Laster & Bagger

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Fr. 14.– / € 12.– (D), € 13.– (andere Länder)

English text at lasterundbagger.net

2021

Modelle von Lastwagen, Baumaschinen und Krane

Mit Wettbewerb

Diecast Masters 1:50

Cat 794 AC

Eigenbau 1:50

Ford Transco

English text

Tekno 1:50
Lastwagen-Kran von HMF

Sammlerporträt
Sebastian Manns Grüne

IMC 1:50
Doosan DL 420-7

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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".

Dioramas

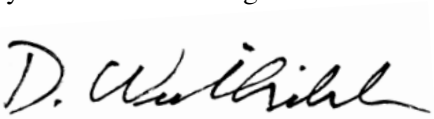
It is difficult to speak of a trend yet, but this is not the first time that we have introduced a collector who likes to show off his models not only in display cases but particularly on a diorama.

Personally, I like this idea very much because right from the beginning it was part of this magazine to show the models in realistic surroundings. And it is still a lot of fun for me to arrange construction machines and lorries realistically on dioramas to make them look even more real. For the very large models, like for example the Cat 794 AC in this issue, I have made myself a kind of indoor sandbox where I can pile up rocks setting up a prototypical scene. As well as this 'dynamic' diorama, fragments of other dioramas are at the ready so that they can be arranged individually and be photographed.

Markus Lindner, our diorama building specialist, has begun a new 1:50 construction site which we will follow over the next issues. It is about a tunnel construction site which follows the work from clear cutting a piece of forest up to the inauguration of the new stretch of road. This diorama too belongs to the 'dynamic' kind as it presents itself new every time.

Dioramas could have been admired at the event in the Ebianum, but the event had to be cancelled just like the 'Weiacher Historik' event where old machines would have been shown. The same goes for the postponed Toy Fair which has disappeared completely from the agenda. At the same time, the dithering about the Bauma 2022 has begun; Volvo has cancelled its appearance, just in case. We hope this remains a single case.

I hope that the following pages give you diverse and inspiring entertainment and trust that you have a lot of fun reading, or even trying your hand at building a diorama!



Daniel Wietlisbach

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Sebastian Manns models of a company

The hobby is green

by Daniel Wietlisbach

Sebastian Manns' connections to the construction company of Dr. Fink-Stauf go way back to his first memories. When he was only three years old, he observed the shiny green machines at work on road and canal construction sites …

Sebastian grew up as an only child. His father worked in the retail trade and his mother as a bookkeeper for a construction company. It was his mother who organized some rides on a lorry for him. Of course, the vehicles belonged to Fink-Stauf, used on the afor-mentioned construction sites, which shaped life in the district for nine months in 1994. A two-axle MAN tipper was used to move the excavated soil from the construction site to a storage yard. The little tyke was totally excited and even today remains infected with the 'green virus'.

Sebastian spent many days at the window observing the work going on outside. What he observed he recreated in the sandbox with Bruder Toys, or, with Siku vehicles on the carpeted floor. A colourful mixture of excavators, lorries and tractors was available to him and, even then, the youngster dreamed of spray-painting his toys in green.

When the construction work finally ended, Sebastian felt the loss dearly. But his parents were very understanding and drove around town during their free time to find active construction sites of Fink-Stauf. It was fortunate that his father had a day off during the week and so they could observe the machines at work. Even then it was crystal clear to the young boy that the only construction machines that 'really mattered' were simply green – official description of the paint tone was 'Police Green.' All others held no interest for him at all. Such brand following became known among the workers on the construction site and so the boy became a welcome guest and was well-known within the company.

At the age of nine, Sebastian's family moved to Wolperath, a suburb of Cologne. He quickly connected to his new school and even met some like-minded friends with whom he could share his enthusiasm. Three really good friends meant more vehicles and more play fun during free times.

At about age 12, Sebastian and his friend Dennis began to go by bike and explore the area for construction sites. The duo's radius extended further and further over the years and these 'Safaris' remained an integral part of their spare time activities up to the end of their schooling. Even today, Sebastian is still connected with Dennis who also collects construction machines and lorries, mainly in 1:87, and re-paints them not only in green.

At the age of 14, together with his father, Sebastian visited the builder's yard of the construction company for the first time. They wanted to inquire about the location of current construction sites. They got a very friendly reception and learned about the 'open culture' of the company. At that time, Sebastian also started taking pictures of the construction sites and the machinery. Later on, he met Uli, a machinist working for Fink-Stauf, who is also a collector and partially alters his models.

Training

Because he didn't want the hobby to become his profession, Sebastian decided to apprentice as a Horticulturist. During the three years of training, he also learned how to drive an excavator and a wheel loader. Overall, the profession did not fulfill his expectations. After completing his apprenticeship, he changed over to a company which, among other things, offered sewer surveys. There he discovered 'se-

wer technology,' which is all about inspecting the lines for damage. Six years ago, this interest finally led to him change his profession.

The collector does not miss driving and operating excavators because he regularly gets the opportunity for it during his time off. Of course, he has been asked if he would be interested in changing over to Fink-Stauf, but, once again, it would mean that the fun of the hobby would suffer. As an example, Sebastian mentions his hobby friend Uli, who works in the company as a machine operator but has only a few green models in his collection.

