maarssen (near Utrecht), I left the plant door right behind the yellow Scania from Rigter. On the first part of the trip, which went partially through Maarssen, I was able to keep up with the Scania pretty well, but once we reached the ramp to the A2 in the direction of Amsterdam, the Rigter driver put the pedal to the metal and left me behind with no hope of catching up.

The picture of this impressive truck left a lasting imprint upon my memory. Many years later, quite by chance, I found a picture of exactly this tractor truck unit and the memories flooded back. As I already mentioned in the last issue, many years ago I made a list of all the models I absolutely wanted to build with the tractor trailer unit from Rigter to be among the first ones I would make.

With the discovered photograph, research for my model began. Initially, I drew a simple scale drawing on which I entered the wheel base of the tractor truck and the length of Floor semi-trailer. From the files about Floor in my archives, I found further details of the construction and the steering system. A brochure from Kennis helped with the planning for the Pesci crane. At that time, Kennis imported the Pesci cranes to the Netherlands and, later on, developed their own version based on the Pesci design but with joysticks instead of the older system of control levers. The rearmost axle of the trailer was cable controlled and I needed quite a few sketches to make the system work and to get some concrete measurements. Would it be possible to make a functioning steering mechanism on the model?

### The model

A further question I posed myself was about the load but a friend who worked in a construction company helped me out. He gave me an old poster on which an assortment of lime sandstones was pictured, including their weights and measurement. By counting the blocks in the picture, I was able to calculate the total volume as well the height and length of the load. The weight was around 36 tons and together with the Tare weight, the total weight of the semi-trailer must have been over 56 tons! If one compares the weight of around 40 tons and the 230 hp engine of my DAF with the 296 hp Turbo engine of the Scania, it had decidedly more torque and quite clearly surpassed the 2,600 by 16 tons!

The tractor truck was built from a kit by Maxi Model. Wayne Williams was responsible for the design of the shape and the production was done by Heavy Goods. It was a well-fitting and very nicely detailed kit which was available in two versions: as two- or three-axle tractor trucks or as truck only with a choice of Day or Sleeper Cabin. The cabins from Maxi were the best in the market at the time, until about eight years ago when the new Tekno Scania models arrived on the market. But even today, I would rather build another Maxi L110 or 111 which is why I still have a few on hand. Before I started assembling

the tractor unit, I first had to shorten the wheelbase from 420 to 380 cm; this was often done in Holland to maximize the weight for the front axle. A further job was the fabrication of the fenders using the 'Tanner Method', as I call it, since my good friend René Tanner showed me how to do it using aluminum sheet stock. With a few details added inside and out, the work on the tractor truck was relatively easy.

## The Floor trailer

I drew further plans for the trailer which concentrated on how the rearmost steerable axle tracked together with the front wheels of the tractor truck using the Ackermann steering principles. Important too were the angles between tractor and trailer when rounding a curve. Since I am not a trained technician, these 'calculations' were a mixture of drawings on paper and experiments done with the half-built trailer with turntables, a cable made from metal thread and a steering axle. The steering has some very interesting functionality (see picture): the king pin sits in a turntable with a wedge. When coupled, the wedge jams in the trailer coupling. Then, when the tractor enters a curve, the steering motion is transmitted via a steel cable on to the second turntable, sitting just in front of the third one, which is mounted on the axle. The steering is activated by two steering rods with ball and socket joints to the rear axle whereby the rear rod, to compensate for the length distance difference is pushed out either to the right or left when the movement starts.

The trailer has as its base a 3 mm thick plastic floor. All main parts were cut with a band saw; this tool is one of my favorite ones. During construction, my scale drawings were a great help. The turntables were mounted using short screws that were attached from the upper side of the floor.

I achieved the length of the front steering rod, and with it the correct steering angle of the axle through experimentation and once I found the correct position, it was glued in. I built the rear, length-adjustable steering rod from brass wire and pipe stock. The ball for the socket joint was made as an imitation from a brass wire loop with a pin.

Except for the wheels and the support legs, all parts for the trailer were scratch-built; a few brass parts like the side protection bars were pre-assembled and soldered. The side boards are cut from a piece of plastic sheet stock on to which the fine profiles and struts were glued.

## Crane and the load

I used a Kennis-Kran from Lion toys to model the historic Pesci crane. I had to widen the adjustable bottom plate for the crane track. The crane runs on two U-profile tracks that are embedded in the floor. I removed the modern 'silent' power unit; to replace it, I built in an old Deutz two stroke engine and a hydraulic pump. I attached a new seat and old-fashioned levers to the main mast of the crane.

A friend of mine cut me some 5 mm wide MDF strips of 25 and 27 mm width. These I made into square boards and then I scored gaps into the sides of them to simulate the load. The squares were then made into stacks, each layer offset by 90°, and then glued together.

On the very top there are some specially shaped stones for chimneys which I made from 4 mm plastic tube and glued-on L-shaped profiles. Once the combination had hardened, I cut it into 6 mm high 'stones'.

The whole load was painted several times concrete grey, sanding between each paint application. I dusted some talcum powder onto the last paint coat to simulate a concrete-like surface.

Now having the measurements of the load, I was able to construct a grappler for the crane from plastic rods and strips. The hydraulic cylinders were made from iron wire and aluminum tube.

Before I could begin with the painting process, I completely assembled the model in order to check on the position of the crane and grappler and also for the attachment of the hydraulic hoses.

To explain all the steps involved in the construction of the model in detail would probably take all the space in this magazine. Therefore, I will jump ahead: after the painting followed the further attachment of details like front fenders and mud flaps. Stickers and the picking out of further details with a fine-tip paint brush was the next step. The rims of the wheels were painted with aluminum paint like many drivers did then. After washing the rig on Saturday morning and allowing it to dry in the afternoon sun, the rims got a new coat of paint.

To give this Scania the authentic look of a real hard-working truck, I weathered it with a mixture of light grey and brown to imitate how it would look, dust and all, after a few days of being hard at work.

## Tinplate

# Floodlight truck

by Robert Bretscher

**The floodlight truck with trailer from Berkenkamp & Schleuter from 1956 seduced kids to put in a 'night shift' ...**

Toys with a light source were always popular in the 50s and an exciting thing at that time because it was possible for a child to play with them after having been put to bed. Even with the lights out, one could go on playing with them for quite a while. The very discreetly shining light of these toys was hardly ever noticed by parents but often there were black rings around the tired eyes of kids the next morning at the breakfast table.

The Berkenkamp & Schleuter Company (1864 to 1968), at home in Nuremberg, first produced only sandbox toys and doll house accessories. From the 1950s onwards, up until now, the limited offerings were expanded and they produced some marvelous limousines and impressive commercial vehicles for shelves in children's playrooms.

Our floodlight truck with trailer shown here is 50 cm long and works with a long running flywheel engine. It is made up entirely from tinplate. Even though the maker has given the model a bit of a plain look, it built with a simple front-axle steering mechanism. The moveable floodlight with its finely engraved front protective glass lens is powered by two 1.5 Volt batteries which are stowed away separately in the tool box behind the driver's cabin. The light switch which makes contact to the batteries with a small metal slide very close. It is hard to believe that the whole thing still functions today without any problems! One almost forgets to take a look at the four all-rubber tires. These have a very deep profile as if our vehicle was designed for off-road use. The steel rims are very special as they are decorated with the maker's logo. The matching trailer is thought to be for the transportation of boxes and other accessories and is also ideally suited to be used with other vehicles from the same producer.

## NZG releases a long wished-for model in 1:50

# Komatsu PC1250-11

by Daniel Wietlisbach

**The PC1250 is the third largest excavator built by Komatsu in Japan. NZG is finally releasing the matching models for the newest series 11 machines.Very kindly, the prototypes from the Toy Fair were given to us to have a closer look at ...**

The new 11 series of the successful large excavator was announced in April of 2018 and introduced at the 2019 Bauma. With a working weight of 115.9 to 118.3 tons the PC1250 still is the largest excavator for the construction sector, however, because of its high efficiency it also could be used in earthmoving and in the mining industry. In addition to the standard version, there is also the PC1250SP-11 with a shorter arm and larger shovel for mass excavation work. The shovel volumes range from 3.4 to 5.2 $m^3$ , and 6.7 $m^3$ on the SP version. The built-in Komatsu six-cylinder SAA6D170E-7 produces 578 kW (786 hp).

### Models from NZG

The long-awaited model was presented for the first time in three versions at the Toy Fair which led to some confusion that we want to clarify: All three models are different, mainly in the tool attachments. The standard version has a permanently attached yellow shovel and this version is for the Komatsu-Shop. The second version comes with concrete crusher and ripping tooth, both in red, and can be changed out. Finally, the third excavator has a realistic Lehnhoff quick-changer, a ripping tooth as well as the 5.2 $m^3$ shovel from Komatsu. Correctly, the models with ripping tooth have a protective grille over the cabin.

