

Laster & Bagger

Modelle von Lastwagen, Baumaschinen und Kranen



Mit
Messebericht

Diecast Masters 1:50
Cat M323F

Tekno 1:50

Jumbo-Auflieger

English text



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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".

Lorry or excavator

Slowly but surely even the most patient among us has had enough of all the restrictions. Into this situation came the announcement that the annual Toy Fair would happen but only virtually. It was clear that the industry would not and could not adjust their production schedules due to the postponement of the Toy Fair and, therefore needed to present their new items at the beginning of February.

The official website of the digital Toy Fair was a bit impractical but those who had subscribed to the newsletters of various manufacturers were able to receive the information they wanted. And we do not want to keep the models from our readers so our Toy Fair report begins on page 20.

Collectors of construction machines might ask where 'their' new items are because the majority of announcements came from the lorry sector, with some additions of cranes and heavy-duty transports.

But this scenario repeats itself every three years and the reason for it is called 'Bauma'! Many producers told us that behind the scenes they are busily working on mo-

del for Munich 2022 and perhaps I can be so bold as to suggest that 13 months from now many will ask themselves, "How can I pay for all this?"

At Trucks & Construction the goal of having equal content of the two main themes of trucks and excavators is sometimes a topic of discussion. Readers who have been with us since the first issue sometimes complain that Trucks & Construction with 'so many' lorries is no longer 'their' magazine. I always have to remind them that the magazine was enlarged by a total of 16 pages for lorries. There are no fewer pages devoted to construction machine themes than there were initially. On the contrary, without the expansion of themes, there would no longer be any reports about construction machines because the inclusion of lorries in the magazine ensured its survival. Therefore, there can be only 'togetherness' in going forward.

I hope you have a lot of fun reading the current issue!

Daniel Wietlisbach

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Peter Fluri collects Danish lorries

Danske Lastbiler

by Daniel Wietlisbach

Peter Fluri grew up as an only child in Central Switzerland. His father ran a barber shop and his mother was a secretary in an architect's office. The parents' house had a garden in which the soil between the flowers was ideally suited for excavating and moving around. Peter played with vehicles from Siku and Joal. Most were available in duplicate because, by mutual agreement, his friend Martin had an almost identical machinery fleet. Both boys had a free hand when playing and the construction pit had to come very close to the flowers before the mother intervened.

The Siku three-axle Volvo N12 dumper was in constant use and was loaded by a Menck hydraulic excavator. It had real-looking hydraulic lines but the boom could not be moved into the transport mode which Peter found extremely annoying. On a visit to a school friend, he finally discovered the Caterpillar 225 from Joal whose boom and shovel could be folded down just like the original. The young fan didn't rest until he was able to integrate the model into his own fleet. Finally, excavator transports from flower bed to flower bed were made possible.

Every evening, Peter's father took him for walks during which the two regularly passed construc-

Danish lorries, with their double-tired trailers, additional tanks and storage boxes that go almost to the floor, look very powerful. Peter Fluri has been fascinated by them since he was knee-high to a grasshopper ...

tion sites. Here too, everything had to be correct for the budding expert: for example, if a plank of the protective barrier on the site had fallen down, he put it back up or, if a light on the most dangerous spot no longer flashed, he swapped it with one that still had a full battery.

School and job training

Even as 'the realities of life' crept in, Peter's interests hardly changed and he used every free moment to play in the garden. Thanks to some connections through his mother, the young man was able to enjoy riding on the co-driver's seat at an excavating and dumping company. He spent several weeks of his holidays on the co-driver's seat of a Volvo N10 4x2 with trailers. While his school buddies frolicked in the outdoor public swimming pool, Peter did everything possible so that he could ride from morning to night on the lorries. There were also some regular long-distance trips, for example, lime to transport to a concrete plant a 100 km away and

on the return trip, palleted, bagged concrete as freight.

Luckily, Peter was able to share the fun with his friend Martin, who travelled on a different dumper train at the same time. They kept in touch with short wave radio and the highlights of the day were the breaks they were able to spend together.

Later on, Peter regularly helped out on a farm nearby and soon was able to drive the tractor by himself. When it came to choosing a profession, he decided to learn farming. Nobody could understand this because it didn't make sense to take that kind of instruction if the family didn't own a farm to take over. Despite this, Peter got his way and now looks back upon his apprenticeship years with pleasure, even though they were sometimes demanding.

After the apprenticeship followed the obligatory military training during which the collector was able to acquire a commercial truck license. Following his military service, he went back to school to become an Agricultural Merchandiser, serving his practicum at Traveco Transporte AG, the transport company of the

farmer's co-operative. Peter Fluri chose the then brand-new IFCO fruit and vegetable crates which can be folded down when empty thus considerably increasing efficiency in the transportation of fruit and vegetables. Among others, Transport-unternehmung Zingg (Transports Zingg) was a leader in this type of transport. They are well known among collectors because of the models made by Tekno. Peter Fluri got there with his Diploma work but was also offered a job at the company. As a newly minted Agricultural Products Merchandiser, he worked in the office, helped out in the truck workshop and drove lorries as a holiday relief driver. "At Zingg I really learned to drive the large truck and drawbar sets," the collector reminisced. He soon felt at home at the wheels of a DAF 95/400 SpaceCab, a Volvo FH12 Globetrotter and a Scania 142.

On jobs that followed, he always had the opportunity to sit behind the

wheel as a driver. After a whole day sitting on a chair in the office it was more a hobby than work for Peter to drive a Scania 164 V8 tractor semi-trailer all the way to the mountains in the Grisons and back, clocking off from work at 11.00 p.m. The collector met his wife when he was thirty-three years old and two years later, they celebrated their wedding and the christening of their daughter at the same time.

Hobby

His passion for lorry models began at age 14, also together with Martin. Then, in 1988, the two boys visited a series of model swap meets and bought their first 1:87 models. The swap meets became a regular habit and soon the two friends had their own sales table. This was how they got to know other collectors some of whom still are active today. The models from this period of collecting are still sitting in the display

cabinets; one of the oldest is a Scania 142 lorry and trailer set of the Dutch company 'Woltering'. Right from the beginning, for both friends, conversion and scratch-building would be the main interest of their collecting. They purchased and lettered with decals the affordable, unpainted white models. Models and decal lettering was purchased at swap meets. After the Dutch models, the two collectors discovered Danish lorries in some photos. The real impetus was a picture showing a lorry and trailer set of Per Bjarne Andersen from Hanstholm which later became a model.

The connection to Denmark was not completely new for Peter as there was an uncle in the family who in his younger years had immigrated to Copenhagen and Peter's family visited him a couple of times. The collector especially likes Danish lorries because they look so 'heavy'. Twin tires on the trailer axles, with the additional tanks and storage lockers that go almost to the ground make the Danish articulated lorries look very 'hefty'. Additionally, the colour schemes and letterings from the Scandinavian country are very nice.

After both collectors managed to get their driver's licenses there was only on destination, Denmark. There they photographed lorries; on one occasion they even went with a motor home for a longer period of time.

Up until the time when they started families, both fans drove annually to the North and always came back with many new experiences. The more they could find out about the originals, the more exactly they could make their models. The tanks and storage lockers they attached were made, as much as possible, from existing materials. His friend

The collector

Peter Fluri (46) apprenticed as a farmer but then took additional training to become an agricultural products merchandiser and further training in road transports and logistics. Today he works in an office where he is responsible for transports and logistics for a transport company. In addition to collecting models, the collector likes to be outside in the garden, hiking or biking and spending time with his family. Another hobby is music. He plays the bass guitar for a Rock 'n Roll band.

He lives with his wife and daughter near Lucerne and prefers that those who wish to visit him and his collection make contact by email. slappbass@bluewin.ch



Martin withdrew from the hobby later on, but their friendship has remained until the present.

On to a bigger scale

Fifteen years ago, at his trusted dealer Setec-HTM, the collector discovered a metal model in 1:50 scale. He was able to hold it in his hands and was immediately fascinated by the high-quality finish. After that first encounter with the new scale, Peter Fluri shifted his collection focus to it. From the outset, the new collection concentrated on Danish models. Since this collecting theme was on the fringes, it was easier on the hobby budget. Right from the start, conversions and scratch building were an important part of the spare time occupation. Decals for lettering and such were searched for in the online catalogue of Decalprint and the cargo hauling companies were researched in the Internet. If a nice original was found, decals, basis model and parts were ordered and soon yet another Dane stood in the display case.

Today, besides Tekno, WSI models are also used as a starting point. The affordable, white basic models from both makers are preferred but they must be dis-assembled. Wheelbase, upper chassis and chassis are created about 90% after Dutch originals so first have to be adapted to Danish standards.

The sometimes intricate paint schemes require a lot of work with masking. They are painted using car touch-up paints in the can, using the authentic RAL colours. When it comes to painting, it is the little details which make all the difference, for example, the two colours on the rims or the white edge on the mudguards. A complete overspray of the models with clear matt finish is the final touch because the collector does not like very shiny models. Also, the matt overspray makes the weathering with water-based paints and pigments much easier.