It almost goes without saying that the company is aware of the things Sebastian has done and his models have found attention all the way to the Executive floor. The company manager, Richard Fink-Stauf, is happy about the additional popularity of his company in 1:50 scale.

The hobby is green

The collector already painted his models in 'Police Green' during his school time. Because the budget was tighter at the time, the models were in the smaller 1:87 scale and were brush-painted by hand. Together with his school friend, Sebastian regularly visited a specialist dealer where they stocked up on models from Kibri and Herpa. Whether the originals were painted green or not played only a secondary role because the choice of available models was just too limited. But the joy of every new machine was then so much greater. To letter the models, decals were used even then, gifted to them by Uli. What luck!

Not only construction machines and vehicles were collected, but Sebastian also created a fictitious hauling company. The lorries from 'Manns Int. Spedition' were painted in his favorite colour of red. The 1:87 collection grew to a total of around 300 models.

During and after Sebastian's apprenticeship his interests changed; the attraction of the opposite sex moved into the foreground and free time was in short supply. At age 21, Sebastian moved into his own flat in the center of Much. No coincidence that the abode was within walking distance to Fink-Stauf's company office and yard. Despite his small salary, the sale of his whole 1:87 collection made it possible for him to furnish his new place.

At only age 28, the desire for a new start in the hobby arose. This was well thought out and very well planned; the time of the thinking and planning process took almost two years! Finally, the first model was a Schaeff-Terex TL120 wheel loader from NZG which is a little bit smaller than the original, but at least the brand is correct. This model was created only a little over a year ago, and when looking at the current collection, one cannot but speak of a 'Turbo-Start' to collecting.

For the collector it was crystal clear right from the beginning, that only airbrush-painted models would lead to satisfying results and also, that the models should be as close as possible to the originals. Initially, all models are completely dismantled, the paint is removed and any modifications made.

After the priming with Tamiya paint, two layers of the green paint and a final transparent coat are applied, which is usually enough. It is very important to give all paint layers enough time to dry which usually takes a whole day (24 hrs.). The waterslide decals he uses are

The collector

Sebastian Manns (30) trained as a horticulturist and for the last six years has worked as a specialist for sewer, TV and cable lines. Besides model collecting, he likes taking pictures of construction sites and enjoys the outdoors for hiking and fishing. He can be found with his green models on Instagram at: modelbau_in_1_50. He now lives in Much, east of Cologne, and those who would like to visit him and his collection after the pandemic is over may contact him by email at Sebastian-manns@freenet.de

made by Decalprint; once again, the prototype drawings for them are made by Uli, Sebastian's collecting buddy at Fink-Stauf. Since the construction company only has excavators with adjustable booms, the translation into model form is not always easy because there are very few models available. That is why, once in a while, the collector gets Patrick Lang from Italy to re-build his models, including the painting and lettering.

As with originals, the models should be able to operate with a variety of tools. On the smaller excavators, the collector prefers the quick coupler from Conrad and then he modifies buckets and tools to fit.

On his larger models, he uses an Oilquick quick coupler and tools from the 3D workshop of Markus Lechermann. Sebastian paints the models in the garage but for weathering and 'dirtying up' he prefers to send his models to Danny Laible from 'Airbrush 1 zu 50.'

Today, the collection contains about 100 models, including fluids tanks and small machinery. Around 70 of the models are already painted in green and a further 30 are waiting their turn.

As soon as the company of Fink-Stauf buys a new machine, the collector starts searching for a suitable model. "But, cross your heart, are there really only green models in the collection?" Sebastian says no and replies, "The sub-contractors of Fink-Stauf also have a space in the collection. There are a few tipping lorries from a contractor."

Dioramas

If you regularly saw construction machines at work when you were only three years old, then it follows that later you might also show them at work in 1:50 scale, and be able to photograph them. Right from the beginning it was planned to show the models in situ on a small-scale builder's yard. Accordingly, the diorama measures 1.2 x 1.0 m and is housed in a separate basement room. It was a joint undertaking with Uli. To make the buildings, including the workshop, the original was first measured.

It is possible to arrange the machines and show them at work on the other two smaller, self-built dioramas. These handy showpieces are ideally suited for taking pictures outdoors because the sun puts the models in the best light! The worksites are free-lanced so that it is possible to show the greatest variety of models on them. A display case holds the other models, those 'not in use' at the moment. They are swapped out often so that the dioramas and the display case are never boring to look at.

Laster & Bagger

Imprint

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

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

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

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

ISSN 2504-0405

Ford Transcontinental 4428 & DAF 2800 P.I.E

Transport of a brother

by René Tanner

Our Ford Transconti comes from Great Britain. On its way back home, it has a very heavily damaged DAF 2800 belonging to the Pacific Intermountain Express loaded as return freight. Such repatriation of damaged lorries was commonplace as complete loads from the Orient were scarce. In a best-case scenario, drivers could hope to pick up return freight in Turkey or Greece ...