The models are securely boxed and kept safe between two Styropor elements. When taking the model out of the box, the first thing one notices is the pleasantly heavy weight and the successfully modeled shape of the original. As expected, the metal content conforms to the high expectations of the collectors and the model looks valuable. The basic machine and the identical equipment on all variations are true to scale.

The undercarriage with its X frame and the crawler frames has been exactly engraved and ladders have been added separately. The full bottom wheel guard is authentically correctly engraved as are both sprocket and idler. While the eight, not-fully-visible bottom wheels are only mock-ups, the three support wheels on each side turn freely as on the original. The spring-actuated idler keeps the tracks nicely tight and turning satisfactorily. The dual grouser 70 cm track shoes suit the excavator very well.

The mighty upper chassis is made two metal castings, which are screwed together that already have some details cast on. All air intakes are exactly engraved but not pierced. The service door at the side between engine and hydraulic components opens. Separately attached details include cameras, spotlights, lifting eyes on the counterweight, exhaust pipes and air filters. All safety railings and handholds are made from finely cast metal parts as is the frame of the walkways. The super-fine pierced etchings used here look excellent. The set of stairs are also made from metal and can be lowered realistically with a hydraulic cylinder.

The cabin has been correctly modeled and the shape of it nicely copied. The slightly tinted glass is very flush fitting and has printed-on rubber sealings. The easy-to-see interior has been made in two

colors and is nicely detailed. The cab guards at the front and rooftop windows for protection from rock fall are very finely made. Rear view mirror, work spotlights and warning beacon complete the details at the cabin.

The hydraulic steering block is also situated there. It supplies the lifting cylinder with its hydraulic hoses. Also, the two slewing motors have been replicated.

## Equipment

Unfortunately, there is no connection to the hydraulic hoses on the boom. They only begin at the bottom of the boom and are routed, free-standing, all the way in one piece to the cylinders. The part with the hydraulic hoses is made from a black rubber material and is colored yellow were the hydraulic pipes are but left black in the places where they are flexible. The hydraulic cylinders are modeled without screws but also have the free-standing hydraulic lines as above. On the prototypes made available to us for testing, the coloring of the hydraulic lines was not quite right but these deviations will surely be taken care of once serial production begins.

A 9.1 m boom and the short 3.4 m stick were chosen for the model; these replicate the original. The boom, stick and bucket pins are not colored in which is exactly as it is on the original. The fact that the model achieves all maximum positions of the digging curve deserves special mention.

## Great diversity with the attachment tools

Of all the three versions of the excavator, the one with the Lehnhoff quick changer and the two matching tool attachments is the one we like the best. The Komatsu HD-bucket with a 5.2 $m^3$ capacity is made from a single metal casting and shows all the details like teeth, lips and wear protection all true to the original. No less detailed, even though a bit plainer, is the ripping tooth just as on the original.

The PC1250-11 without the quick-change attachment comes with its own, finely engraved ripping tooth and the concrete crusher Okada TS-W2200V with a new assembly plate which already exists from NZG; here, however, the hydraulic hoses are missing. The changing of tools is done by using pins. The coloring of these impressive models is without any faults and the printed-on logos and type designations are sharp and legible. As desired by Komatsu, the small warning labels were left off. After the now-aged PC1100LC-6 from Joal and the remote controlled PC1250-8 from Kyosho, there is finally a current model of the large machine available.

### At a glance

+ Metal content
+ Detailing
+ Functionality

## Jaw crusher from Kleemann in 1:50

# Mobicat MC 120 Z Pro

by Daniel Wietlisbach

**Models from Kleemann appeared at the Bauma. The last jaw crusher model was the MC 110 Z from NZG in 2013 and that is why the larger Kleemann MC 120 Z from Conrad is very welcome ...**

The Kleemann Mobicat MC 120 Z Pro is a tracked, mobile jaw crusher with a crushing capacity of maximum 650 t per hour. The capacity of the feeding hopper is 9.7 $m^3$, and even up to 13.0 $m^3$ with the extension. The transport weight is a minimum of 72.5 t and is 85.5 tons when completely equipped. For especially large rock boulders, a remote-controlled rock chisel is available. The whole unit is diesel-electric powered with a Scania engine of 371 kW which powers a generator that produces 500 kVA.

### The model from Conrad

The hefty model pleases at first glance, looks valuable and has an above-average degree of functionality. The jaw crusher is made to scale and sits on a lower chassis with the reliable plastic tracks which simulate the look of individual segments very well. Drive, running wheels, supports and stairs are made from finely engraved diecast parts. The massive main frame is made with piercings that allow glimpses to the insides at several locations which make it look very fine.

The feeding hopper has been modeled with the optional extensions which makes it possible to feed it from behind with wheeled loaders. The walls which fold down prototypically for transportation mode are exactly made and are each a single metal casting. The spring bearings of the chute are correctly modeled. Below the funnel is a work platform reached by a folding ladder. Even though it is hardly visible, the platform has an anti-skid surface and has a fine metal railing.

The connected double-decker screen has been modeled pierced and the lower sieve can be seen through the upper one. It is possible to attach the included conveyor belt on either side below the expeller. For transport it can remain with the machine, however, it can be folded up like the original. First class!

To deal with especially large rocks the remote-controlled, hydraulically-driven chisel is available. It can be operated from the included plug-in platform which is a very fine cast metal part with railing.

A surprise is found under the pierced protective skirting above the breaker unit. Folded up, it allows a look on to the two jaws of the breaker and, at the very bottom, on to the conveyor belt. But this is not all; there is more, because on the drive unit a flap can be lifted to reveal the huge flywheel. It actually can be turned and indeed sets the moveable breaker jaw in motion. Such functionality is just inspiring!

The working platform between the breaking unit and engine room is reached from each side by sets of plastic stairs which can be lifted upwards during transport. On the platform one can see the 200-kW electric motor for the breaker. The included support pole for the spotlight can be inserted into a drilled hole in the floor.

Also exactly replicated is the large engine room which has all the diesel-electric drive components in it. It has pierced modeled venting grilles and slats.

The wide discharge conveyor belt starts prototypically correctly below the jaw breaker and reaches the original's expelling height of 4.0 m.

**At a glance**

+ Metal content
+ Functionality
+ Detailing

It is exactly fashioned from flexible rubber. Right after the engine room sits the magnetic metal separator which removes metal parts from the conveyor to the side chute which is painted in silver.

The applied paint is without any faults and the lettering is sharp and legible. It is the small things like the yellow-red starter switches or the red lifting rings which make the model look even more detailed.



## Road construction models from Ammann

# AFT 700-3 & ART 280

by Daniel Wietlisbach

**Because there aren't a lot of Swiss construction machine makers. there are very few models so it is even more delightful that Ammann is keeping the tradition alive and even showed two models at the Bauma ...**

It almost goes without saying that small producers have to work together in the hard fought-over market place if they want to survive. And so, behind the AFT 700-3 tracked paver actually hides the Dynapac SD2500CS in the Ammann livery. For this tracked paver, there are eight applicator booms of different types available with widths from 2.55 m up to 10.00 m (with mechanical spreading) and so the machine is suitable for larger road projects and surfaces. The working weight is 18.5 t and with its hopper capacity of 13.0 t, can apply 800 t per hour of surface. The maximum surface application depth is 310 mm and the maximum working speed is an impressive 30 m per minute. The unit is powered by a Cummins QSB 6.7 with 142 kW of power.

The rubber-tire ART 280 is a 'real' Ammann machine made in Langenthal, Canton Berne, Switzerland. One of the main features is the ballasting which in modular form comprises ballast blocks and water tanks. Without any ballast, the machine weighs 9.0 t and with the maximum load added it is 28.0 t; with this load almost the whole room under the cabin and in between the wheels is filled. The ballasting is done very easily with a forklift. With a rolling width of 2,040 mm, it is the maker's largest rubber-wheeled road roller. It is powered hydrostatically by a TCD3.6 Deutz engine with 100 kW of power.

### ART 280 as a model from USK

USK Scalemodels already surprised us with models of the Bell dumper and now is responsible for the scale model of the rubber-wheeled road roller. The model feels pleasantly hefty when held, as a collector expects from a road roller model. The ART 280 was made true to scale, its proportions are good looking and its overall impression very pleasing. The metal castings for the housing are separated by color and show nice engraved de-

tails showing the gaps, screw connections and steps well. The wheels made from real hard rubber are done very nicely and, true to the original, are staggered at the front and back. Only two thirds of the turning radius of 32° is reached but, particularly on a rubber road roller, it is acceptable. The tire sprinkling feature is finely detailed on both sides; at the rear right hand side there is also an edge cutting tool shown, but in folded-up position.