Every year, about five new models are created. The collector also purchases 8 more models that require no alteration. The collection grew faster after he moved into his

own house where 30 m² are available for use in the hobby room. Today, the collection contains about 160 models, a quarter of them re-built or scratch built.

Diorama

In addition to the display cases, the 400 x 100 cm diorama is an eye-catcher. Peter Fluri likes to see his models 'in action'. Following the slogan 'realistic models in realistic surroundings', a harbour scene with several loading and un-loading possibilities was created. As well as the cold storage building with eight ramps, there are places where gravel and sand or logs can be trans-loaded. On top of that, a large silo complex for bulk cargo is under construction. Besides refrigerated lorries, many with flat decks are available for loading because the correct tying down of loads is fun for the collector.

To decorate his diorama, the builder likes to use natural things he brings home from walks in the countryside. The flower beds are left alone these days.

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New semi-trailers from Tekno in 1:50

Jumbos in the sand

by René Tanner
and Daniel Wietlisbach

There is little or no information about Lindfors, one of the pioneers in Far East transport traffic but on the webpage www.nostalgioborggren.se numerous unique pictures chronicling the history of this cargo hauler can be seen. At the beginning of the 60s, Lindfors conducted the Far East and Balkan traffic for Schenker Sweden.

Their well-known lorries were used partly as advertisement carriers for the local vehicle industry. Walter Lindfors also did trips to the Near East because the oil crisis at the beginning of the 70s forced cargo haulers to make trips to new and unexplored regions. This trend had already begun in the 60s so today's aficionados on the topic are unable to agree on who first drove to the 'Sand'. Was it the British with Astran or were the Swiss with Wüthrich the first?

The fact is that anyone who wanted to survive had to drive the Near East route and Walter Lindfors was a legend among the regulars. What started with Yugoslavia, Bulgaria and Greece ended later on covering all of Europe.

Jumbo semi-trailer

In the competition for more loading room, the first Jumbo semi-trailers showed up in the transport

When the Jumbo semi-trailers appeared, they were remarkable because of their size. This is still the case today and it was about time that they were made in model form. Tekno has just released them ...

world at the beginning of the 70s. Thanks to the goose neck construction and the smaller wheels, the cargo volume could be substantially increased. These Jumbo semi-trailers became popular very quickly and most of the superstructure and trailer makers soon had them on offer in their programs. So too did Pacton of the Netherlands. In the past, Tekno has made several models from this company, the last one being the B-Double which we introduced to you in issue 6-2020.

The new, well-proportioned historic semi-trailer from Tekno has a prototypical length of 12.35 m and a height of 4.0 m. That in a short time many variants have appeared is proof of the appeal of these huge Jumbos. The way the model was constructed shows that the maker has taken great pains to get it right, especially in the details. The base model is designed in kit form. The wheel base can be individually adjusted according to the original. Alternative side boards which differ according to which kind of side position lights they have are available; some even have side board cut-outs

for wheels. The front wall is also available in two versions: whole or only partially visible. This then requires alternate treatments for the canvas sheet cover in that area. Apropos of the sheet cover, it has really nicely done folds but because of the impressive height of the canvas sheet, these should have been more pronounced. The raised customs seal is very nicely done, and, depending on the model, is even coloured as per the original. On the Swedish semi-trailer, for example, the holes are black but the customs cable is painted silver. First class! Depending upon the configuration of the rear, there are several versions of the rear lights available. These are made from clear plastic and are very close to the originals.

It is very fortunate that the axles are not sprung and that they are constructed in such a way that the trailer rides slightly raised up on the trailer coupling. The wheels are finely engraved and the two-part rims make it easier to apply the multi-coloured paint schemes. The landing legs can be fully extended and held in two positions with pins which

certainly looks more prototypical than the wooden planks required for safe parking on earlier models. Storage compartments, additional tanks and spare wheel carriers make further detailing of the Jumbo semi-trailer as true to the original as possible. Beside the model for 'Lindfors' which has all details added, the Jumbo from 'Nor-Cargo' is almost 'naked', but this corresponds to the original.

Volvo F1220

The models of the Volvo F10/F12 from Tekno are not that new but are still very likable, especially the legendary Globetrotter cabin which is in high demand with collectors. As far as it was possible, the two-axle tractor lorry was made with the parts on hand and is modeled after the original. As well as the inclu-

ded certificate with serial number there is a picture of the original so that differences can easily be spotted (210 models were produced). Taking a look at the model we see that it is only missing the antennae on the roof. The printed-on license plate on the radiator is exactly correct; the second un-lettered one on the rear bumper could have been left off, especially because it is a detail part which requires attachment. Behind the cabin, the exhaust plant with a high upright exhaust stack

looks very hefty. Battery box and spare tire bracket on the left side have been modeled and so too the huge tank on the right side which is made from two parts; the two parts on our sample were different shades of red.

The satin gloss paint has been faultlessly applied and there is no bleeding on the edges where two colours join. The printed-on lettering is correct, covers well and is sharp and legible which is particularly impressive to see on the world globe of the Schenker logo. With the Volvo F 1220 Globetrotter and its three-axle Jumbo semi-trailer, Tekno has released another witness to the heydays of glorious adventure-filled Near East trips. We assume that further historic models with these trailers will follow because the model can be adapted to make many versions.

At a glance

- + Choice of prototype
- + True to scale
- + Wide diversity of variants

Two-way excavator from DM in 1:50

Caterpillar M323F Rail

by Daniel Wietlisbach

The M323F railroad excavator from Caterpillar is a vehicle especially designed for railroad track construction; it weighs 22.9 t and can produce 117kW (159 hp) of power. The biggest difference to other comparable machines is that it has a separate hydrostatic drive for the railroad wheels and the tires are suspended in mid-air when the unit is running on the rails, at work or proceeding along

When DM presented the models of this excavator in 1:87 scale, some in the collecting community clamoured for a suitable model in 'their' scale too. The producer reacted promptly ...

the track. Other makers' excavators use the railroad wheels only to guide their machines as they move along the tracks on their rubber tires. For safety reasons as legislated for track maintenance and construction machi-

nes in our area, the Cat 323F Rail has been painted in signal yellow.

The stocky build of the upper carriage is also partly due to safety concerns. The rear stays inside the railroad's clearance pro-

file even if the upper chassis turns completely.

Model of the M323F

The model arrives in the now well-known tinplate box well protected between the medium-hard foam half clam-shells. It has quite a few accessories which include not only Bob and the obligatory piece of display track for the presentation of the model, but also three different tools, a set of tweezers and a small bolt, as well as a plastic sprue with work lights castings to be attached by the collector. There are also three short instruction sheets for the quick coupler, door opener and the attachment of the work lights.

Thanks to its high metal content, the excavator feels pleasantly heavy when held and has features which were previously unknown from DM. The lower chassis has been exactly replicated; the main frame and all four wheel housings are made from metal. All the wheels are exactly engraved and the eight identical rubber tires have the same profile corresponding with the original because, as mentioned, they do not drive on the tracks. The front axle is steerable and the railroad axles are lowered using two hydraulic cylinders to keep the excavator stable. The track gauge is 2 mm wider than it should be for 1:50 which makes the model interesting for 0 scale model railroads as well. Two red dummy couplings are on each end and additionally there is a rigidly mounted tow-bar at the rear. The original is actually registered as a railroad engine and so is allowed to couple up and pull railroad cars. At the front there are headlights and the grabber protection bar for trips over streets and tracks. There are also rear brake lights.

The upper carriage is impressive with its nice, perfectly executed, design shape plus many clever solutions for detailing. Even though the 10 work spotlights have to be attached by the collector, the models can be stored in the original packaging with them attached without danger of damaging them or any detail parts.

The large maintenance hatch on the right side opens to reveal a rather plainly detailed panel which gives a very simplified view of the engine room. The beehive structure of the radiator grille which is printed on transparent plastic is very nice.

The left side of the upper chassis is dominated by the double seat cabin which is prescribed by the regulator. The second seat is available for a person during rail travel who observes the other rail traffic and warns the driver of any problems. The doors for the driver and observer open prototypically and the interior which has been finished in two colours is nicely detailed. On the backrest of the driver's seat is the Cat logo. The doors are made from transparent plastic castings and have raised, printed-on, black rubber gaskets. Additionally, the lower part of the rear door is painted in a yellow tone which matches the rest of the paint scheme perfectly. On the outside of the cabin are separately attached parts: rear-view mirror, window wipers, a beacon, antenna as well as a red two-tone diesel horn. The excavator is equipped with an adjustable boom and a 2.1 m jib. All three parts are made as cast metal

U-profiles with the second element of the boom as well as the jib closed in at the bottom with plastic parts. Boom and jib are exactly engraved; bolts at the joints are painted yellow. While the equipment can reach most of the maximum positions of the original, the digging depth is slightly less than the maximum. The hydraulic cylinders are modeled with the hinted-at supply lines and fittings. Black rubber supply lines are largely free-standing and have hook-up fittings painted in silver. Only in the area of the boom is there a small section that has rigidly cast-on lines.