The oil crisis was a result of the war between Israel and its neighbours in 1973 and it had all of Europe in its grips. Transports inside and outside the country were very much in demand. Muhammad Reza Shah, the ruler of Iran, fell into a craze of wanting any and every luxury available and an unbelievable stream of merchandise flowed in the direction of the Near East. The unsustainable shopping spree lasted until he was overthrown by the Ayatollah Khomeini in 1978. Everything the Shah wanted was carted down 'into the sand', as the Saudi drivers called their trips. Because of this, the stressed and pressured cargo haulers discovered a new source of income without knowing how difficult and adventurous these trips would turn out to be.

The first trips to the Middle East and further eastwards had already begun in 1960 with Astran from Great Britain or Wütherich Worben certainly among the pioneers of this traffic. Years later, the old hands would meet and exchange hair-raising stories with their eager listeners and illustrate their tales with well-preserved picture material. These pictures allow the today's enthusiasts to re-imagine the past. There have also been some books published to help with the imagining. The hype still continues and is especially strong in the model-building fraternity as such adventure stories are a welcome change from common daily transportation routines. They make it possible to design and build many-facetted dioramas with incredible detailing.

I saw reports about these trips for the first time at the tender age of 7 while reading a magazine in a doctor's waiting room. I was fascinated about the road heroes introduced to me and their long-distance trips but it was also the terrible accidents which inspired me. After all, I was seven years old! Tiredness, monotony or carelessness often had devastating consequences. Also, in certain countries, the rules of the road were enforced in a very much looser way. Excessive time spent at the wheel, or traffic checks, could often be smoothed over with boxes of cigarettes or porn magazines. Baksheesh was needed almost daily.

Ford Transcontinental

The Ford Transcontinental, designed for the European market, was a heavy-duty, long-distance transport lorry produced in Great Britain from 1975 to 1984. It was developed in Dunton, GB, as the Ford H series and then produced in the Ford Amsterdam, NL, factory then, later on, also in Sandbach, GB. Ford used several components from different makers. Among them were the chassis of the Ford Louisville, the robust but thirsty Cummins engines, Dana-Spicer clutches, Eaton-Fuller gears and Rockwell axles.

The cabin was from the French maker Berliet's TM series. The Transcontinental was offered as a 16 tonner (4x2) and as a 22 tonner with powered double axle (6x4); the maximum allowable total weight was 34 or 38 tons respectively. De-

veloped especially for long-distance traffic, Ford offered it as a tractor lorry as well as lorry configuration. The Cummins NTC six-cylinder in-row diesel engines were available with 273 hp, 308 hp and 340 hp, and, beginning in 1976, a 244 hp option rounded off the engine options.

The Transconti received a facelift in 1979 when it was given a black radiator mask with the Ford oval logo. The engines were replaced with new Cummins Formula-E with 244 hp, 274 hp, 320 hp and 352 hp. They never had a real chance against the well-established competitors of Mercedes-Benz or MAN because wear and tear was relatively high and the establishment of a dealer and repair service was done only half-heartedly. That was why, at the beginning of the 1990s, after the end of the production run of the smaller Ford Cargo, Ford withdrew completely from the heavy lorry business.

The model

In 1:50, the Transconti was only offered as a toy from Corgi in their Major series. Alan Smith Models (www.asam.co.uk) lists the 4x2 or 6x2 tractor lorry in its program.

The Ford from Corgi which is perfectly to scale has unbelievable potential. The chassis detailing is a bit too lackadaisical but this can be put to rights with a little bit of effort. The front axle is too far forward and the fifth wheel coupling needs to be removed. A new, round diesel fuel tank, and new mudguards made from 0.3 mm aluminum sheet stock make the unit look much better. The front axle was completely removed and replaced with a new adapted one. Only the over-dimensional air conditioning unit at the cab was taken off. The rear side windows were closed in with aluminum sheet stock and a new sun visor made. The new air conditioning unit was glued to a roof rack from HeavyGoods and connecting hoses were made from 0.8 mm florist's wire.

The interior was upgraded with a built-in kitchen and several other built-in features. The cabin tilts allowing a look at the Cummins engine which was detailed a little better. The standing exhaust plant was scratch-built from 2.0 mm aluminum pipe, including the turbo loader and air filter.

The semi-trailer, an English Overlander, was made from a Tekno container chassis which was given a deck made from a 1.5 mm piece of plastic sheet material. The sideboards and roof bows including the wooden stakes were only built for the first row. The rest of the trailer's sideboards, roof bows and stakes are stored in the first row. The trailer was also given new large stowage cabinets, a spare wheel cage and a water tank. Under the chassis is a large belly tank which was used for re-fueling on the road. Diesel was usually cheaper to buy than water in the Arab countries which is why many of the Near East drivers had those huge tanks installed. Rims and tires are from a mixture of HG, Nacoral and Tekno.

DAF 2800

To give the theme a more dramatic look, I made the decision not to let the Transconti roll homewards empty. That is why a heavily damaged 'compatriot' is carried piggyback to Great Britain. The camaraderie among the Near East drivers has been described as always very honorable. Many times, drivers from all over the globe came together around a campfire and enjoyed fine Camion Cuisine washed down with large amounts of fermented barley and hops.