The four massive lifting rings and the mirrors too are separately attached parts. The engine hood can be lifted up like on the original, as far as the air intake nozzle allows. Underneath it the multi-colored and very detailed Deutz engine is seen. All air intake grilles on the engine room are unpierced, but are printed on in black.

The glass of the cabin is a single, clear plastic casting which has window separations, hinges, door handles and window wipers cast on as raised details which are painted grey and so come very close to the original. The free-standing handholds are made from break-resistant plastic. Like the roof, they are separately applied. Looking through the windows, one can see the nicely done two-colored interior very well. Lettering and printed-on details are faultless.

## AFT 700-3 as a model from Creon Promotions

The Swedish Creon Promotion AB company is responsible for producing this model because behind it hides a Dynapac machine in the Ammann Company livery. In this case, it is exactly like the original. This paver too has been made true to scale and has a high metal content and leaves an impression that it is very well done. The track drives are finely engraved and the single track segments look great because of their fine and well-functioning replication in model form. The pressure beam oscillates and the hopper sides fold up as on the original. Together with the folding down roof, the model can be put completely into transportation mode.

The conveyor belt from the auger is visible from both sides and is an exactly modeled plastic part. The engine hood is engraved to look like the original and hints at all air intakes and grilles. The exhaust is a separately attached part and is made to move. The screed can be raised or lowered by using two hydraulic cylinders and width adjusted from 2.55 m to 4.30 m. The checker plates and the exact, printed-on details on the two side control panels are especially good looking. The platform for the operator is reached over a flexible, attached set of stairs which self-adjusts to the height of the screed. Like the original, the platform adjusts to either side and is detailed with a side-adjustable operator's desk. The paint job is in the pleasant Ammann paint scheme and the lettering have been applied without any faults but the bolts at the joints would look less obvious if they had been painted with a touch of grey.

**ART 280**

+ Metal content
+ Detailing
+ Engine detailed

**AFT 700-3**

+ Metal content
+ Functionality
+ Detailing

# Tom's truck log

by Tom Blase

## "Is it possible to like the grandchildren and grandfathers the same way?"

Once again, I am on the road, on the A61 driving south. Once the Hunsrück Mountain is behind you, a relatively uninteresting piece of Autobahn follows.

Much more interesting to see are the new fleets of trucks that come out of the Daimler factory in Wörth to be handed over to their new owners or to be driven to large harbors for shipping overseas. I have the most fun if a group of the current Mercedes hooded trucks, the Zetros as the developers like to call them, comes towards me. There are some voices that call them futuristic or even plain ugly. I grew up on trucks with the Mercedes star. In between I drove Volvos for thirteen years, but I do not see everything through 'Daimler pink' glasses. However, I confess here honestly and openly: I like the stylish grandchildren of the round hooded predecessors who are their Grandfathers, so to speak.

They were to be found on many of the construction sites of our childhood. Besides the Magirus with the corner hoods, the round hooded ones were slaving away in their appealing shapes thanks to the pontoon construction method adapted from car construction techniques. They worked tirelessly and were always fascinating for us.

My father was also on the road with silo transports in a variety of vehicles of this brand. I always regretted that it all happened before I was born.

Four decades had to pass by before I even got 'the round hood' feeling and learned to love them. My buddy, Michael Hippel, asked me during our 'Black Forest Run' (an Old Timer Truck excursion always on the first weekend in May) what I wanted to drive to an Old Timer meet in the Saarland. I could take his LAK 1113. "Wow, a dumper with a hood at the front, why not?" Michael led the way with his Henschel F161 because the Daimler had extremely short gear shifting when gaining speed. On such trips I usually drive a 1926 model of the NG series so some adaption was called for. The brakes are a bit weaker but the sound emissions are much louder and throaty. I have to confess that, even today, I am a bit weary of the old-fashioned hand brake. Therefore, I gear into a small gear when parked and also use wedges. With something that aged, this is always a good practice and is a perfect option. Also helpful here is to plan well ahead and drive prudently and with great care.

"The Grandchild and the Grandfather; I want to be friends with both of them because I like them both".

## Triple pack from CCM in 1:48

# Caterpillar 375L

by Daniel Wietlisbach

**The Cat 375 was already much sought after as a 1:50 model from Joal. Following the end of production, the model changed hands, sometimes for very high prices. CCM now brings us a contemporary model in 1:48 …**

At its introduction in 1992, the Cat 375 was a milestone in excavator development for the yellow giant. It appeared as an all-round renewed design and, at the same time, became the flagship of Caterpillar's excavator line-up. It was offered with two undercarriage options: standard and long 'L' versions. Also, there were three different booms, seven styles of sticks and nine bucket options although, not all of them could be combined with each other. With standard equipment, the working weights were given as 81.19 or 82.38 t for the 'L' version and six-cylinder ATAAC 3406C engines with 319 kW (428 hp) were built in as power plants.

### Models

Since even today, the Joal model remains a bit of an icon, it was not a big surprise that CCM announced a current model of this legend. As usual, three versions will be released simultaneously, each in a series of 750 pieces.

The models arrive in the well-known solid cardboard boxes, well protected inside two Styropor elements. A size-reduced re-print of the original brochure is included and the serial number is inside. The basic machine with lower and upper chassis has been modeled true to scale, however, the slewing ring is modeled too high and so the model looks a bit 'long legged'.

All models come with the long L-type undercarriage which can be narrowed for transportation purposes. This is also possible in a limited way in model form as the smaller transport width cannot be reached, but, on the plus side, the excavator stands very stable and does not develop a kink.

The two travel motors with the full-size bottom roller protection are exactly engraved and have been augmented with some separately applied steps. All nine bottom rollers and three support rollers have been modeled as such and are functional. Together with the spring actuated idler, it makes for very smoothly running tracks which hang down slightly. The sprockets are exactly engraved and the 900 mm wide track segments, as translated from scale, look very good on the model.

The shape of the upper carriage has been very well transposed into model form. It shows all joints, doors and many other details. Unfortunately, the air intake grills and slots are only hinted at or printed on which is a pity, because the engine has been replicated in a very detailed way. However, because the door opens up at the top and side, the engine is very easy to see. The visible components are multi-colored and have lines and even printed-on detail. All handholds, safety railings and ladders are metal and the anti-skid surfaces are raised and have matt black detail printed on.

The shape of the cabin is very well done, the inserted windows are flush fitting and the window separations and gaskets are printed on. The raised window wiper on the front window casting is painted black. If one compares the model to pictures of the original, one notes the missing black stripe underneath the side windows. The work lights are mounted separately and are painted silver. The interior detailing of the

### At a glance

+ Metal content
+ True to scale
+ Multitude of versions
– Slewing ring too high

cabin in multi-colors and with logos and stickers is especially nicely done. The cabin of the demolition version has protective grilles on the top and front windows.

### Equipment

All three versions are correct to scale and the engraving of all the parts is well done. Even the most criticized decision about the use of the 390 DL ME boom and on the 375L ME, is correct to scale and the optics are also good if one discounts the headlights that are mounted too far back. All free-standing hydraulic hoses run from the main valve block on the uppercarriage to the cylinders. All hook-ups are correctly painted silver. The hydraulic cylinders have the correct shape; however, they lack the fittings. All bolts at the joints are painted yellow and are almost invisible.

The massive large bucket is made from a single, finely engraved metal casting part and shows the teeth, cutting and wear protection in good quality. This is also the case for the two, different width buckets which belong to the long reach version. They can be swapped around by loosening two screws. The MP40 Cat Concrete scissors have been very convincingly modeled; shape and functionality and even the additional hydraulic circle has been thought of.

The applied paint of the models is faultless and the printing of the lettering is sharp and clear, even when under a magnifier; on top of that, several warning stickers have been applied.



## Down-under truck from Tekno in 1:50

# Volvo F12 Australia

by Daniel Wietlisbach

**Volvo has transplanted its F12 with many parts tuned to the continent of Road Trains ...**

Every manufacturer is proud if its trucks are used by Road Trains in the Outback. Nowhere else are demands on their vehicles greater than there. This is known first and foremost by the Aussies themselves and so they put a great deal of emphasis on using trucks that are built there.

That is why Volvo opened its own 'Volvo Trucks Australia' factory in Wacol, near Brisbane. Currently, the company employs 600 people and stresses on their website that many of the components are from Australian sub-contractors which guarantee the production and servicing.

The Volvos from down-under look quite different from their European brothers 0because of the many special parts and details that have been added to suit local conditions. They prefer their parts to have a lot of chrome! These turn the Swede into a real Aussie. 'Keith' was one of the major customizers during the 80s and 90s and his vision was that every truck should be unique and different from the rest.