The factory-mounted, cast metal 'humus bucket', as it is described in the instructions, can be carefully taken off the quick changer. On it, is a hinted-at hook for lifting work.

The two alternative tools designed for track building are especially interesting. The grabber is so narrow that it can reach the ballast between the ties and also grab the ties. It has been made very finely in model form and is extremely functional. Additionally, there is a railway tamper attachment. On the original, the attachment compacts the ballast by vibration thus stabilising the track bed. Both tools are made from metal and even have printed-on 'Kinshofer' brand logos, the first time ever that another company logo appears on a model of the yellow giant. The Kinshofer group unites several different producers of attachment tools which are also offered by Cat dealers such as Zeppelin.

The paint job with the deviating yellow which is not the Caterpillar one has been well done and is very cleanly applied. The printed-on lettering is sharp, covers well and is very detailed. Alternatively, the model is also available in the original Caterpillar yellow.

At a glance

- + Detailing
- + Features
- + True to scale



2021's new items presented digitally

A virtual 'Toy Fair'

by Daniel Wietlisbach

As we discerned from interviews with producers for our 6-2020 issue, the postponement of the Toy Fair did not change their production schedules. In consequence, most of them presented all or part of their new items by the end of January or the beginning of February 2021. Many sent out newsletters while many others spread their news over social media.

The quantity of newly announced models is quite variable therefore should be accepted with caution. It was not clear from among the various announcements and presentations who were showing all their projects and who were showing only part of their 2021 items. After all, the 'real' Toy Fair will still be held at the end of July.

Many of the new items are in the model lorry sector. This should not frustrate construction machine collectors because we are already only a year away from the next Bauma. Traditionally, model developers are already tinkering with new items for Munich in 2022 and have a few resources for other things.

We kept our report brief intentionally with much information in text form and with fewer pictures because we were unable to shoot our own. We also restrict ourselves to items made with new molds. Colour variants can be found as usual in the blue box, on page 54.

Despite the date of this year's Toy Fair being postponed until summer, many producers just could not wait and presented their new items as punctually as every year, but this time only on line ...

Conrad 1:50

The three-axle MAN F8 tipper is based on an early cabin which is undergoing a re-design and will be enriched with many added details. The chassis and the Meiller three-way dumper are completely new. Shown underneath a black cloth is a five-axle crane. It could be a Liebherr LTM 1110-5.1, 1130-5.1 or a 1150-5.3.

Diecast Masters 1:16/ 1:50 / 1:64 / 1:87 / 1:125

Caterpillar's purveyor is currently servicing five different collecting scales, excluding the interesting RC models which we have not included here. Let us begin with the 1:50 models. The eagerly awaited Cat 352 UHD wrecking excavator is nearing completion. Friends of bulldozers get their fill with the D3 and D5 LGP; the larger one is coming first with the VPAT blade which has an inside-mounted pushing frame for use in construction, and also with a clearing blade and protective cage as a fire brigade version.

The Cat 150 Grader is a successor of the 140M3; here the changes are concentrated mainly on the new design. With the 794AC and 798AC, two huge diesel-electric mine dumpers have been announced and with the 320F, the second weathered model in the 'small diorama' series appears. Even the previously-thought-to-be-dead project of the Cat CT660 lorry equipped with the 'Stampede' dumping bin from US producer OX has been resurrected and was shown. Its predecessor model shown had a 'fantasy' dumping bin. Not forgotten by the way, was the Evolution-Set with a D7 and a #70 Scraper supposed to be released this year. All three new 1:87 items that were announced a year ago are now going to be available in 2021: Cat 336, Cat D11, and Cat 6060 with front bucket and backhoe bucket. Also coming is the D5 LGP VPAT. In 1:64, a scale popular in the US, come a Cat 950M with log forks, 323F L with five tools, Cat D11 with two different exchangeable blades and also announced was the Cat 745 Dumper. From the

Elite series in 1:125 we can expect the 994K in a copper finish as well as the 657G Scraper and the 745 Dumper. Announced in 1:16 are the 272D2 (wheeled) and 297D2 (tracked) compact loaders, both with bucket, palette forks, drill rig and street sweeper attachments. In the RC series come a variety of RC controlled models in 1:16, 1:25 and 1:35 but we will not look at these in this space. The many 1:50 models Belaz announced a year ago will be released piecemeal. The 'Transport Series' catalogue grows ever larger along with the offerings of US trucks which Europeans find a little overwhelming. The producer enters uncharted territory with the Altec AC 60 truck crane with telescoping boom; for the first time, it will be mounted to the four-axle lorry chassis of the Peterbilt 567 SFFA and Kenworth T880 SBFA. Furthermore, most of the dumper models will now be given the new, prototypical Stampede dumping bin from OX.

NZG 1:50

The Nurembergers surprised us with two Link-Belt cranes. According to the first pictures, the five-axle 175AT as well as the two-axle 100RT promise to be finely detailed and have plenty of functionality. The updated model of the A922 Rail railroad excavator from Liebherr has already been delivered and we will look at the model in detail shortly.

IMC models 1:50

The Dutchmen were not able to send me any pictures but they are occupied with some interesting projects. Under development are three

mobile cranes in different sizes and a current as well as an 11-year-old crane on crawler tracks. Work is progressing on three semi-trailers in the heavy transports department, one for the wind energy industry as well as two for lighter, special transports. The large crane project announced a year ago after the release of the AC700 is still a work in progress so we have to be patient a little longer.

Tekno 1:50

The new items from Tekno are announced continually throughout the year. At the moment they are working on the Iveco S-Way and Renault T High.

Universal Hobbies 1:50

The Komatsu WA600-8 comes as a 'Block handler' with quick coupler, forks and rock bucket for quarry work and is sure to find many friends. As a further wheel loader, the WA475-10 will appear and the PC210LCi-11 excavator on crawler tracks is being up-dated to Version 2.0. Finally, the D155AX Dozer will be available as a weathered version in a limited series of 500 pieces.

GMTS 1:50

The very busy Heinrich Brinkmeier is announcing two heavyweights made from resin castings: the MAN DHKA 22.212 which comes as a heavy tipper with a 6x6 power configuration and a Meiller dumping bin in several colours, and also as the French 'Saviem'. Eventually, the model will even be released in the larger 1:25 scale. The

Kaelble PR660 which had a respectable 160 hp of power is a mighty grading dozer from the 60s.

WSI 1:50

Over five days in the first week of February, WSI presented no fewer than 10 items made from completely new molds. All are from the cargo hauling sector and there are fireworks of new cabins. Naturally, all of are made from zinc metal castings. Overdue for the longest time now, comes the Mercedes-Benz NG and SK which will be greatly welcomed by collectors. In addition to the sleeper cabins, the EuroCab high roof version is also thought to be for the SK. In order to produce as many versions as possible, numerous details like radiator grille, spoiler, bumpers, mud guards and other equipment are planned. It is said that heavy load versions will also be possible. Three different component towers, four heavy-duty (HD) bumpers, a flat cabin and new chassis from 4x2 to 12x8 will be possible. The Scania models are augmented by the XT construction series with its very special features designed for the construction site traffic. As well as their eye-catching bumpers with protection bar, photo-etched protective grilles for the headlights will also be made. For Volvo, new cabins in various styles are coming for the FH and FH16. New HD bumper, new spoilers and side cladding as well as round gas tanks for LNG lorries make it possible to make different models. The original Volvo FH XXL cabin is 25 cm longer on the original and so even more comfortable. The cabin with the extra wide beds was originally made for drivers of road trains

in Australia. It does not surprise us that WSI announced that a matching cow catcher will be available at the same time. Australian tractor lorries will soon be possible. Renault has announced the T and T-High with a variety of different cabin versions and chassis from 4x2 to 10x2. Also, the flat sleeper cabin for the C and K-series for light and heavy construction sites is promised. It is not surprising that WSI is also working on the Iveco S-Way. Right from the

start, the producer promises different cabs and chassis configurations from 4x2 to 6x4. Finally, the DAF Euro 6 also gets a new cabin. It is the flat sleeper cabin 'Comfort Cab' which is making a come-back on the original at the moment and therefore should be available soon in model form. Work is also progressing on upper chassis, trailers and semi-trailers. For articulated lorry sets, work is underway for the 20-foot container chassis which, using

existing chassis, also makes it possible to create the over-length Swedish combos. Additionally, some new flat decks are on the way for articulated tractor sets, and last but not least comes the two-axle Nootboom Euro PX as a completely new construction designed for smaller loads. First one to be released is a Scania 770S as a tractor. Other projects are underway to celebrate the 140th anniversary of Nootboom.