Perhaps as a result of such a banquet, the DAF of the P.I.E crashed very badly between the Turkish and Iranian border. The tractor truck stood for a long time at the roadside. I found pictures of the accident at www.fierdetreroutier.com under the pseudonym 'Le Baroudeur,' who also drove this route for Friderici. Le Baroudeur made a huge effort to make a photo book of his trips. In the category of 'Accidents' the viewer can see sometimes horrible and fateful accidents. There are enough ideas there for everyone to build their own scenario.

A DAF from Lion Toys was the basis for the DAF 2800 to which I added details to the chassis. The malformed cabin look was only achieved on the second try because white metal castings tend to break quickly when inserted into a bench vise. After the rough forming, dents were made using a motor tool with a milling cutter. Parts that were newly added, like the door or the bumper, were made from 0.2 mm aluminum sheet stock then fitted and glued in. The broken windows were made by hitting the glass with a model-making hammer. The loose cable bundles, window rubber, the crazed rims including the flat front tire, and the curtain hanging out from the window are some of the small details which give the crashed DAF more authenticity.

Both models were painted using spray cans. The aging and weathering were done with an airbrush plus washes with white spirit. On the

Transconti I wanted to see the road dust being washed down by the wet cold nights. That's why, after weathering with the airbrush, the 'dust' was washed off downwards using a small brush and white spirit. The DAF got the same treatment: first airbrush then brush and white spirit to get the effects I was after. The canvas cover on the trailer is made from paper hand towels found in any washroom. Soaked with thinned white glue, some real looking folds and creases could be made. Then the tarp was painted twice with Humbrol or Revell paints. Some of the lettering was applied free-hand and a few decals came from saved, left-over decals.

Tinplate

High tipper

by Robert Bretscher

Unfortunately, the maker of this battery-powered high tipper lorry is unknown. It was made in Japan during the 60s ...

At first glance, the real feature of this tipper is hidden as it is surprisingly well camouflaged underneath the tipping bin. Only when the tipping-out mechanism is activated does the 'aha' moment occur because this lorry is a very rare high tipping version. This means that during the dumping process, an X-shaped mechanism is deployed to elevate the bin to a higher level for dumping out.

It is hard to believe but the fine-looking mechanism works very well even with a full load of sand. A closer look at the bin shows that the Japanese maker used double tinplate walls so that nothing impedes use in the sandbox. The vehicle is equipped with a remote cable-steering device which also houses the two 1.5 Volt batteries. All movements can be played with this remote. The electric functions include forward and backward driving and the dumping out of the bin. The mechanical steering is by a wire connected to the steering wheel on the control box.

Also, the lorry is decorated all over with many zinc-plated detail parts. The modern-looking cabin has eye-catching windows tinted blue; they even sport zinc-colored decorative strips. Behind the windows, the interior is colourfully printed on and includes an additional three-spoke steering wheel dashboard. The producer has chosen to match the color of the bin to the color on the wheel bins. The mounted tires are black and have profiles. The whole tipper is made from tinplate and gives the impression of being solid. It is a pity that no logos of the maker can be found on this model. This leads one to assume that the wholesalers would print their own names on the box later on. This system was often used in the Far East. Sometimes there were model toys which were distributed to wholesalers by colour of the item. Unfortunately, the very effective toy producer of many such distribution chains generally remained hidden.

Mining tipper from Diecast Masters in 1:50

Caterpillar 794 AC

by Daniel Wietlisbach

With this 794 AC dumper powered by diesel-electric, Diecast Masters releases a mighty model which shines even down to the smallest details. There are innumerable details which invite the eye on a tour of discovery ...

Even though there are some diesel-electric dumping lorries developed by Caterpillar, inside the group of companies it is especially the models from the taken-over Unit Rig series which have asserted themselves with this power concept. Visually, only the cabin reminds us of the once-so-proud dumper producer. The 794 AC weighs 217.42 t empty and has a capacity of 297 t (327 US-t). This means that the currently largest open cast mining excavator needs three to four loading cycles to fill the dumping bin. The built-in 16-cylinder Cat C175-16 producing 3,500 hp (2910 kW) powers the generator to make the current for the electric motor which is centrally positioned in the rear axle housing. The maximum speed is 60 km/h.

The Model

The packaging within the tin box protects the large model well and the complete, hefty model can be removed without any problems. Thanks to its high metal content, it radiates high value. Part of the allure is the many safety railings made from wire extensively soldered together. The proportions of the model are very well done and it is exactly to scale.

The wheels are finely engraved, the rims have detail on the insides and the profile on the rubber tires corresponds to the original. The rear axle's springing is very soft and the front wheels are steerable. Steering linkage and the cylinders have been replicated; the turning radius could be better especially since the hydraulic cylinders have some reserve left.

The massive chassis is well done and finely detailed with countless bits of chassis hardware, tanks and lines. Almost lost in the room below the cabin is the not-so-small engine but this is correct to the prototype. The huge air intake pipes have been modeled in their entirety as have the equally large exhaust pipes. The generator can be found flange-mounted to motor. Soft rubber lines lead to the electric control boxes on the driver's deck and to the drive motor in the rear axle. Several more pieces of chassis hardware, tanks and supply lines make a look from below worthwhile. The housing of the rear axle is especially nicely executed.