This uniqueness was not lost on Tekno and so there are currently a variety of different models matching different styles. A fairly recent and especially nicely done example is the Volvo F12 Globetrotter in white with red lettering and, of course, a lot of chrome and silver. Besides the cow catcher, the very finely-etched protective grille over the front window catches the eye and also the rear-view mirror which is not out of the standard program. The special equipment list continues on the roof with horns, warning beacons and countless position lights which would hardly be allowed here. Behind the cabin are the air intakes and the two exhaust stacks with etched protection shields. The silver front fenders round off the very well done look of the whole picture. The only thing missing now is a couple of trailers to make up a Road Train.

# The new lion from Conrad in 1:50

# MAN TGX

by Daniel Wietlisbach

**At the beginning of February, the new generation of MAN TG line trucks and the matching models from Conrad premiered almost simultaneously ...**

There has been a lot of discussion about the new TG series from MAN. The opinions reached from absolute enthusiasm to 'ugly' as it usually is with every new design. Designers have to brace themselves for a while, because it is also usually the case that after a while the opinion moves towards good and to acceptance. The flagship TGX is equipped with the D38 in-line, six-cylinder engine that produces 640 hp. Also, the GX driver's cabin gives the driver 2,100 mm floor-to-ceiling height, a width of 2,440 mm and two sleeping berths allowing maximum comfort.

It is written in the prospectus that the cabin is supposed to show a stylized lion. According to MAN, the beading at the head of the beds is supposed to represent the claws of the animal. Be that as it may, we like the new cabin and the most notable difference to the predecessor can be found at the lower area of the radiator with the three distinctive silver crossbars.

## The model

When MAN was presenting the new truck generation, the models must have been already in the warehouse of their shop because one day later, these were available from the Onlineshop: the silver TGS 8x4 with Meiller dumper as well the golden TGX 4x2 tractor truck, both from the contracted supplier Conrad. For this issue, we have test-driven the TGX.

The completely new model arrives in the proven, no-frills box with foam rubber protection and all the parts to be added enclosed in a plastic bag. With the exception of the rims and tires, everything else is made from new tooling. The weight of the model hints at the high metal content. The proportions have been well done and the model has been replicated true to scale which is part of the overall positive impression.

The rear axle oscillates slightly, the suspension is modeled and the front wheels achieve a prototypical turning radius. The engine is hinted at when seen from below and the prop shaft is fully modeled. Behind the covers on the pierced modeled chassis are two tanks, battery box with compressed air tanks as well as the exhaust cleaning plant. The flange-mounted exhaust is shown open below. The fifth-wheel coupling and the rear fenders are made from plastic and the rear stoplights are clear red plastic parts. They are only plugged in and the mounts behind them could be painted silver to improve the look.

The cabin, as usual, does not tilt but is made up from several individually cast parts which mark the line layout very well. Therefore, the color separation edges are very sharp, because almost all black and dark grey parts are separately mounted, a very clever and great solution. The door handles and the decorative line above the side windows are only printed on. Right underneath the window is the designation 'TGX 18.640' in silver and below it, 'D38' clearly identifies it as the MAN flagship truck.

Let us now look at the attractive front: here the finely engraved radiator grille catches our eyes.

### At a glance

+ Overall design
+ Headlights
+ Cabin interior

Behind the cover with the logo, one can even see the honeycomb pattern of the radiator. The MAN logo with the Büssing lion are chromed and are absolutely precision mounted. Very successfully modeled too is the replication of the headlights. On the original they are LED's and here on the model they use real reflectors which have exactly flush-fitting glass lenses. Also exactly assembled is the glass in the cabin; it and the free-standing window wiper look very good. The rear-view mirrors match the new design and fit better than on earlier models which plug into the appropriately drilled holes. The sun-visor, made from tinted plastic material, is a plug-in part. The design engineers from Kalchreuth have taken especially good care with the cabin interior which has a complete and detailed light grey shell of the whole cabin. The dashboard with a black steering wheel is finely detailed and the seats and beds are picked out in a light brown. The area behind the cabin is also very well done. At least, the appropriate holes drilled for the missing supply lines are there. The paint is without fault and the golden color tone matches the 'lion head', naturally.



## A world class model from WSI in 1:50

# Liebherr LTM1750-9.1

by Carsten Bengs

**At Bauma 2019 the prototype of the all new LTM1750-9.1 already thrilled collectors; shortly after the Nurnberg Toy Fair the model was delivered ...**

All dimensions, for example the support base, have been replicated accurately and the level of details has reached new dimensions. The model also convinces with its perfect functionality. The included comprehensive assembly manual makes the assembly very easy.

The nine-axle chassis rolls freely on the surface and the drive train with crank shaft was modeled correctly. All axles are steerable and have a sufficient turning radius. And even the logo of the Michelin tire producer can be found on the tires as well as the Liebherr name on the dirt protections.

On the carrier's front there are photo-etched anti-slip surfaces and radiator covers which give the model a really valuable impression. The engine compartment is accurately modeled; on the original crane a 505-kW strong Liebherr engine is installed. The exhaust pipe, air filter, AdBlue container or tank are easily recognizable.

The massive outriggers support the huge crane model safely, even with fully extended boom and no tires touching the ground! The two front outriggers remain with the crane when it is travelling from one site to another; the two rear ones can be removed to save transport weight. Therefore a fifth outrigger is located at the back of the carrier; it is needed during the self-assembly of the crane. Of course, crane mats are delivered with the model.

A really new, great and positive detail are the additional walkways on top of the outriggers and between both carrier sides! Completely made of photo-etched parts, these look impressively authentic and even ladders and handles do not miss. The massive superstructure would have a 300 kW strong Liebherr diesel engine installed; in order to save transport weight it is located within the counterweight frame. During the self-assembly of the crane, the main

engine within the carrier provides enough power.

Another new and really exciting feature is the fully functional self-assembly of the counterweight. By using the winch key, the frame's small screws on top can be used to move it upwards as on the real crane and attach it into the required position. Some small cover plates with etched anti-slip surfaces then cover the openings.

Even the little steps are not missing; anti-slip surfaces made from more etched parts and the massive exhaust pipe have also been done very well. Small steps, the slew motors and safety railings complete the amazing level of details.

Another fascinating detail are the foldable railings on top of the carrier; completely made of zinc they would ensure a safe working on top. Through the tiny little hinges, the railings can be folded downwards during transport or upwards when working.

Also the superstructure cab features an authentic interieur with windscreen wipers and hand rails. More railings around it and further steps do not miss as well. The cab can be tilted backwards for an ergonomic working in large heights and is located behind the superstructure during travel. The LTM1750-9.1 maximum counterweight consists of the base plate (11.6 t) and also a maximum of 16 single ballast blocks of 10.0 t and two 5.0 t blocks for a maximum of 204 t. As on the original, the model can be shown with two or four ballast stacks.

The boom has been made of aluminum and all proportions appear perfectly authentic as the real crane. Even at a long reach with a flat boom angle the two cylinders with grub screws safely hold the boom. Even the small hydraulic hoses are accurately copied. As in reality, all boom sections can be fixed at the three different positions.

A real eye catcher is also the Y-shaped guying system (Y). WSI scores high here with a maximum of functionality and adherence to detail. During transportation both frames are fixed with a little frame. The two winches are stiff enough and the backwards pendants are also fully realistic. Even the weight of 20 t is printed on the two frames.

Two crane hooks are included with the model, one with 3 sheaves for up to 95 t of lifting capacity and a nine-sheave one for 237 t of lifting capacity. All of the sheaves are single made ones and rotate absolutely freely. And the correct number of sheaves has been replicated within the boom head, as well as the end switch as a safety device.

WSI delivers the model with a new twist free line and even the authentic line protection on both sides of the winch does exist on the model. These would prevent the line sliding from the winch.

The entire decals of the model is made to perfection and even the little warning signs at the main boom or the counterweight cylinders are not missing.

The details and functionality on the Liebherr LTM1750-9.1 model are perfectly realized by WSI and are simply amazing.

### At a glance

+ Details
+ Functionality
+ Counterweight self-assembly
+ Decals

## Old-Timer from Fire Replicas in 1:50

# Autocar DC-100T

by Daniel Wietlisbach

**Thanks to NZG, the distributer for these models, they are now available to us ...**

The history of Autocar began in 1897 and the producer claims that in 1899 they built the first truck in the United States. This delivery truck allowed for a load of a bit more than 300 kg. The engine was located under the seat and that is why this vehicle is considered the predecessor of the front engine powered trucks. During the Second World War, the factory supplied over 37,000 trucks for the US Army but afterwards the company got into financial trouble and in 1953 was taken over by White which continued to produce.