Short tail excavator from Conrad in 1:50

Kobelco SK140SRLC-7

by Daniel Wietlisbach

The Kobelco SK140SRLC short tail excavator of the new 7 series is definitely heavier than its predecessor with a working weight between 15 and 18 tons. The bucket volume varies between 0.24 and 0.70 m³. The short tail construction and many options available for tools and equipment allow it to be used on many construction sites, even those with limited work space. Its power plant is an Isuzu 4JJ1XDDV A01 four-cylinder engine with 86 kW which fulfils the EU-exhaust protocol step V.

New model from Conrad

Exactly three years ago, we introduced the predecessor SK140S-

Conrad has surprised us with a completely new model of this short tail excavator which they released in three versions simultaneously ...

RLC-5 from Motorart. Now, the current version appears from Conrad in three different versions which have it all. The excavators are available with the standard boom in Kobelco Blue and in yellow for the US, as well as with an adjustable boom and blade in blue. Surprisingly, all models have the attachable counterweight included.

The models arrive in the well-known, secure, space-saving package with only the rear-view mirror to be attached. The previously mentioned counterweight can be moun-

ted if and when needed. The heavy model is largely made up from metal and the optics that exude value are what we are used to from Conrad. The proportions look very nice and in all checks against the main measurements of the original the model passes with flying colours.

The massive LC lower chassis gives the short tail excavator a secure footing in any position. The crawler frames are exactly engraved, the bottom rollers are only hinted at and the support wheels are dum-mies. The idlers are a sprung a little

bit too much and the metal crawler tracks which are taken from the standard program are rather hard to turn. The blade on the version with the adjustable boom is made from a cast metal part and, like the original are lifted and lowered by two hydraulic cylinders.

Identical on all three versions, the upper carriage is very well done and many of the details are incorporated into the casting. The engine hood with exhaust as well as the safety railings which are made from metal castings have been separately applied. As a fine little detail, the additional counter weight can be attached. On the original it would weigh 1,000 kg and so enhances the lifting and ripping values of the excavator. To better mount and, particularly for removing the counterweight, we recommend removing the paint on the three bolts. This does not diminish the holding capability. It is in any case to be recommended if such parts are included separately with the models; Kobelco and Conrad seem to understand the needs and wants of the collectors!

The cabin is made from a metal casting part and has very flush-fitting

windows with the rubbers printed on in black. The printed-on window wiper looks a bit flat. Handholds are made from metal while the protective grille with the hinted-at work lights and the antenna on the roof are made from plastic. The nicely detailed interior was painted in several colours. The Kobelco logo is on the seat's backrest and the safety bars are painted red.

The equipment is either the standard 4.68 or the adjustable boom both of which are combined with the 2.38 m jib and backhoe bucket. All components are made from massive metal castings and on closer inspection, the free-standing hydraulic lines turn out to be part of the casting. Never before have we seen this solution and it looks top-notch. The Kalchreuth engineers are always up for some inventive solutions which make it possible to offer collectors 'Made in Germany' products at rea-

sonable prices.

The supply lines on the hydraulic cylinders are also free standing but if the hook-ups to the flexible rubber lines were be painted silver, they would look even better. The hollow rivets on the joints are painted. Work spotlights complete the different equipment packages. All of them reach the maximum working height without any problems and the over reach in digging depth is acceptable.

The paint has been cleanly applied and the printed-on lettering covers well. The few, very small venting grilles are also printed on.

SK500LC-10 Collector Edition

The 50-ton excavator introduced in issue 4-2018 is now newly available in an exclusive set with quick coupler and three tools. In addition to the backhoe bucket, the set contains a sorter grab and pulveriser. An authenticity certificate as well as a Kobelco Collector Pin complete the nice gift box. With this set also, the Kobelco-Shop proves that they recognize the wishes of the collectors. With the model's greatly increased functionality, it certainly appeal to many collectors.

At a glance

- + Functionality
- + Detailing
- + Metal content



Tinplate

Road roller

by Robert Bretscher

Alongside other countries, Spain was one of the most important toy makers in Europe. During the epoch of tinplate toys (1950 – 1965), many sensational cars and construction vehicles left the factory halls in this Iberian Peninsula country. Unfortunately, today such rare items are only found by lucky chance. Their origins are not recognizable at first sight. The Spanish toy maker Sanchis S.A. from Alicante is hardly known to us here. It produced many marvelous cars and racing cars, often of French prototypes. The company was founded in 1954 by José Antonio Sanchis Pina, a professional tool and die maker.

Our diesel road roller from 1959 shown here was made almost completely from diecast metal parts other than the headlight and steering

This #155 road roller with an electric motor made by the Spanish Producer Sanchis S.A. in 1959 inspired many with its breath-taking technology ...

ring wheel, and the colourful street roller operator which was probably made from plaster. The heavy-in-the-hand vehicle is superbly made and could almost be a promotional model. The roller is decorated very colourfully and has nice details like raised air grilles, small levers and safety stripes. The rear ripping attachment and the trailer coupling are of course standard issue.

The showpiece part of the model is without any doubt the fully electromechanical steering of the back-and-forth movement. The gearbox with its many cog wheels and electric reversing switch is cleverly

concealed in the left rolling wheel which has an additional gearing set in its interior. The impulse for the back and forth cycle is received from the 4.5 Volt engine over the under current reversing switch. The reversing cycle is activated by two offset cams. If one wanted to operate the road roller manually, the automatic could be put in neutral using the two levers beside the operating platform. The front roller is mounted so as to swivel freely and is set by hand for the desired radius. Now over 60 years old, the model is simply brilliant and even today still runs in a perfect circle.

Wheeled loader upgrade from NZG in 1:50

Komatsu WA380-8

by Daniel Wietlisbach

The WA380-8 is a wheeled loader of the popular 20-ton class and thanks to many equipment options, is individually versatile. Its working weight is between 18.16 and 19.77 tons and its bucket volume goes from 3.2 to 6.5 m³, the latter for lightweight goods only. The Komatsu six-cylinder SAA6D107E-3 with Turbo Loader produces 143 kW (194 hp) and fulfills the required exhaust protocols of EU step V.

Model from NZG

Its predecessor appeared earlier in 2014 and so it was clear that a more current version had to be offered. It was possible to take over the wheels as well as parts of the front unit. The collector's new model completely built with all details attached and encased between the well-known Styropor clam shells. Thanks to the high metal content, the model feels pleasantly heavy when held and leaves a positive impression at first glance. The proportions look right because all measurements have been correctly transposed to scale.

The wheels are finely engraved, even on the insides, which looks great, especially with the lifting gear raised; the rubber tires have the correct profile. The detailed modeling of the drive train makes it worthwhile to take look at the model from below. The rear axle oscillates correctly. The

Announced at the 2016 Bauma, the wheel loaders of the 8 series are quickly becoming available in 1:50 scale. NZG released the current version of the 20-ton wheel loader ...

rear of the unit is exactly engraved and shows the shape and all gaps and hatches correctly. The radiator grille is not pierced and looks a bit simplified because through its large slits the radiator would be very visible. All lights at the rear are painted in the correct colours. There is a back-up camera, exhaust pipe and a large-size air filter. All mudguards are made from metal and are in the correct shape.

The construction machine driver's work space can be reached from both sides by sets of stairs which have pierced steps plus handholds and safety railings. The rear-view mirrors, antennae and work lights are all made from shatter-proof plastic material. The structure of the cabin is made from metal and the slightly tinted windows fit flush and have printed-on rubbers; the Komatsu logo is printed on the rear window. Lastly, a window wiper made from tinplate ensures clear vision. At the articulated joint, the steering cylinders and the prop shaft are visible. By the way, the wheel loader almost reaches the turning radius of the original.

At the front section, the very first thing that is noticeable is the finely engraved axle housing. With the exception of the hydraulic cylinders

and the work spotlight, all other parts are made from metal. The lifting gear with its Z-Kinematic is very fine and all bolts at the joints are made to be barely noticeable. The hydraulic cylinders with their supply lines keep the equipment stable in all positions. The functionality of the model makes it possible to reach the maximum dumping out height of the originals. The bucket and cutter edge are made from a finely modeled metal casting.

The satin gloss paint finish is very cleanly applied with sharp colour separations. The applied lettering is very legible and covers well. As per usual with Komatsu models, the warning decals were left off because they vary according to country. The model was made to the usual high standard of the Nuremberger maker and is very convincing with its high degree of metal content combined with functionality and some very nice details.

At a glance

- + Functionality
- + Detailing
- Plastic railings



New long nose lorry from WSI in 1:50

Scania L110

by Daniel Wietlisbach

The Scania-Vabis L-Series is one of the best loved lorries from the long nose lorry period and so it is not surprising that WSI has released this cabin version. The model needs to stand up to the one from Tekno on which we have reported in detail in issue 1-2018.