The driver's deck is reached by a set of stairs on the left side; the lower part can be folded down to ground level. On the right side, the vertical ladder is designed as an emergency descent. Besides the fine safety railings, the very detailed control boxes and the cooling housing of the re-generator for the braking energy can be admired. Both have very fine, filigree-like grilles. The service hatch that is centrally located over the engine opens as do the three doors in the railings and the two cabin doors. The cabin is made from metal and has some very flush-mounted windows. The multi-colored interior shows off the many details and looks much better than the earlier all-black versions. The Cat logo is seen on the chair backs and Bob can be inserted into the seat with tweezers. The weight indicator is set to 000 and hints at an empty tipper.

The tipping box itself, including the wear plates, is very nicely detailed and the longitudinal beams have different sized holes drilled out, true to the original. At the rear, are the two rock knockers of the twin tires as well as the steel rope

to secure the dumping bin during service. Rubber mudflaps are also attached. The three-step tipping cylinders hold the bin stable when in the maximum height position which is not quite like the original, but that could be a challenge to show in a display case. It is a shame that the middle cylinder was not chromed.

The paint has been cleanly applied, the lettering covers well and includes the smallest details. With the Caterpillar 794 AC, the manufacturer has managed to give us a really impressive model.

At a glance

+ Metal content
+ Functionality
+ Metal contents railings
− Dumping cylinders only partially chromed

Swiss roller from USK in 1:50

Ammann ARS 110

by Daniel Wietlisbach

With the ARS 110, USK presents us with the second model from Ammann. Following the rubber wheel roller now comes the road roller in the same fine finish ...

For a long time, Langenthal was deemed to be the most average municipality of Switzerland. For construction machine enthusiasts, however, it has always been the capital because it is there where Ammann, Switzerland's largest manufacturer and dealer, is at home.

On the Ammann rollers one finds the weight of the machine on its type designation, and so, the ARS has a working weight of 10,860 kg which can be increased to 14,630 kg. It is the second smallest of the seven pavers in ARS series of rollers. The special feature of this series is that both wheels have separate drives, with the motor being situated deeper in the frame thus optimizing the low point of gravity and all-round visibility. The hydrostatic drive of the ARS gets its power from a Deutz TCD 3.6 L4 engine with 100 kW (134 hp) of power. It complies with the EU step V exhaust controls. All ARS rollers are available with smooth or sheepfoot rollers.

The model from USK

Following the beautiful model of the rubber roller ART 280, the ARS 110 is now the second model of the Langenthalers from USK Scalemodels. Behind this name are the people from Mahler & Partner who are the European importers of Diecast Masters and who are responsible for the distribution of the Caterpillar models.

The model of the roller arrives completely assembled and securely packed between two plastic half-clam shells. It feels pleasantly heavy when held and the proportions look right. The model is true to scale and has a high metal content.

The wheel hubs are very nicely engraved and the rubber tires have the correct profile which could perhaps have been made a little deeper. The rear wagon is made up from screwed-together metal castings which incorporate many details. This is also true for the en-

gine hood which is detailed with the air intake funnel and back-up lights. Unfortunately, the very fine air intake grilles are only printed on so it is absolutely necessary to open the hood in order to view the very finely detailed engine mock-up at leisure. It is truly worthwhile taking a look at the engine because much time and effort was spent to make it right: several parts, free standing supply lines and the two-colour paint job almost make it a model in its own right.

The almost completely glassed-in cabin is reached from the left side by way of a separately mounted set of stairs made up of three steps. The cabin reveals the finely detailed, two-coloured, work space. The roof and its separately attached details like rear view mirrors, window wipers, headlights and warning beacon are made of plastic.

The articulated joint steering has been replicated with the two hydraulic cylinders; the turning radius, however, is rather limited. For a roller this is not a big minus point. The frame of the rolling cylinder has been exactly engraved and, prototypically, shows all visible bolt heads. Also very nice to see are the three individually-mounted, flexible supply lines for each side. The smooth rolling drum does its name proud as a seam is nowhere to be seen. The two scrapers have also been replicated.

The model's three paint colours have been applied faultlessly and the lettering is very sharp, detailed and legible.

At a glance

+ True to scale
+ Detailing
+ Engine mock-up

Wheeled loader surprise from IMC in 1:50

Doosan DL 420-7

by Daniel Wietlisbach

With the Doosan DL 420-7, IMC released a fully-fledged construction machine in 1:50, for the first time! The lorry and crane builder demonstrates that they can do it really well ...

With Doosan' take-over of Moxy, the South Koreans put their foot in Europe's door. Their European head office is located in Prague, the capital of the Czech Republic. The DL 420-7 has an operating weight of 23.4 t and offers bucket options with volumes from 4.3 to 4.9 m^3. The power output of 350 hp (257 kW) comes from a Scania DC13 six-cylinder engine which complies with step V of the exhaust protocols.

DL 420-7 in 1:50

The model arrives completely assembled in the tested, safe packaging made up from two plastic half-clam shells. Pleasantly heavy in the hand, it has been made to scale with a high degree of functionality. Not only does it convincingly achieve the maximum turning radius, it also reaches the correct dumping-out height and degree of tipping.

The wheel rims are exactly engraved on the outside but not decorated at all on the insides. The profile of the rubber tires is true to the original and the rear axle oscillates.