In 1957, the production of the legendary Autocar dumper began. At the time, the AP40 was the world's largest single-engine vehicle. In 1981, Volvo took over White and with it Autocar as well. Volvo sold the North American brand in 2001 and the renewed rise in market share of Autocar began with the production of specialized vehicles like terminal tractors or chassis for concrete pumps and others. Last year, with the Autocar DC-64 a completely newly developed front hood truck was introduced.

With this designation, the maker is looking back to the DC series that was first introduced in 1939, which includes the model from Fire Replicas here. The DC-100 was introduced in 1940 and was equipped with a Cummins diesel engine with 150 hp. It continued to be built even after the take-over by White. Until the present, Fire Replicas made their name by producing models of US fire engines and vehicles, as their name declares. The DC-100T of 1954 with a sleeper cabin is available in a variety of colors, each in a limited series of only 50 pieces. The maker follows its own very specific philosophy which means that the models are made from resin castings and are very detailed with photo-etched parts down to the smallest thing. Accordingly, they are very fragile and are thought of as being for display only. A model for connoisseurs only!

## Spedition Friderici, part I

# From a carter to a freight forwarder

by Erich Urweider

**Who does not know them, the grey vehicles from Friderici? The company is not only historically important because of their many spectacular heavy-duty transports but also because of their transports to the Near East …**

The history of the Friderici began in 1880, when Charles-Emile Friderici got into the lumber market. But actually, the beginning of this family saga goes back a bit further, because in the year 1837, 30-year-old Carl-Clemens Friderici from Moritzberg near Hildesheim (D) immigrated to Switzerland and settled in Arbonne. He was trained as a shoemaker and worked in his profession in Switzerland. He became naturalized as a citizen in Allaman on the shore of beautiful Lake Geneva, because this community made him the best offer to settle there.

His son, Charles-Emile learned the shoemaker trade from his father Afterwards, he settled in nearby Morges. Very soon he realized that as a shoemaker with a wife and four children he would not be able to earn enough to support his family.

### Transportation business

That is why he got into the lumber business. At that time, wood was a valuable commodity and widely used as a fuel source. Beginning in the winter of 1879/80, Friderici started to collect wood at the foot of the Jura Mountains to market in the region.

To collect and deliver the wood he used a horse and wagon. In order for them not to be idle in the summer months, Charles-Emile Friderici began to undertake smaller transports during the warmer months of the year using the horse and wagon. Everything imaginable was transported, most of it to and from the railway which usually handled the longer distance transports. At that time, Morges was already connected to the Swiss Railway network and so there was always enough to do.

After a few years, Charles-Emile had such a good reputation that the local Colonial Produce store gave him a contract to take over the deliveries for Lausanne on Wednesdays and Fridays.

At the same time, the young entrepreneur, Nestlé, prepared a tour in the greater Lausanne area to market the excellent milk powder introduced by Henri Nestlé in 1872 in Paris where it won gold medal. The tour went from Ballens to Berolle and further to Bière. In every shop and in every bakery and related shops, they stopped and demonstrated their milk powder. It did not take long before the orders started to come in and Friderici was given the job of delivering the products ordered from Nestlé.

### The business develops

In 1898, the company already employed six coachmen and had six horses and a variety of wagons. Besides wine and wood, several other goods were transported from the harbor in Morges where the freight was landed from barges that had crossed Lake Geneva.

In 1902, school was over for the second-oldest son Charles-Felix Friderici and he became a great help in the business. He invested a lot of himself in taking care of the horses, "My horses!", as he used to say. Perhaps then it is no wonder

that Charles-Felix never owned a driver's license all his life.

Just before the outbreak of the First World War, the wholesale distributer Coop expanded into Western Switzerland and constructed a large wine cellar in Morges. At that time, wine was transported in large wooden barrels which had to be cumbersomely loaded on to horse-drawn wagons using ramps and then taken to the wine cellars. Coop became a good customer and was responsible for many wine transports which became a specialty of Friderici at that time.

During this time, Charles-Felix took over running the company. The business volume fell substantially because of the First World War, but the company managed to stay alive because Switzerland was not touched directly by the turmoil of war.

## Combustion engines arrive

The first vehicle with a combustion engine entered the company fleet in 1926. It was a Saurer type AC, with chain drive and 27 hp engine with the top speed of 35 km/h. The vehicle was a second-hand one taken over from the mills in Sion/Sierre.

In 1930, a new wine cellar was built in Morges. The capacity of the cellar was a legendary 2 million liters of wine. At the same time, Friderici took over the oxygen depot for the Oxygen Factory Vevey and also for acetylene from the Acetylene factory Châtelaine of Geneva. The depot opened on April the 1st.

At the same time, a Saurer Diesel type 5ADD with a four-cylinder diesel engine and a Wirz three-way dumping bin was purchased. Since the good soul of the house of Friderici increasingly complained about the stinking diesel that made its way into her kitchen, a four-stall garage was built for the trucks. It also had gas pumps for diesel and petrol. A further Saurer was added to the fleet in 1935, a 2CR1D with a 2.5 $m^3$ three-way dumping bin, also from Wirz.

## The Second World War

With the two remaining employees and two horses, close-by transports were undertaken. The motor vehicles were mostly requisitioned by the army, however, two Chevrolet light trucks, a Ford dumper and a Saurer truck remained. Later on, the Ford was converted to use wood gas. In October of 1939, a further strong driver who did not have to serve in the army was hired. He was given the Ford which was rented from an uncle's coal briquette factory.

During the war years, several new vehicles were put into service: In June of 1942 came a Saurer 4CT1D and 1945 came 5CT1D with 'guaranteed total weight of 16 tons'. At that time, the total weight allowed by law was 13 tons total weight. After the Second World War which again had not touched Switzerland, the economy started to boom very quickly. All of sudden, transports had to be hurried, especially if they went to the German-speaking part of Switzerland.

## Transport efficiency of 1947

In 1947, a typical round-trip with a truck looked like this: From Morges, with a load of 15 tons of vegetable oil the trip went to Horn on Lake Constance; after that it went empty to Buchs, Canton St. Gallen, where 15 tons of sugar were loaded and delivered to Brig. However, officially one had only 10 tons of cargo loaded. As expected, the driver was checked by the police in Effretikon, Canton Zürich. Most of the time, the guardians of the peace relied on their eyes when estimating a load because scales were few and far between. Thanks to a 'cooked' delivery slip and a so-called 'special permission' seal on the tarp of the trailer, the driver escaped a fine. At this time the industrial economy in Morges also boomed and customers increasingly demanded that their transports be covered by tarps. That was why the newly acquired truck for the fleet, a Saurer 5CT1D with a 6.2 m long deck, was equipped with a tarp. This was the time when the first international transports began. Under contract to the Red Cross, relief supplies were trucked to France which still was suffering from the Second World War shortages.

## Investments

The garage built in 1930 was expanded in 1948. Because of this, the attached house was demolished and, in its place, rose a well-lit garage with glassed-in sky lights and a 5-t internal crane. Two 7.0 m-wide doors which protected the fleet from the elements allowed access into the garage. The whole space in front was given a concrete driveway and two pumps, one for diesel and one for petrol, which ensured that the vehicles were tanked up the evening before they went out again next day.

Since once again the economy was expanding, the feeling at Friderici was positive too and they invested in the future. New vehicles were ordered from Saurer, both of them

dumpers, a 2CR1D and a 5CM-CT2D with all-wheel drive. It took 30 months for the vehicles to be delivered; at the time of ordering, a third of the purchase price had to be paid in advance. 1949 saw a cooling of the economy so that the vehicles for Friderici were delivered six months earlier than expected. Despite this, the vehicles were only registered in the spring of 1950. At the beginning of 1953, a Saurer 6CH2D was added to expand the fleet.

### The Henschel era begins

Friderici found a new customer in 1955. The Igeco S.A., maker of pre-fabricated houses, had full contract books. Six trailers needed for the job were ordered from Eylert in Wuppertal. The idea behind it was simple: two trailers were at the factory to be loaded, two were on the road and two at the construction sites to be unloaded. This meant that two tractor trucks would be sufficient to handle the transportation requirements permanently. Despite this, two tractor trucks still had to be found for the Eylert trailers.

An advertisement by the Swiss Henschel importer caught their attention at the right time. The delivery time was only three months, but for this quick delivery, only chassis and cabin were included. To organize the upper construction of the trucks was left to the transport company. The dealership was in reasonable distance in the then Bernese Jura. After a phone call, a salesman came by the office and, in the end, five vehicles were ordered. Of course, Friderici took on a bit of a risk, because there was no experience with this brand. It was a decision that was never regretted, because right up to the end of Henschel, Friderici was a true supporter and customer and even bought the last vehicles that were still standing in the Henschel yard in Kassel.