WSI had announced two different chassis, 4x2 and a 6x4 configurations with short and long ‘noses’ as well as factory-offered long or short cabin versions. The first model released is a truck and semi-trailer, the L110 4x2 with a long nose and sleeper cabin for the ‘van Bentum’ Company which is found in Woudenberg, the Netherlands. This cargo hauler celebrated its 50th anniversary in 2019 and for this occasion WSI released two sets with the same Scania L110. One set has as a second tractor unit, a Scania LB111 4x2, and in the second set the long nose has a silo semi-trailer, however, the articulated lorry comes in a Plexiglas display box, securely screwed on to the bottom plate. Of course, the screws can be removed but the assembly supports made from round rubber parts which are glued to the machine and are very difficult to remove without damaging the model which really is a shame. There can be only one explanation: Van Bentum has ordered these models for displays and as gifts for their customers.

At the end of last year WSI released the first version of the new Scania L long nose. The eagerly awaited model has arrived as a ‘van Bentum’ silo truck and semi-trailer set ...

The cabin of the long nose lorry looks a little bit squatter than the one from Tekno whose lines in comparison could be called a bit more elegant. When checked against photos of the original, the conclusion is that the engine hood is made slightly too narrow at the front which explains the hefty looking front. As the pictures on these pages show, the new cabin’s overall look is very likable.

The engravings show many typical details from the door handles to the hinges and up to the small water trough above the windows. The divided radiator has been separately attached and protrudes a little bit too far forwards. Unfortunately, one of the parts was attached twice during construction so that the sign blank for the Scania logo is doubled. The lettering is correctly applied only on the left side one while the right sign remains blank. The headlight casings are integrated into the cabin casting the glass for which has been individually inserted and this also goes for the indicator lights on the mudguards which are made from a transparent orange plastic material. The bumper guides made from metal cas-

ings are very fine. Window wipers, rear view mirror, sun visor and company sign on the roof are separately attached parts. The windows are inserted and have rubber printed on them. Unfortunately, they do not fit as flush as per the usual WSI quality. Cracks that would let air in are up to 0.5 mm wide which really requires new construction of this part which would improve the look of the model substantially. The two-colour interior makes it easy to spot the large, contemporary, light-coloured steering wheel.

While the chassis is a completely new construction, wheels, mud guards and tanks were taken over from the Scania front steering lorries of the 0 and 1 series. The paint job is faultless and so is the lettering. The chromed trim strip with the Scania logo and type designation on the engine hood is particularly nice to see.

Van Hool silo semi-trailer

That the tractor lorry was augmented by a Silo semi-trailer is not a coincidence because the main focus at van Bentum is silo transports especially those to and from Great

Britain. The original of the trailer is from Van Hool and the cast resin model was refined with many details. This kind of model production is gaining in popularity which makes it possible to release models in small series. The shape is very well done and the material has been processed in a first class way. The nickel-silver etched sheet material from which ladder running board and safety railings for the whole length of the silo trailer were made give the semi-trailer a very fine look. The silo covers are made from several parts making

it look true to the original. The red and white stripped underrun bar, the position lights, the spare wheel as well the side mounted pipes for unloading are all there. While the

support legs do not move, they are modeled just as detailed as the unloading funnel with the centrally running unloading pipe including the hook-up part at the rear. The wheels from the standard program are not sprung so that the trailer sits nicely, like the original, on the fifth wheel of the tractor lorry.

The whole truck and semi-trailer set is a successful, great-looking combination and is sure to enrich many collections. We look forward to further variants of the Scania L long nose lorries from WSI.

At a glance

- + Silo trailer
- + Choice of prototype
- Windows not flush fitting



Three-axle tipping lorry from GMTS in 1:50

Scania LT110 Super

by Daniel Wietlisbach

This three-axle lorry joined the construction company's fleet in 1972 when the allowable overall weight for lorries was increased. The upper chassis with automatic dumping bin was constructed according to Eberhard's plans by the lorry trailer manufacturer Theurer from the German town of Nagold.

The Scania LT110 is seen in several pictures in the three-part series about Eberhard's Saudi adventure, published in 2019. It not only transported a Cat 955K in its dumping bin but also pulled a Cat D9G on a four-axle Weinmann low-deck trailer at the same time. The trip went

Delivered shortly after Magirus-Deutz, another legend in the historic Eberhard Company fleet, is the Scania LT110 ...

from Genoa, across the Mediterranean ocean by ferry and 1,500 km across the desert to Riyadh. In Saudi Arabia it was used as a tipper lorry and for heavy transports. It looked rather worse for wear on the return journey and reached the home shop by rail. There it was completely restored and stayed with Eberhard until the 80s when it was sold to an owner/operator.

The fact that the Scania was

tough and could take a lot of abuse is shown on the model which has off-road tires and rear mudguards with tread plate surfaces. As is usual from this producer, the model is made from resin. It is a very nice replica and the many etched parts refine the model further. The finish is very clean and the authentic lettering is sharp and correctly duplicated. It even has chromed lettering and trim.

Mobile crane distributed by NZG

XCMG XCA 220

by Carsten Bengs

All measurements of the 220 tonner have been transposed nicely into model form. The model arrives in solid Styropor half-clam shells. The five-axle chassis rolls very easily, the drive train and the prop shaft have been fully modeled and all axles are steerable with sufficient turning radius. Additionally, the springing of the axles with small springs looks very realistic. On the right-hand side towards the rear is an ascending integrated ladder and another ladder sits flat on the deck of the chassis. The deck is detailed with anti-skid surfaces as well as grilles made from photo-etched parts. The very fine grilles allow a view of the extensive details in the engine room such as tanks and filters. The engine is easily recognizable; it is possible to cover it using two magnetic cover panels which are in the accessory bag included with the model. The prototype would be powered by a 361 kW Mercedes diesel engine.

The massive supports hold the model securely even without any of the tires having contact with the ground! Of course, the support legs have interior threads. The printed-on safety decals are very nicely done. Crane mats are also included with the accessories. The small support plates at the bottom of the support legs are included separately with the model and have to be attached.

In addition to the large XCA 1200 from XCMG, NZG is now distributing the very successful model of the smaller XCA 220 crane. This model is also very convincing because of its high degree of functionality and detailing of the highest standard ...

It is very nice to look at the roomy cabin through the open doors which allow the interior to be seen clearly. In addition, there are window wipers and rear-view mirrors. On the door, the crane weight of 55 t is printed on in two languages.

The massive upper carriage scores with its plug-in safety railings and anti-skid surface on the front access steps which also have handrails. A small mirror helps the driver to see what is behind. Very nicely done are the finely made handrails which can simply be taken out of the accessories bag and plugged into place. This also goes for the small assembly platforms. The upper chassis cabin is also posh with an operating sliding door, fine window wipers and handholds. The cabin tilts backwards and at the front, the XCMG logo is even engraved.

The boom is held securely by the boom cylinder and then held in place by a grub screw. A small hydraulic line here has been nicely hinted at.

The XCA 220 is ballasted with a total of five main and two side ele-

ments for a total of 74 t ballast. All elements are separately made and so the model can also be balanced using fewer counterweight segments. All have lugs; those on the side elements are very nicely done. The chrome-coloured ballast lugs are not part of the castings but are attached as separate parts.

The massive boom is made completely from white metal and uses its six telescoping parts to reach a height of about 1.40 m at the top sheave. All segments have the prototypical telescoping steps of 50, 90 and 100%. Also, on the boom are the nice printed-on lettering with the printed-on type designation, dual language safety warning labels and XCMG's company logo.

The model is delivered with a two-part boom extension for a 'real life' length of 24 m. The two segments are quite simply assembled with the usual M1 screws for which the necessary tools are included. Using the small hydraulic cylinder, the angle of the boom is easily adjusted; the hose reel for it sits at the side of the boom.

The boom extension, however, has to be transported by itself on a low-deck trailer and does not remain with the crane.

The maximum carrying capacity of the XCA is around 220 t. The model comes with the triple sheave double hook as well with a single hook for operating with the tip only. The individually-made cable sheaves of

the model move very freely and the winches have a sufficient amount of cable.

Over all, the XCMG XCA 220, distributed by NZG, convinces with its high degree of functionality and nice detailing. In particular, the nifty little details, like doors that open and the lettering are very convincingly done.

At a glance

- + Ballast lugs
- + Doors that open
- + Functionality and details



Translation of page 37

Tom's truck log

by Tom Blase

A long-distance drive to the Starclub or "What are 'Filz Köpfe' (felt tops)?"

For once, I did not meet it on the Autobahn but at the lorry stop near Schenker in Waldlaubersheim, the Scania with the pleasing airbrush design. A colleague of mine was the newly-privileged driver allowed to use it.

Afterwards, as I made my way back to the A61, the Beatles song 'Penny Lane' was on the radio. A direct segue for a few thoughts about the early 60s in Hamburg. Orange concentrate for Eckes. This especially high-paying 'A-Gut' (high value) cargo was not always available as a return freight. If they could not get a suitable load for their return trip, my father and Ike went to the Eiffesstrasse in Hamburg. This was where the 'Fernkraft' truck stop operated by August Förstmann was located. There drivers could not only fuel their lorries but also eat hearty 'Chauffeur portions' in the same café where cargo agent Bruno Röders had his small office. Shortly after arriving, drivers could drop in and leave their company name and

the direction in which Röders was to look for trips and freight for them. If he found something that matched their request, he would come to the dining room and loudly announce their company name and the kind of freight he had found. If it an interesting proposition for the driver, he would follow Röders to his office.