The rear unit is constructed in great detail and surprises us with extremely fine air exhaust grilles which allow the engine to be visible. Looking through the beautiful radiator grille, the ventilator fan blades can be seen – First Class! As on the original machine, the mudguards tilt backwards and the service hatches on the sides open revealing a completely furnished engine room in which all detailing can be clearly made out; everything has been painted, using many colours. Exhaust pipe and breather pipe are detailed with the latter even having the Doosan logo printed on. All handholds and steps are made from a thin, break- resistant plastic material.

The structure of the cabin is metal and the glass of the windows fits very flush and has printed-on rubber seals. The interior equipment is painted in two colours and is very detailed. On the right-hand door frame, even the panel of the 'Doosan Smart Guidance System' is seen; it is designed to increase the efficiency of the machine. Work spotlights, rear-view mirrors, window wipers, antenna, warning beacon and handholds are all made of plastic and have been separately applied.

The solid articulated joint functions like the original by using two hydraulic cylinders. Supply lines could not be found, but there is a wheel chock for each side. Also not replicated was the 'secure for transport device'.

The front unit, including the two mudguards is made up from two metal castings, likewise, the two separately-mounted headlights. When the lifting gear is raised it reveals the front axle which is modeled somewhat simplified. To make up for that, there are some very nicely done hydraulic cylinders including valves and supply lines as well a very well-done lifting gear with Z-Kinematic. The original bucket with the cutting edge is 3,000 mm wide and includes the overflow fence. The bucket model is made from a single metal casting with Doosan signs printed on both sides.

The paint has been very cleanly applied and has sharp colour separation. The detailed, printed-on lettering is completely duplicated.

In a press release for the new model, IMC comments that, "We are in co-operation with Doosan Infracore Europe and present the DL 420-7 as a first model." The start has been very successful and, if we interpret the message correctly, further models will follow.

At a glance

+ Functionality
+ Detailing
+ True to scale
− Plastic railings

Do you know this lorry?

Recognize it and win a model!

by Remo Stoll

The green paint is a giveaway; this crane lorry has been used by the military some time ago. It was built in Sweden at the beginning of the 60s and was used by the army of this country. On the all-wheel drive of the chassis, flat decks, or, as in this case, a crane was attached. Even in the year 2020 the lorry still seems useful as a farm crane lorry.

Recognize the lorry? Please send us the exact name and type designations. The contest deadline is June 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 Liebherr TA 230 from Conrad, the Komatsu PW 148-10 'Black Edition' from UH, and the Amman ARS 110 roller from USK.

Solution from Trucks & Construction 2-2021

The rustic wheel loader in question was a Zettelmeyer L 501. The winners this time are: Alexander Renner who won the Komatsu WA380-8 from NZG, Wolfgang Werner whose prize was the Mercedes-Benz Arocs SLT 8x6 StreamSpace 2.3, and Father Erwin Bauer who won the limited series set with construction site tanks 'Eberhard' from MSM Mountain Scale Manufacturing. Congratulations to all the winners!

Lorry crane from Tekno in 1:50

HMF 2820K5

by Daniel Wietlisbach

For its 75th anniversary, the Danish crane builder HMF contracted with Tekno to build a model for the occasion. A great bonus for all, because this will give even more possibilities for lorry model enthusiasts ...

The Hølberg Maskin Fabrik or HMF was founded in 1945 and started with the production of motorbikes, as well as trailers and tippers for the agricultural sector. The first HMF crane was introduced in 1952 and ever since then the company has evolved to become a worldwide specialist in lorry cranes. The product offerings contain models from 3 to 95 metric tons.

The 2820K5 is a 28 metric ton crane with five telescoping segments. That means it has a lifting capacity of 5.33 t when extended 4.6 m, and a capacity of 1.41 t when extended to the maximum reach of 14.7 m. The jib reach of the crane can also be extended by using the 'Fly-Jib 700' from HMF.

The jubilee model from Tekno shows a very nice combination and the choice of colour is very pleasing, plus, the large HMF logo is on the unit. The Scania R580 V8 with an 8x4 chassis is not only equipped with a flat deck but, surprisingly, there is a hook arm and a roll-off bin behind the crane.

Since the new Scania cabins from Tekno have already been discussed and the roll-off system is nothing new, we want to concentrate fully on introducing the new crane. All red parts of the 2820K5, that is, the basic frame, as well as the first three telescoping elements, are made from white metal castings. They are held firmly in any desired position by the hydraulic cylinders. The crane has been made true to scale in the folded down version and doesn't jut out over the width of the vehicle. The two telescoping supports are plastic and reach the maximum support width of 5.6 m. Crane pads are included separately in a plastic bag and so is the bolt for the trailer coupling.

The very fine construction of such models, and not only from Tekno, requires especially careful handling during the use of the model when simulating true work movements; for example, the 'unfolding' of the boom. The model can be shown in the display case with two to three of the boom segments run out when a load is attached. Without a load, all five segments can be extended without the arm sagging. The maximum reach of 260 mm is almost 90% of the original which is very impressive for a model of a truck crane.

While the telescoping arm segments are made from plastic, to save on weight, the hydraulic cylinders were made from mixed material. All bolts at the joints are either discreetly countersunk or painted.