## Municipal vehicles at work, part III

# A clean sweep

by Robert Bretscher

**After a side trip to snowplows which, of course, we also count among municipal vehicles, we return once more to road sweepers …**

We introduced a 50s Parisian LMV street sweeper and the somewhat more modern Elgin Pelican cleaning machine from the US in the first installment (issue 5-2019). Then, in the second part (issue 6-2019), we showed two small Multicar street sweepers from Schörling.

In this, the last part of the series we shine a light on a further small cleaning machine and, in addition, we show you two versions of a large sweeping vehicle, also from Schörling.

### Faun street sweeping machine AK 320HB

Gama, article # 917, 1976

Faun is a vehicle producer (vehicle factory Ansbach and Nuremberg) that focusses on specialized vehicles. They built the first street sweeping vehicle in 1926. Even then, the machine had a water sprinkling feature to keep the dust down. The Faun AK 320HB street sweeping machine of 1968 was powered by a 70 hp 4-cylinder diesel engine from MWM. Thanks to a very efficient sprinkling apparatus and a very strong sweeping conveyor belt, this 5-ton vehicle could also disperse scatter material or road grit meaning that this particular appliance was suitable not only for use on roads but also on large construction sites. Gama

made this very notable vehicle in the somewhat unusual scale of 1:64. It was made completely out of diecast metal and is actually more designed to be a children's toy. Despite that, there are some interesting details to discover, for example, both of the plate brooms move automatically during the time the vehicle is driving as it sweeps from the road. The plate brooms are powered by a simple rubber band which runs over a wheel mounted on the front axle. Should, by chance, this drive belt tear it is a simple matter to just lift the front hood and exchange the defective band with a new one. That means that this children's toy does not have to land in the dustbin but can be repaired quickly and easily. Furthermore, the very robust street sweeper is glassed in on all sides, has a yellow warning beacon with a socket on the roof and warning stripes on the front bumper. Equipped with steel axles of an ample dimension and full rubber tires, this model is well built to survive the hard handling during the daily playtime of the children.

## Schörling large street sweeping machines

Gescha, article # 3042 and Conrad, article # 3062 from 1976 onwards

Large sweeping machines are usually considered to have containers of about $5m^3$ or more for the swept-up road dust. For the most part, the equipment necessary to clean the roads is built upon a serial-produced truck. In addition to the truck engine, the vehicle usually has a small diesel engine of between 50 and 80 hp to drive the sweepers and vacuuming machinery housed in a separate engine compartment in close proximity to the dust-sucking equipment. The cleaning of the sidewalk curbs and gutters is done with a side-mounted plate broom and a vacuuming nozzle. By adjusting the tilting angle of the vacuuming system even larger dirt particles can be sucked up and deposited in the collecting bin. The so-called feeder-roller brush is used for large surface cleaning and with this appliance the surface to be cleaned can be larger. The former firm of Schörling Waggonbau, which for decades was among the largest producers of specialized cleaning machines, was taken over by the Swiss company 'Bucher' which produces highly specialized vehicles.

In the 70s, the once well-known toy maker, Gescha, produced a few specialized vehicles in miniature form; among them were these large street sweeping machines. For these models, Gescha used a Mercedes-Benz chassis with three axles and gave the model an attractive, highly specialized, upper chassis structure of a large sweeping truck.

The separately mounted, diesel powered, vacuuming machinery, the included side brooms and the central sweeping brush make the heavy vehicle look heftier than it really is. The fine vacuum nozzle with its plastic vacuum pipe takes the vacuumed-up dust and deposits it into the waste container is very nicely modeled. Furthermore, one can find the 'Schörling' logo on both sides of the container, two warning beacons and a moveable rear flap which is operated with a hydraulic cylinder.

Sometime later, Conrad produced an almost identical model but as a two-axle truck with the order # 3062. On this model the actual dust-collecting container upper structure was still from Gescha from the 70s but was enhanced with additional air intake grilles and advertising logos. The most obvious difference was that the dustbin, including the complete vacuum unit and sweeping attachments, could be taken off and replaced by a gravel spreader for winter service which was available separately as a set from Conrad. Also included with the set was a metal rack on which to store the unit when it was not currently in use.


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

by Remo Stoll

And this is how the life of a four axle truck sometimes changes. The first picture was taken in front of a truck repair shop, then it still had a tarp and older type of crane. The second picture shows it, with a later owner, with another crane and without the tarp. The type designation contains a 6, two 3s, a 0 and a 1. A small tip: To get this truck moving it needed quite a bit of power.

Recognize the truck? Please send us the exact name and type designations. The contest deadline is the 15th of June, 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 Liebherr A910 Compact 'Leonhard Weiss' from NZG, the Arocs 8x4 SLT 'Mammoet' from IMC and the Ammann AFT 700-3.

## Solution from Trucks & Construction 2-2020


The dumping truck in question was a Euclid R-40 and the winners are: Philipp Hirsch from Hartmannsdorf (D) who won the weathered Komatsu PC210LC-11 from Universal Hobbies, Tino Wilde from Crimmitschau (D) won the Arocs 8x4 concrete mixer from NZG and Thomas Scholz from Lüdenscheid won the Kobelco SK75SR from Motorart. Congratulations to all the winners!

## A visit to Schmidbauer KG

# Impressions from the work yard

by Wilfried Schreiber

**Today we are at the fictional yard of Schmidbauer KG, main office in Munich and branches in Germany, which undertakes special transports and crane work all over Europe ...**

The beginnings of the company go back to the founder, Jakob Schmidbauer. In 1932, he began offering special transports of bulky and heavy freight with a truck adapted by himself. This especially adapted truck was capable of reaching speeds of up to 80 km/h. Schmidbauer already owned five such special vehicles at the start of the Second World War.

In 1943, the company was destroyed by bombing and had to be completely re-built. The first cranes were so-called Derrick standing mast cranes with manually operated winches.

Jakob Schmidbauer's first mobile cranes were built from surplus army vehicles. Of course, at that time, the Faun and Demag companies had already designed mobile cranes but only for the German Wehrmacht (Army). Over the years, Schmidbauer used trucks from Faun, Kaelble, Kässbohrer, Büssing, Magirus, MAN, Henschel, Krupp and Mercedes in a variety of versions, as well as mobile and tracked cranes in all sizes from Faun, Demag, Gottwald, P&H, Coles, Gross, Grove and Liebherr.

We see here a two-axle Magirus round hood tractor truck, a four-axle Mercedes heavy duty tractor truck, as well as diverse trailers for heavy-duty and ballast transports from Goldhofer and many more, in addition to several MAN tractor trucks of the 19.304, 19.275, 26.320 and DHAK 26.240 types.

As mobile cranes of the 60s and 70s from the last century we see a P&H lattice mast mobile crane TC 670 on a Faun five axle chassis, which we described in detail in issues 1-2016 and 4-2017. Standing beside that is a Coles LH 25 on a three-axle chassis with 25 t capacity with the cabin on the right-hand side built for England. These were produced by Sunderland, while the German variant with the cabin on the left side was produced in the Duisburg factory. Another crane in the yard is the Demag lattice mast mobile crane on a Faun five-axle chassis of the TC series with the inventory number 205, also from the 60s and 70s. The flagship of the company, the Gottwald AK 260-78, with inventory number 100 is also seen. In use since 1968, it was then the largest and most numerous of all lattice mobile cranes Europe-wide. It sat on an 8 x 8 chassis, the main outrigger arm extended to 80.5 m and it had a carrying capacity of 57 t. Its maximum height at the top with hook of 132.5 m was reached by the crane with a main arm of 62.5 and the attachment of an additional jib arm of 68.5 m. The maximum weight carried with this configuration was still 10.0 t. At the time, this crane was in use in Marseille among other places all over Europe.

### The models

The crane models shown from Demag, Coles (basis for the model came from Dinky) and Gottwald, the Magirus round hood (base model from Wiking) and the variety of trailers are kit bashes and scratch-built items of Peter Veicht in Munich. The P&H mobile crane is a kit bash of Rainer Marktgraf using a tracked excavator model from NZG. The Mercedes heavy-duty tractor truck is a kit bash by the author.