Once in a while, if a desired freight or destination was not found for my father and Ike, they would spend a night here or there in St. Pauli (the famous red-light district in Hamburg, near the harbour). Often, they landed at house #39 on the 'Grossen Freiheit' street where a new music club had opened one spring. Once in a while, a band from Liverpool, yet unknown in Germany, appeared. Later on, they were given the nickname of 'Pilz Köpfe' (Mushroom heads or mopheads in English). You are correct, it was the Beatles (then still with Pete Best on the drums). It was a pleasant way for the two

drivers from Rheinhessen to extend the day into a night. Contemporary witnesses commented that there was dancing, heavy smoking and drinking, and, once in a while, a brawl. The club was a thorn in the flesh of the police and the authorities would have liked nothing better than to close it down, however, night owls loved their 'Starclub'. Why did I write 'Filzköpfe' (felt tops) in the heading?

Naturally, once home Father regaled us with stories about the 'Pilz Köpfe' (Mushroom heads or mopheads), but nobody in Rheinhessen had ever heard those words before and thus mistakenly heard 'Filz-Köpfe' which means long, dirty, unwashed and matted hair. Combined with the horrible music of these 'savages' I can hardly imagine what they truly thought about them.

But it was the beginning of the Beatles' international careers began right there.

New compact loaders from Wan Ho in 1:25

Bobcat S76 / T76

by Daniel Wietlisbach.

In 1962 the Melroe Manufacturing Company, situated in North Dakota, USA, introduced the first M440 compact loader to the market; it succeeded the 1958 M400 model. To underline the speed and agility of the machine, one of the sales team members suggested giving the new machine the name 'Bobcat' after the North American wild cat. The agile machines mimic the wild cat which can turn 180° at full speed. This is how the Melroe loaders became known world-wide as Bobcat compact loaders.

The S 76 on tires and the T76 on crawler tracks are compact loaders of the R series of the newest generation with vertical lift path. The special kinematic of the lifting gear ensures that the bucket is indeed lifted vertically and so the space requirement for the machine is further reduced. The working weights are around 4.04 and 5.05 tons respectively, and as indicated by the type designation, the engine produces 76 hp.

Models

The models were ordered directly from Wan Ho in China. This maker became known a few years ago in collector's circles through the merger with WSI. They have the experience and know-how to produce

The name 'Bobcat' has become synonymous with compact loaders. and partially responsible for new models like these is the shop of the producer, it releases regularly models for its fans and collectors ...

great models. The models arrive well protected between two transparent, plastic half-clamshells. They are very robustly made with a high metal content. On top of that, they are true to scale and can reach the dumping-out height of the originals. The making of the molds is designed in such a way that only the axles or chassis need to be completed with the attachments to make a different model. Bottom base plates and side parts are identical on both models.

The rubber tires on the S76 have a profile that is true to the original as are the crawler tracks on the T76 which, unfortunately, are not easy to turn. The track carriers are convincingly done as far as their shape goes, but the bottom rollers on the outside are only represented as discs and therefore look a bit flat.

The plain shape of the engine room has been successfully replicated and the radiator grille is made from an attached plastic part with separately mounted back-up lights. The models have the typical, not glazed-in, driver's seat whose ROPS structure

has a grille mesh 'cage' on the top and sides to protect the driver. The cabin, including handholds, is a cast metal part. The interior equipment that can easily be seen from the front, has been exactly modeled; the protection bar for the driver folds upwards as on the original.

Especially deserving of mention is the lifting gear with a realistically functioning Kinematic which makes it possible for the model to reach the maximum dumping out height of the original. The front end of the lifting gear has all the correctly modeled hook-ups for alternative tool attachments. The tipping-out degree of the attached standard bucket is correct. The bucket is made from a metal casting and has nubs cast on which helps it to click on to the quick coupler. It is to the credit of Bobcat that here, even in the 1:25 scale, everything is compatible. This makes it possible to use all the attachment tools available in the Shop to fit the new models.

The paint applied is as faultlessly as the lettering.

From farm loader to construction machine

Atlas 1200

by Ulf Böge

In 1949, the Atlas Farm Loader was presented as a machine for the agricultural sector for the first time. It is true to say that at its introduction, this patented work-saving machinery was neither mature nor safe.

Many experimentations and improvements in materials and design resulted in a really usable apparatus, the Type 600 A, which could be installed on many new or used tractor brands.

Originally developed as a manure loader, the newly-designed 'Farm Loader' appeared on construction sites of the late 50s and was used by many contracting companies. With a clam shell bucket, hydraulically-extendable boom and 'easy touch' steering, these first-of-their-kind hydraulic machines provided some stiff competition for the small cable-controlled mobile excavators used up until that time. It was especially the ability to insert the digging shovel exactly and forcefully into the ground thanks to the pressurized oil of the hydraulics and the weight of the vehicle itself that made the machine stand out. It caused great excitement for their users. Quickly, calls for a more powerful version mounted and the developers in Weyhausen recognized the urgent need for such a machine. Further versions based on carrier vehicles, like types 602 and 1002 were made, but these were not independent excavators by a long

The Atlas Weyhausen Company from Delmenhorst is thought to be the pioneer in the history of hydraulic construction machines in Germany. The Atlas 1200 heralded change on many construction sites ...

shot. Only the 'Lade- und Baggergerät Typ 1500' (loading and excavator machine, type 1500) introduced in 1954 fulfilled that demand. With it, a fully hydraulic excavator was offered to the construction industry.

The final breakthrough came five years later, when a smaller but also fully hydraulic mobile excavator variant with the type designation of '1200' and a 7 t operating weight was released. A regulating pump controlled the open hydraulic circuit and supplied all working movements and also the drive feature. For the first time, Atlas introduced a two-part arm made up from a boom and jib. Typical characteristics for all early Atlas excavators were the curved lines of the upper carriage design. This design form seemed to follow the then very modern-looking 'Apollo Space craft style' of the earlier 1960s aircraft designs. But there were some other reasons behind the design as some of the designers came from the aircraft construction sector.

Beginning in 1960, the Atlas 1200 got the design shape by which it is recognized even today, and

with it, serial production could begin. With its basic price of around 35,000 Marks, this mobile excavator was becoming an interesting alternative to the relatively expensive manual labor, and in consequence, earthworks became more efficient.

Small but important details were part of the breakthrough including endless swiveling grippers, a gripper rest for safer road transport and the off-centre-mounted upper chassis which differentiated the Atlas 1200 from its competitors.

Depending upon requests or on how the rest of the purchaser's fleet's engines were oriented, two-engine variants were available, both with 30 hp. There was a water-cooled, 3-cylinder Fordson engine, and the other was a 2-cylinder, air-cooled Deutz engine. Its versatility and mobility made the nimble excavator interesting for use on uncommon construction sites. This was partly due to the fact in Germany that the Atlas 1200 was indeed the first officially licensed two-way hydraulic excavator allowed on roads.

Commencing in 1966, there was a strengthened version which had the

type 1300 designation, an additional lifting cylinder and a 38 hp engine to supplement the offerings. At this time, the angular looking design of the cabin was adapted to look the same as the types 1500 and 1800 that had been released in the meantime. By the end of production in the same year, the 'Maikäfer' (June bug), as it was lovingly called, had been built 4,000 times. By the way, in Denmark it was called 'Salta' (Atlas spelled backwards) and in Sweden 'Atila'. Both names were created because of legal reasons with conflicts between existing

brand names in those countries. In Japan, Kubota built it under license and offered the 1200 for the Asian market, modified accordingly.

Around 40 attachments made every Atlas 1200 a universal talent for almost any need. There were also countless equipment variations, from the pneumatic foot controls for grippers and bucket control, a Deutz Blower-heater or a raised operator's cabin making many units unique. Also, at the beginning and for many mobile excavators, the economical 6-wheel re-treaded tires were an option and could still

be ordered until the winter of 1968. Predominantly however, most customers chose the newer 8-wheel models which cost an additional 2,400 DM. Additionally, from 1963 onwards, a lower chassis with crawler tracks was available.

With the Atlas 1200, Weyhausen finally managed to enter the international hydraulic excavator market. Its successors, AB 1202, AB 1202D and 1204 continued steadfastly but they did not have the same success as the next larger type, the AG 1302, which was built over 10,000 times.