The last axle of the 8x4 chassis is steerable and gives the lorry a better turning capability. Because of the space required for the crane, the roll-off bin protrudes relatively far back. The underrun bar can be correctly run out to its full extent. The bin is made from a singlEe casting without a moveable rear flap, but it has moving pulleys.

The paint is faultlessly applied and the nice shiny blue in combination with the matt black chassis certainly gives the Jubilee model a 'festive' look! The lettering has been very cleanly applied which is especially nice to see on the large HMF logo which runs over several gaps and dips at the cabin.

It will be interesting to observe which company colours the new crane will sport in the future.

At a glance

+ Configuration
+ Functionality
+ Model implementation

Mobile construction crane from WSI in 1:50

Spierings SK487-AT3

by Carstens Bengs

The very promising prototype of the Spierings Sk487-AT3 City Boy was already admired at the Bauma. The model has been available since the end of 2020 ...

The 36t heavy crane which is a hybrid can be operated with a diesel engine, a completely electric motor or a diesel-electric engine. A 224 kW strong John Deere diesel engine powers the unit.

Functionality and details have been perfectly designed and there are some new and convincing solutions. The measurements are correct and the complex kinematic of the crane has been perfectly translated into model form. Of course, the erecting procedure does not follow the prototype exactly.

The three-axle chassis rolls freely on a level surface, the drive train including the prop shaft have been replicated and so have the very fine axle suspensions. The steering is very functional and has a sufficient turning radius. The lower carriage has very nicely engraved anti-skid surfaces. At the rear are two mounting ladders. The rear and front are decorated with the printed-on Sperling logo and there also are simulated headlights.

The very stable supports with internal threads keep the model secure, and, as one would expect, are made from metal castings. So are the support foot plates which are stowed away with the supports to save on space. The little crane leg support pads have been included with the model; they are stored beside the supports when the crane is in transport mode.

The upper chassis has also been made very well. There is a photo-etched fan guard on top of the engine. Even the little horn is there at the rear. Warning signs and a slewing mechanism mock-up complete the details. For accessing this part of the vehicle, a small folding ladder behind the cabin would be used.

A special feature of the crane is the cabin because it is also designed for operating the crane. For this, the little seat can be flipped from the outside for driving or crane-operating mode. The cabin has been modeled with many convincing details in the interior including control monitor, Spierings logo on the driver's seat, down to the window wipers and the necessary set of mirrors.

Three-part tower

The three-part tower of the crane reaches a maximum height of 60 cm at the boom. The cabin moves along the whole length of the tower using a winch. The necessary ladders for this are no longer plugged in, but click into position using small, attached bolts and so sit perfectly. A very classy detail solution!

The tower can be locked in position at 50%, 90% and 100%. Also very nice to see is the hydraulic supply line system for the winches at the top part of the tower. The flexible hose material sits protected beside the tower's base. The mirrors found on the original are modeled.

WSI has translated the extremely complex boom kinematic into model form in a very impressive manner. It is made up of three segments and during transport folds down compactly. Especially notable is the low weight of the boom. Here too, Spierings City Boy has been able to save a lot of weight by constructing it from cast aluminum without suffering any restrictions in functionality.

The winch for the boom holds it very securely and so the model reaches a height of 1.14 m in its steepest position, measured at cable height to the boom tip. When assembling the outrigger boom, a second person should assist, but it is easy to do. An assembly instruction is available only on line but it is extremely detailed.

The winch for the crane trolley makes it possible to attach the trolley to the boom as on the original. There are even some dummy guide rolls. All cable sheaves are individually made and ensure trouble-free operation of the cable.

The hook descends very easily and the trolley moves smoothly the whole length of the boom. The maximum carrying capacity of the prototype is around 7 t. All boom guy wires have been replicated as on the original: at the front by using telescoping poles, in the middle with a real yet thin steel cable, and at the rear with a guying system made from white metal.

Extensive Spierings logos are on the upper chassis, on the cabin and the boom. Overall, the Spierings SK487-AT3 City Boy from WSI convinces because of its perfect detailing and functionality. The new ladder attachment system especially impressed us.

At a glance

+ Light boom
+ Boom kinematic
+ Ladder attachment system
− Missing instructions

Translation of page 31

Tom's truck log

by Tom Blase

The Volvo doesn't move from its spot – or, "Safety valve? Never heard of it!"

I believe everyone dreams of a certain lorry, be it a Krupp Mustang or Kenworth W900. For me, it is the first-generation Volvo F10 with the green factory-applied decoration on a white ground.

In 1977, exactly such a demonstrator vehicle from Volvo Deutschland waited for my father and me in the company's yard in Mainz. It was three a.m. and the temperature was just below 0° Celsius. I sat, freezing and shivering in the brand-new lorry inhaling the new truck smell and could not stop myself taking in every detail. The cabin ceiling and the mattress were still wrapped and sealed in plastic; I never had never seen something like it before.

Father started the engine, what a fantastic sound, and applied pressure to the gas pedal because the two-brake circuit did not have enough pressure yet. They filled quickly and we could start.

But the shiny new truck would not release the brakes. We continued to pump air but to no avail. Father got bucket after bucket of warm water and poured them on the brake lines and valves hoping that they would 'thaw' so that we could finally go and pick up the container that was waiting for us. I was close to tears. The lorry didn't budge a meter.