## Lastwagen & Busse Osteuropas

by Michael Dünnebier, published by Motorbuch Verlag, 320 pages, 650 pictures, format 22 x 27 cm, hard cover, ISBN 978-3-613-04203-2

The former Soviet Union also had a need to transport goods and people from point A to point B. Among the solutions, road transport was an important factor which even Communist-led areas could not do without. Behind the Iron Curtain, a huge industry developed which produced trucks and busses that were adapted to the needs of the Union. These brands are described in this book. All have a short history write-up and excellent pictures of the most important vehicles. Most of the vehicle makers described did not survive the change of political and economic circumstances but others like Tatra and Kamaz are still active although not very well represented here in Western Europe. (eu)

## Weite Strassen – laute Laster

by Ralf Weinreich, published by Motorbuch Verlag, 308 pages, 404 pictures, size 21 x 24.5 cm, hard cover, ISBN 978-3-613-04200-1

This book has been released as the 2nd edition which has been expanded by three chapters from the original. The first new chapter looks at the beginning of the transport business after the Second World War. The second chapter is dedicated to the Multicar, the Unimog of East Germany which is still in demand today. The last new chapter goes high up with a look at the mobile cranes of the GDR. Furthermore, some new pictures and stories have been added so that a total of 30 new pages have been added for this re-issue. Like in the first publication, the book gives a good overview of the multitude of vehicles that ran in the East Bloc. For those who are contemplating purchasing the book, look for the blue cover one because that is the easiest way to recognize the new second issue. (eu)

## Faun Kranbau 1929 – 2019

by Hans van Vliet, published by Podszun Verlag, 272 pages, format 28 x 21 cm, over 600 pictures, hard cover, ISBN 978-3-86133-941-0

Hans van Vliet spent practically almost all his life working on cranes, much of it with the Dutch crane company, Nederhoff. Faun cranes were a constant companion during his professional career. This is why he has now published a kind of condensed archive of 90 years of crane production. Besides a short lead article about the history of Faun and the relevant pre-cursor firms, all crane types are shown. The book convinces by its manifold technical data and the very nice pictures. The type history is depicted in chronological form. Starting in 1990, the color of the lettering for the technical data changes from red to blue, since it is well-known that Tadano took over Faun at that time. (eu)

## Liebherr Hydraulikbagger, Band 1

by Ulf Böge und Rainer Volkwein, published by Podszun Verlag, 373 pages, size 28 x 21 cm, hard cover, ISBN 978-3-86133-940-3

Finally, a book about construction machines from Liebherr! The book is about hydraulic excavators up to a working weight of 100 t. The story begins in 1954 with the L 300 and ends with the current excavators of the Generation 8. The about 1000 pictures give an interesting overview of the standard excavators. A 10-page long type table with technical data rounds off this reliable reference work. The development of the excavators up to the 900 series in the middle of the 60s comprises around 100 pages and a further 65 pages are dedicated to the 2nd series. Beginning on page 207 come the Litronic excavators (1989) and the last 50 pages are for the development of excavators from 2010 onwards. (up)

# Translation of pages 52 – 54

## Models in the time of the Corona virus

### What the manufacturer's say

At the beginning, the Covid-19 virus could be put aside as a Chinese matter but it developed very quickly into a Global pandemic. We contacted manufacturers and put these questions to them:

1. Can you continue your business/production during the current conditions and how are you making this possible?
2. With what kind of delays should we expect for the new releases announced at the beginning of 2020 (Nuremberg Toy Fair)?
3. Even though it is very difficult to do at the moment, do you dare to look ahead to the time after the crisis? Do you think there will be a fundamental change or upheaval in the industry?

We would like to thank interviewees sincerely for taking the time to respond, despite the difficult times we are in.

**Michael Ludwig,**
**Managing Director, NZG**

1. Following the Chinese New Year, our production in China has (almost) ramped up to 100% and we anxiously await the timely shipping of the models; unfortunately, some delays are expected. A completely different matter is our administrative headquarters in Nuremberg. At the moment, it is difficult to reach the necessary contact persons and to meet for new model developments and discussions about models or to process customers' orders.
2. Overall, we do not expect major delays of new models because we can catch up by using increased manpower. The larger problems are the current orders for models and the delays in production which means that we have a 'small' bump time-wise resulting in a delay of three to four months.
3. Certainly, it will take some time to overcome the shock and until the purchasing pattern normalizes and that depends on the collector's desires. All is overshadowed by economic conditions which have impacted every one individually. However, we do not believe that in general, our industrial customers can afford to give up on the promotional medium of models. Perhaps not in the usual quantity and variety ordered, but 'appetite stimulants' for collecting will remain.

**Klaas de Vries, Managing**
**Director, Mahler + Partner**

1. The production at Diecast Masters / USK Scalemodels has ramped up since the end of March. After an eight-week period during which it was impossible to produce anything we slowly started again. Using models which were on hand the producer was able to fill a container that was in the factory and send it on its way. This container reached us at the beginning of April.
2. There are a variety of delays. The first new items produced at the middle of April were shipped out immediately; we expect to receive the Cat 330 and Cat D11 shortly. The development of a few models, like the Cat 6060 in 1:87 scale, will probably be postponed for a few months, therefore, we cannot expect this model before 2021.
3. I would really like to have a reliable crystal ball. It is not only for us here in Europe or in the US but also for our producers in China who are under massive pressure. The makers had calculated that after the re-start, they would need to satisfy the demands for the export markets. But just as they were able to deliver again, everything here came to a full stop. We all know that collectors' items are not things that are crucial for survival, at least not for the majority. How long it will take for the economic situation to reach a point that will allow our customers to purchase models again? It is impossible to foresee; however, we definitely expect that our customers in the Caterpillar business will still require promotional models.

**Joris Gielen,**
**Director of Marketing, IMC**

1. Currently, we work with a smaller team so that we can guarantee their safety and health. Despite these necessary changes, we are seeing only small production delays. We are still making good progress but it takes just a little bit more time.
2. There is not yet a delay for models under development because much of this work is done by individuals who can work from home.
3. A crisis in the construction sector could lead to a retrenchment of new models being offered. It could also be a positive development and the beginning of an online modernization. We are lucky in our knowledge that in good as in bad times, there is always room for the hobby.

**Translation of pages 52 – 54**

**Mike Lawson, Sales Manager, Tekno**

1. We are very fortunate to have reached good production volume again. To reach this stage, Tekno worked very hard internally and we hope that from now on, production will remain stable.
2. Because we did not announce any new items at the Toy Fair, this current situation has not impacted us greatly. Our new releases flow year-round into our sales catalogue.
3. The whole market while very critical is also exciting to watch. Naturally, there will be changes in the collecting scene due to reduced hours of work or even layoffs! There will also be changes in the industry and in the transportation business. We can only hope that the crisis will pass without causing us major damage, but the main thing is that our customers and collectors remain healthy.

**Christine Conrad, Managing Director, Conrad**

1. Right from the beginning, we implemented the legislated measures such as distancing, rules for hygiene and so on. To protect every single worker even more we took further action customized to our company. Also, to address concerns around the Corona virus and realizing that delivery at many places is not feasible, we adapted our procedures and throttled down our production.
2. This depends on the time frame and restrictions designed to curb the spread of the Corona Pandemic as mandated by the German Federal government. It is not possible to speculate as to how long delays will last.
3. Discerning the future is very difficult currently because it is possible that fundamental changes in the behaviors of the collecting community will occur. These depend very much on the time frame it will take for citizens to recover from the economic slow-down. The most important thing, however, is that everybody stays healthy and overcomes this pandemic well.

# New on the market

## Tekno takes over Bemo Models

Bemo Models now belongs to Tekno who took over the company on February the 20th. The move from Limburg to the head office in de Lier has been completed. Harry and Dorie Schrooijen founded Bemo Models 22 years ago with much commitment and passion. The company was a supplier of Tekno replacement parts as well as kits of their own truck models and as such is a well-known entity for many model builders. The sale became necessary upon the retirement of the founders; both will remain in the background to facilitate a smooth transition.

## Siku 1:87/ 1:50

Siku has already delivered to dealers the first new items promised at this year's Toy Fair. In the small scale there is a Volvo FH 'Performance Edition' tractor truck in a noble satin black paint job and with extensive printed-on detailing. Arriving in 1:50 comes a further vehicle for the parcel delivery service provider UPS, a MAN TGM with cube box, lifting platform, pallet and mesh box. With these additions, the set has maximum play value. With a forklift and more pallets, a child can run their own cargo company from the playroom.

## IMC / Mammoet

The Arocs SLT 'Mammoet' is not simply a color variation but a model with many details copied from the original. In particular, the heavy-duty tower is completely constructed with all the original components and even the walk-on area behind it is completely new. Also, even the dashboard now has printed-on details. The model will enrich every Mammoet collection, of which, apparently, there are quite a few around.

## NZG 1:32

The GS-1330 scissor lift is a completely newly designed addition for

the already extensive line of Genie models. It is a real tiny looking thing and one wonders if the scale is correct here. But, with it, Genie shows the impressive band width of their products and demonstrates that NZG is fully capable of producing such a small model in 1:32. The tiny model's height is adjustable; one axle is steerable, as on the original; and the working platform extends. The original has an electric motor and reaches a maximum platform height of 3.9 m. The available space and carrying capacity are designed for use by two people. By the way, Genie belongs to the Terex Group of companies.