Translation of page 40

JCB Scrapbook

Celebration 75 years of engineering innovation, Martin Port, Porter Press International, 144 pages, English language book, soft cover, ISBN 978-1-913089-17-7

This picture book looks at the 75-year-long history of world-renowned English construction machine maker JCB. Like many other companies, JCB began by making implements for the agricultural sector. From the first manure loaders, the first excavator

loaders appeared in 1953. By 1986, the 100,000th excavator loader left the production line and only ten years later, JCB doubled that number! The English company currently produces 300 different types of machines in several factories on four continents. In addition to the many pictures, graphics and drawings there also is a short chapter about the JCB models that have been made. And even Corona is immortalized in the book! (up)

Mercedes-Benz LKW

Die Legendären Langhauber 1945 – 1962, by Achim Gaier, published by Motorbuch Verlag, size 26.5 x 23 cm, 240 pages, many pictures, hard cover, ISBN 978-3-613-04323-7

After the war, Mercedes Benz developed a new lorry production programme, initially by turning army lorries in to civilian ones. The richly illustrated book looks at these constructions and adaptations up to the early long

nose units of the Seebohm era. There are no buses or cab-over lorries to distract from them. The development of the engines and why fire departments used turbo engines early on are highlighted. The book is clearly organized according to Mercedes factories. At the same time, the strategic thinking behind management's decisions is explained. Over all, a very nice book for those who want to know more about the era of long nose lorries.

Weathered models from Steffen Drascher

More dirt!

by Daniel Wietlisbach

Chris von Rohr, founder of the Swiss Hard Rock Band Krokus, complained the music being played currently was too ‘clean’ and refined and so to counter this trend, ‘Meh Dräck’ (more dirt!) was needed. The same desire has been heard increasingly from collectors because weathered and dirtied-up models are more and more in demand.

Steffen Drascher has been weathering construction machine models for years (see collector’s portrait in issue 2-2014), has full command of the métier and is not afraid to work even on premium brands. He reaches his goals employing a combination of different techniques. The weathering sometimes happens as a spontaneous decision and in most

Weathered models are finding more and more friends. Steffen Drascher has been fascinated by such models since childhood ...

cases produces a very convincing result. This way, every model becomes unique and, according to the favorite slogan of the model builder, ‘awakes to become alive’.

The models are completely ‘finished’ for Steffen only when he can photograph them in a setting that makes them look true to the original. For this purpose, he uses several different dioramas. Model-building friends or acquaintances make some dioramas for him and he even made one himself with the support of his small son. In addition to the quarry scene shown here, he has showpie-

ces available which are suitable for other machines and vehicles.

Finally, choosing the location where the shots are taken is an important part of the process. The landscape in the background of the diorama must not distract from it otherwise the illusion is destroyed. And lastly, of course, natural light guarantees a perfect model picture, whether the sun is shining or not. Because Steffen has a lot of fun weathering and aging models and offers his talents as a service for other collectors. (To get in touch with him, contact him at steffen_drascher@gmx.de).




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

by Remo Stoll

It was a very nice coincidence when during a Sunday outing, I came across this legendary wheeled loader that was produced in Germany. The machine, weighing in at a little bit more than 5 tons, had been beautifully restored and painted to almost match the original colours. You can hardly see that it is already 61 years old.

Recognize the machine? Please send us the exact name and type designations. The contest deadline is April 15th, 2021. We will hold a draw to select winners if there are more correct answers than prizes. Please note that only entries with complete mailing 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 Komatsu WA380-8 from NZG, a Mercedes-Benz Arocs SLT 8x6 or the limited series set with construction site tanks 'Eberhard' from Mountain Scale Manufacturing. 



Solution from Trucks & Construction 1-2021



The very well-preserved tipper was a Volvo N88 and the winners are: Wolfgang Werner from Salz-

gitter who won the Wirtgen W 210 Fi NZG, Marvin Weber from Lübeck who won the Komatsu PW148-10 mobile excavator in the white series from Universal Hobbies, and Philipp Engel from Herscheid who won the MAN TGS M 18.500 Agrar with snow plow from Conrad. Congratulations to all the winners!

Constructing housing

Cranes from Pekazett

by Wilfried Schreiber

The origins of Pekazett which was founded by Carl Peschke go back to 1884 with the machine factory and hammer mills located in Zweibrücken. From 1898 onwards it had its own smithy.

Cranes of the TK and CK series can be seen on this diorama either at work, in transport or during erecting. Two pre-war cranes of the Peschke / Pekazett Company were already introduced in issue 3-2019. In the 50s and 60s they made the TK series with the bottom slewing needle beam cranes, and the TK 5 as the smallest with a boom length of 13 m and carrying capacity of 420 kg. These were followed by their larger brothers, TK 12, TK 17, TK 20, TK 35 and also by the luffing jib cranes like the TK 9. The first self-erecting cranes with crane trolley from Pekazett, which were made by re-working the already existing luffing jib cranes, appeared at the end of the 60s. They were classified as the type TK L series: TK 10L, TK 16L, TK225L, TK34L. In addition, top slewing and climbing cranes of different sizes with the type designations KK or UT K were made during that time. Beginning in 1977, the quick-assemble cranes (galvanized on request!) were made; they had concrete ballast instead while most TK or TK-L models had only had gravel as ballast. They could be transported fully ballasted by road. Their jib length was 24 m (TK 2008

This time the historic construction site diorama is set in the 80s and 90s of the previous century and shows us cranes of the German crane maker Pekazett, located in Zweibrücken ...

and TK 2010 with the so-called 'single cable technique'). Front and rear axles were interchangeable and the cranes could be hooked up as trailers to lorries for transport. The tower of earlier TK cranes had to be fixed to a turntable mounted on the deck of a lorry. An axle was attached underneath the lower chassis so the cranes were transported as a semi-trailers. The larger brother of the TK 300 series, shown here, belonged to that new construction series.

A milestone was reached in 1983 when the self-erecting cranes of the new CK series appeared. Because of their long ballast counter weight arm, these models looked like top-slewing cranes but slewed on the bottom between the corner ballast blocks which were situated on the under carriage. A maximum footprint of 4 x 4 m was sufficient for the CK cranes. Jib and counter-weight arm were hoisted to their position with the erecting and the telescoping cables. An example is seen very nicely on the CK 3810 here. They were also transported as trailers. Later on, development continued from the CK 3510 up to

the CK 4312. By using continuous ballast slabs, as seen here on the CK 3810, the size of the required footprint was even reduced to 3.5 m. The CK 3810's boom had a reach of 38 m and at that distance was still able to lift one ton.

Since 2000, based on the KSD series, Pekazett's successor has built the completely new CCK series with double telescoping tower. On the CCK cranes, a mantle tower is fitted upside-down so that the inner tower can be telescoped to a greater height. The largest of the CCK cranes is the CCK 5014; at the boom reach of 50 m it can lift 1,400 kg and it has a maximum of 6,000 kg carrying capacity at a hook height of 36 m. On this crane, the jib and counter weight boom are erected using their own auxiliary winch situated on the foot of the counter beam. These models too are transported as trailers and the CK and CCK series were the successors of many smaller top slewing cranes on construction sites, a novelty in inner city locations. In the TK crane sector, the quite cumbersome side-folding, quick-erecting cranes were supplanted by the self-erecting jib

crane like the TK 2510 which has mutated to the TK 2510.3 of today. During the 1990s, MAN-Wolff also sold some Pekazett cranes under their own brand name to complement their self-erecting crane line.

Models

What can we see for this theme on the diorama depicted here? From the 60s there is a TK 17 and a UTK 45/54 both of which are plastic

models scratch built by Lothar Unfried. Also, there is a TK 2010 from the 1970/80s built by Tobias Haas.

The TK 3010 as well as the CK 3810 are scratch-built plastic models made by Tobias Schmidt.

Translation of pages 52 – 54

New on the market

IMC 1:25

This Dutch model maker was successful in getting Bobcat as a new client. To be compatible with most of the other Bobcat models they immediately began with a model in the large scale of 1:25. The Bobcat B730 excavator loader has a very current original as its role model. The prototype has a working weight of 7.8 tons and power output of 74.5 kW (100 hp). The loading bucket has a 1.1m³ capacity and the excavator bucket offers 0.2m³. The model from IMC is very appealing. Made in the style of other Bobcat models with correct proportions and measurements, it is functional although it has only a few details. Also, because plastic was used for many parts, it feels rather light for its size. The wheels have been correctly replicated and the oscillating front axle is steerable. Engine hood, lifting gear, boom and jib are made from cast metal parts. The backhoe bucket and the 3-in-1 front bucket are made from plastic parts, the front bucket being non-functional. The supports at the rear can be arrested at different heights using bolts. All hydraulic lines for the model

were left off. The cabin is also very nicely detailed. We managed to find out that IMC is already working on other models for Bobcat.

NZG/ IMC 1:50/ CCM 1:48

All of the three models shown here reached us after the publishing deadline. But they are too nice to introduce with just a picture, thus, in the next issue, we will introduce in detail the Liebherr A 922 Rail excavator from NZG, the Caterpillar D7G in two versions and also the Doosan DL 420 from IMC.