## 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 |
|---|---|---|---|---|
| Liebherr R938 «USA» | 1:50 | Conrad | exclusive Conexpo | — |
| Demag CC 8800 with Powerboom «Mammoet» | 1:50 | Conrad | exclusive | www.mammoetstore.com |
| K-Tec 1237ADT Scraper | 1:50 | China | Dealers | — |
| Takeuchi TB 295W | 1:50 | China | Dealers | — |
| Komatsu D375A-8 | 1:50 | First Gear | Dealers | www.firstgearonline.com |
| Komatsu D71PXi-24 | 1:50 | First Gear | Dealers | www.firstgearonline.com |
| Komatsu HB365LC «De Romein» | 1:50 | First Gear | exclusive | fmb-shop.de |
| Mercedes-Benz Zetros 6x6, resine | 1:50 | IMC | Dealers | www.imcmodels.eu |
| Mercedes-Benz Arocs 6x4 / semi low loader «Galt» | 1:50 | IMC | Dealers | www.imcmodels.eu |
| Mercedes-Benz Arocs 8x4 SLT «Reid Freight» | 1:50 | IMC | Dealers | www.imcmodels.eu |
| Mercedes-Benz Actros 8x4 SLT «A.M. Kran Wind» | 1:50 | IMC | Dealers | www.imcmodels.eu |
| Volvo FH04 8x4 / Nooteboom MCO «Ter Linden» | 1:50 | IMC | Dealers | www.imcmodels.eu |
| O&K RH170 rot and Terex grey, FS and backhoe | 1:50 | KPS | direct | de.kpsmodels.co.uk |
| Moxy 6225B | 1:50 | Old Cars | Dealers | www.spiel-modellkistl.de |
| Link-Belt 490 X4 | 1:50 | Replicars | Dealers | — |
| Link-Belt 145 X4 | 1:50 | Replicars | Dealers | — |
| Link-Belt 145 X4 pink | 1:50 | Replicars | exclusive Conexpo | — |
| Scania R next 8x4 «SB Transport» | 1:50 | Tekno | Dealers | www.tekno.nl |
| Scania R 6x2 «Miljo Trans» | 1:50 | Tekno | Dealers | www.tekno.nl |
| Scania R 6x2 / semi low loader «Cluistra» | 1:50 | Tekno | Dealers | www.tekno.nl |
| Volvo FH16 6x4 «Dozza» | 1:50 | Tekno | Dealers | www.tekno.nl |
| Liebherr LTM1750-9.1 «Saller» | 1:50 | WSI | Dealers | www.wsi-collectors.com |
| Scania R 8x2 «Hakarp» | 1:50 | WSI | Dealers | www.wsi-collectors.com |
| Scania R5 6x2 «Kuismanen» | 1:50 | WSI | Dealers | www.wsi-collectors.com |
| Volvo FH 4 8x4 / low loader 2+4 «Van Wijgerden» | 1:50 | WSI | Dealers | www.wsi-collectors.com |
| DAF CF 6x2 / stone trailer «Diamant Beton BV» | 1:50 | WSI | Dealers | www.wsi-collectors.com |
| Terberg F1850 8x4 «van Seumeren» | 1:50 | WSI | exclusive | www.mammoetstore.com |
| Set with 3 containers «Mammoet» | 1:50 | WSI | exclusive | www.mammoetstore.com |

# Our partner page

## Turkish stones for our streets

Every year we visit our supplier in Turkey. This January we observed a transport from the production site to the container loading place in the harbor of Aliaga. The material is quarried at the quarry site in Kozak then transported to Dikili, where it is made into paving and curb stones which are loaded into 20-foot containers at the Aliaga harbor. A ship takes the containers to Trieste then they go on by train to Wolfurt in Austria and finally by truck to our warehouse in St. Gallen.

## Demolition of the Schelling site in Rümlang

In 1952, Eugen Schelling built a factory in Rümlang for the production of corrugated cardboard. Forty-seven years later, Canton Zürich took over the property from the bankruptcy trustees and on September 2013, Eberhard Bau AG purchased the 35,000 $m^2$ large lot. In November of 2019, Eberhard decided that the new construction material recycling site 'BSR 2.0' was going to be in Oberglatt instead of Rümlang, and the decision was made to demolish the whole Schelling area which has a building volume of 146,000 $m^3$. During the extensive removal of contaminated construction material, among other things, 20,000 $m^2$ of Eternit sheet material containing asbestos fiber had to be professionally removed. In February of 2020, the demolition with machines began using a 50 and one 100-t excavator. Around 7,600 $m^3$ of concrete and 8,150 $m^3$ of mixed construction waste were transported by road directly to the existing BaustoffRecyclingZentrum (Construction material recycling center) «Ebirec».

# News in brief

## Komatsu ZT44 Drilling rig

The opencast large bore drilling rigs from the Komatsu Mining Machinery department keep the P&H designation. The drilling rigs for blasting work in quarries are renamed and are now newly marketed under the Komatsu name. For the first time, a machine such as the ZT44 was seen on the Conexpo 2020. It is designed for a bore diameter of up to 216 mm which the 38.5 t heavy rig achieves a maximum depth of 42.7 m, using a boring bar diameter of 114 mm. The compressor supplies 34.5 bar, 32.9 $m^3$/min or 38.5 at 24.2 bar. The 597 kW (800 hp) strong Cummins engine conforms to the current US exhaust regulation tier 4 final and when going full bore, would suck quite a lot of juice out of the 1022-liter tank. (up)

## DAF CR-Hybrid

To gain experience in day-to-day use, DAF has started testing the new CF-Hybrid. Peter Appel, the Dutch cargo company is using two such vehicles for deliveries to supermarket grocery stores. The trucks run 100% electric in town centers and outside built-up areas uses diesel technology. For this, the already proven Paccar MX-11 with 330 kW was augmented with a ZF electric motor of 75 kW. During the time when the truck runs on diesel, the electro motor runs as a generator and delivers electricity to re-charge the batteries. When using only electricity, the range of the tractor truck is 30 to 50 kilometers. (dw)

## Volvo launches four new trucks simultaneously

Volvo launched four trucks into the market at the same time. For the presentation, a 15 m high tower was made up from the four types and right on the top stood Roger Alm, president of Volvo Trucks. The most obvious differences to the existing models are the slimmer LED headlights which shine like the lines of a V. The FMX is getting an even steeper front and even narrower mirrors and the FM is becoming taller to give more interior room. Besides the new headlights, the innovations on the Volvo FH and FH16 are mostly to be found in the interior where all new serial-produced vehicles have new two display screens and so the fully-electronic cockpit takes over. (eu)

## Liebherr LTM 1120-4.1

During the Conexpo in Las Vegas, Liebherr presented the new LTM 1120-4.1 off-road crane. For the first time on a four-axle crane chassis, a 66 m long telescoping boom has been installed. With a maximum lifting capacity of 120 t, the new LTM 1120-4.1 is capable of doing work for which until now, a five-axle crane was necessary. With a double folding flying jib at the top, a maximum height of 94 m can be reached. Thanks to the VarioBallast system, the maximum 31 t of counterweights can be used during a slewing radius of 3.82 to 4.77 m. The new mobile crane will be available beginning in the fall of 2020. Since Liebherr has had a presence in the US for 50 years now, the exhibited mobile crane got a special paint job. (up)

## Scania with Hydrogen-electro power

Scania is testing several technologies at the same time. Together with Asko, the largest grocery chain in Norway, this electric truck powered with hydrogen fuel cells was tested. The electric motor is powered with current from the hydrogen fuel cells and from re-chargeable batteries. The rest of the drive components are standard, as they are already used in hybrid trucks. The pilot project at Asko runs using four 6x2 trucks with a total weight of 26 t each and producing 190 kW. To fuel the trucks, the grocery chain has up-graded their own gas stations to handle the hydrogen re-fueling. (dw)

## Caterpillar 352 UHD

The new 352 UHD demolition excavator was seen officially for the first time at work at the US Conexpo machine show at the test and schooling center Tinaja Hills in Arizona. After the 340F UHD with a working height of 21.7 m, the 352 now follows with a maximum reach height of 27.7 m with an attached tool weight of 3.7 t. This is sufficient for the demolition of up to eight-to-nine-story high buildings. The short 9.1 m digging boom can be plugged into two positions, and combined with arms of 2.9 m and 3.0 m length. Also new is the hydraulically width-adjustable lower chassis with a transportation width of 3.0 m and working width of 4.0 m (600 mm track segments). Depending on attached equipment, the working weight is between 63.2 and 65.5 tons. (up)