MSM Mountain Scale Manufacturing 1:50

The image of models made with a 3D printer is that they are non-functional. Against such prejudice, this new producer is making a series of skips with functioning parts that are compatible with all known Tekno and Conrad models. At the moment, there are ten different types in production of which we see the four most common ones on the left side. Clockwise, in detail, there is a town skip with aluminum lid 6.0 m³, an all-round skip 6.7 m³, a

standard size skip 4.0 m³ and a flat skip with 5.0 m³ capacity. The last one is often seen on construction sites and is nicely suited for the transporting of small construction machines. The material used for printing gives the skips good stability and steel bolts are inserted at the moveable joints. (www.msm-modelle.com)

WSI is renewing co-operation with Scheuerle

With the InterCombi SPE, WSI announces a completely new development. The special module offers the same manoeuvrability as a SPMT, but the oscillating axles are steerable in every direction so that loads can be transported diagonally, sideways or rotated. For the new module with six axle lines, a completely new PPU unit (Powerbooster) which supplies the lines with sufficient power is under development.

Tekno 1:50

For the first time in its history, the Dutch makers are going to release a model from the French lor-

ry factory. The Renault T High will to appear in a variety of configurations. The first company variants have been announced. As an example, models from ‘Schöni’ will not be far off.

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 MK88 «Jos Blom»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 960 «Gubbels»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 926C «Sturm»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 938V / quick coupler / tools «Christen»	1:50	Conrad	Dealers	www.conrad-modelle.de
Vögele Super 800i «ATPS»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGX XLX 6x4 / Faymonville Telemax «Faymonville»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGX XXL 10x4 / Faymonville Variomax «Faymonville»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGX XXL 8x4 / Faymonville Variomax «Faymonville»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS M 8x4 dump truck / low loader «Kutter»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGX GX 4x2 «Bärnreuther»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGX 41.640 8x4 SLZ grey	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS NN 6x4 blue	1:50	Conrad	Dealers	www.conrad-modelle.de
Caterpillar 830M Scraper, resine	1:50	CYP models	Dealers	cypmodels.com
Caterpillar D6 XE LGP black/grey (175.000.)	1:50	Diecast Masters	Dealers	diecastmasters.com
Mack R 6x4, resin, differenz colours	1:50	Fire Replicas	Dealers	www.nzg.de
Demag AC 250-5 «Kynningsrud», «Autaa»	1:50	IMC	Dealers	www.imcmodels.eu
Demag AC 45 City «Kavanagh», «Autaa»	1:50	IMC	Dealers	www.imcmodels.eu
MB SK 8x4 «Finn Hansen»	1:50	IMC	Dealers	www.imcmodels.eu
MB SK 8x4 / ballast box «Collett»	1:50	IMC	Dealers	www.imcmodels.eu
Load heavy transformer	1:50	IMC	Dealers	www.imcmodels.eu
Trojan 8870 «ALE»	1:50	IMC	Mammoet Store	store.mammoet.com
Vermeer CTX 100	1:50	SpecCast	Dealers	—
Vermeer BC 1000 XL	1:50	SpecCast	Dealers	—
Vögele Super 1800-3 and 1803-3 new logos	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1750-9.1 «BMS», «Hofmann»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1500-8.1 «Fricke-Schmidbauer»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1090-4.2 «King Lifting», «Schot»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S520 6x2 «Moyglare»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania G 10x4 orange	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S580 8x4 / low loader «André Voß»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S 8x4 truck and trailer «Killingmo»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 6x4 / semi dump trailer orange	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 6x2 «Morssink»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 8x2 «Krommenhoek»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania 143E 8x4 / low loader «Spreen»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania 143E 8x4 / los loader «Weever»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 10x4 / low loader «Schwertransporte Esser»	1:50	WSI	Dealers	www.wsi-collectors.com
MB Actros SLT 10x4 / low loader «Jan Coesens»	1:50	WSI	Dealers	www.wsi-collectors.com
MB Actros SLT 8x4 / low loader «Kraanverhuur De Gier BV»	1:50	WSI	Dealers	www.wsi-collectors.com
Mack F700 6x4 / ballast box «Doornbos»	1:50	WSI	Dealers	www.wsi-collectors.com
Caterpillar D8 LGP «Colleen», resine	1:87	Fankit Models	Dealers	fankitmodels.com

Our partner page

A construction site with a high logistical challenge

In February of 2020 we received a contract to build a natural stone façade in the Principality of Liechtenstein. This involves around 3,000 m² of 12 cm thick masonry stone blocks, made from a dark, Chinese basalt stone. That quantity

required about forty 20-foot containers of material delivered ‘just in time’ to the construction site. According to our work preparations and work flow, the stones were ordered in a specific sequence from our source in China. Unloading of

the containers was done for us by the nearby transport company of Wohlwend. The Bärlocher AG has the overall contract for planning, anchoring, insulation and assembly of the façade with completion date to be in May of this year.

Weiach Historik is a great spectacle to be held on the 15th and 16th of May, 2021

This event, originally planned for last year, will take place in the gravel pit of the Weiacher Kies AG. The concept of the event is the introduction of historic construction machines and lorries, and alongside, in contrast, notable partners from the construction machine and lorry branches will show off their current models.

The organizers are expecting about 60 Old-timer construction machines and 30 lorry veterans. About 30 construction machines such as excavators, dozers, bulldozers and graders, a 50-year-old grader-dozer and many historic dumpers, lorries as well as a construction site light railway with tippers will be in operation.

Also to be seen will be construction machines and vehicles of the Swiss Army. A marquee will be erected and stands for refreshments will be in operation. Entrance and parking is free. The decision whether the show will go ahead as planned or not will be made by March 15th. Visitors planning to attend can obtain information at www.weiachhistorik.ch

News in brief

First fully electric concrete mixers

A short time ago, Holcim Schweiz took possession of three completely electrically operated concrete mixer lorries manufactured by Futuricum Winterthur. The Futuricum 40Es are a world's first because previously there were no concrete mixers on the market which used electricity for mixing and as well as powering the lorry. Since the transport distances are relatively short, electric powered units are almost a given. The starting point for the Concrete 40E conversion was an electrified Volvo FM. The drive train is made up from a 500kW electric motor and a single gear transmission which transmits the power to the drive axles without having to change gears. The upper chassis and mixing drum are from Liebherr and Avesco (Stetter) who are also very interested in the data from this trial project. (eu)

Self-driving lorries

Scania has been given permission by the Swedish transport authorities to test level 4 – 5 self-driving lorries on highways. The vehicles are operated as commercial units by the Scania Transport Laboratory. A driver and a test engineer accompany the vehicles for safety reasons and to oversee vehicle operation. The vehicles currently operate between Södertälje und Jönköping and there is a plan to extend the route to Helsingborg. According to information supplied by Scania, tests of level 4 vehicles on public roads are also underway in the US and China. Scania is the first company daring to attempt this for commercial use. (eu)

MAN TGX scores guaranteed Caterpillar 374 and 395

For many years MAN has partnered with some Bundesliga football clubs. Now, once again, there is a series of MAN tractor lorries decorated in the styles of the Bundesliga clubs. The MAN TGXs can be ordered in the colours of Bayern München, Borussia Dortmund, RB Leipzig, Borussia Mönchengladbach, VfL Wolfsburg and TSV 1860 München. The Bundesliga series can be equipped with the existing engines of the series D26 and D38. The fixed part of the series is the GX driver's cabin with Aero-package and side paneling which carries the full-colour version of the unmistakable logos of the clubs, certain to appeal to the hearts of the football fans and to make the drivers and their vehicles the center of attention for all passersby. The equipment can be further individualized to make the tractor lorry score even higher. (eu)

Volvo EC350E

At the beginning of the year, Volvo introduced the EC350E in the 35-t class. This brand-new excavator of the medium-heavy production series fills a gap between the EC300C and the EC380E. Depending on equipment, the working weight is between 34.7 and 40.6 t. As with their competitors, the new excavator offers a wide variety of supporting technology features. The optimal machine operating systems Dig Assist is available as 2D-, In-Field-Design or 3D-Versions. Active Control allows for the automatic movement of boom and jib as well as workspace boundary control in all directions. (up)

During a European virtual event in January, Caterpillar introduced the 374 and 395, the two largest excavators of the Next Generation, with working weights of 71.7 and 94 t respectively. Boom, jibs and basic frame were strengthened at critical points and thus are twice as durable. As with the smaller excavators, the larger ones also have wide-ranging choices of factory-installed, straight forward and easy-to-operate technological features. Among other options, the integrated Connect-Technology offers 2-D steering, a weighing system in real time, a load assistant and, with E-Fence, a work boundary system in all six directions. (up)

Doosan DX800LC-7

The new 80-ton DX800LC-7 excavator on crawler tracks from Doosan is the largest excavator model the company ever has made. To give it sufficient power, it has a Step V-compatible exhaust control, 6-cylinder engine from Perkins capable of 402kW (539 hp). Two boom options with lengths of 6.65 and 7.7 m, and three jibs with 2.6, 2.9 and 3.55 m are available. In the ME version with the shortest boom and jib, a 2.6 m³ bucket can be attached. The larger excavator is suitable for heavy earth moving work or in the mining industry. The new cabin has been further improved with more room and more ergonomic features. Four cameras give the operator a complete view all around the excavator. (up)