"I've had enough. This thing stays here," were my father's words. "We will take the 260er. At least it runs." I swallowed my disappointment. For me the Volvo was a dream, even though it didn't want to move. Towards morning, my father called the boss to tell of his suffering.

Later, the Volvo salesman was welcomed in the broadest Mainz dialect: "You can take this thing back to where it came from. We don't need anything like it!"

The puzzled man, a Volvo salesman from Dietzenbach, climbed into the cab, started the unit, engaged a gear and tried to drive off. "Oh, this will not work, forgot something," said he and pushed a small black button on the dash. The brakes hissed, released and the lorry moved a forward few meters in the direction of the road.

"Didn't the driver release the Standsicherungsventil safety valve? I made a point of showing it to you when I demonstrated the vehicle." Now one of the two looked a bit sheepish and the other one grinned. Score 1 to 0 for the Volvo salesman and his product.

The boss did a trip with the 'exotic foreigner', but for him it was clear: "A thing like that has no room in my yard. Tomorrow I shall ask the Mercedes salesman to call and then we'll buy something from him."

My father no longer made comments about the incident. For me, however, the F10 was and still is today the top lorry for me. It took not quite 15 years until I got my own first Volvo, a 10er with 320 hp.

Breathtaking new release from NZG in 1:18

Scania 730S Car transporter

by Daniel Wietlisbach

With the Scania 730S in 1:18, NZG is releasing a top-class lorry model which might make many 1:50 collectors weak in the knees ...

No other lorry brand holds such high emotional value as the Scania. This was noticed by NZG when they presented the prototype on the 2020 Toy Fair. For fans there is only one kind of lorry, and this is it. "All others are only utility vehicles." Those who like to identify themselves as followers of different brands know all kinds of silly sayings and jokes about the fans of the Swedish lorries.

The highest point of interest is always the flagship of the fleet, currently the 770S, which has made its debut on the road just as NZG was in the middle of its production run for the 730S. Most information on the original should be known already; we reported on it in issue 1-2017 of Truck & Construction when we introsduced the Tekno model.

The tractor lorry from NZG is available in black, white, and combined with the Lohr Autotransport (Lohr car transports) in the very attractive livery of 'Mosolf' which was made available to us to take a closer look. Lorry and trailer are separately packaged, each between two clam-shell halves, very well protected and packaged in the two boxes. From the weight and dimensions one can guess that something big is packaged inside. The Scania has a weight of 5 kg because it comprised mainly of metal, and the trailer is not much lighter than the lorry.

The 730S comes completely assembled when taken out of the package and is exciting from the first look onwards. The proportions are correct. The model gives no reason for criticism but there is a lot to discover. For example, upon opening the doors the interior is seen; it is detailed down to the smallest item. The dashboard has all the instruments and displays, the armrests of the seats foldup, and there are even modeled seat belts made from fabric. There is a multitude of storage compartments, exactly as many as there is on the original and there even are ventilation louvres.

After the interior comes the engine. Studying the included instructions, one learns that the front flap must be opened before tilting the cabin. The flap is very impressive because of its extremely finely modeled hive-pattern grille behind which the cooler and tank for the window washing fluid can be made out. A tipping cylinder gives stability when the cabin is tilted. The legendary V8 engine made from several parts is very extensively replicated. A feast for the eyes is the steering column which is made as a cardan shaft. Additionally, when the cabin is in tipping position, the pierced modeled treads of the steps are easy to see.

The headlights which are integrated into the front bumpers have been modeled very realistically; here too we find the filigree-like honey-combed grilles. Besides the license plate, there is no other lettering in this area. Many owners find that here 'understatement' is good, because one while knowing what one has, it is unnecessary to trumpet it out to the world. The expert recognizes the flagship of the Swedes despite the chromed decorative trim at the side windows and the exhaust pipe being integrated into the left side cladding. Of course, the vehicle has rear view mirrors with real mirroring surfaces. On the roof are two horns, antennas, four addi-

tional headlights and, of course, the hinged wind deflector.

There are four supply lines behind the cab, including the hook-ups, but naturally, they are non-functioning. The chassis too is over the top as far as detailing is concerned which why the model should absolutely be looked at on the underside. Here everything is shown: prop shaft from the engine to the rear axle, fully functioning suspension springs, fuel tanks, exhaust scrubber plant, and, between all of them, the flexible cables and supply lines made from rubber. Additionally, there are two yellow wheel chocks at the rear. The trailer coupling has a functioning locking lever.

A separately available accessory package includes a cow catcher and light strips for the front and sides. All parts are fully chromed.

Lohr car transporter

Lohr is a French company situated in the Alsace region and is a world leader in the construction of car transporters. The model from NZG depicts one from the Eurolohr 200 series which is designed for lorries with short wheelbases of about 3800 mm. The front part can be coupled on but does not turn, and the trailer is connected with a coupling.

On the model from NZG, this means that first of all, the trailer coupling has to be taken off and replaced with an assembly plate. This part is included in black on the Scania and in blue on the trailer which is a bit confusing because only the black one fits. The front part of the trailer sits on this plate and is fixed to the chassis with screws. After that, it can be connected to the trailer.

Eight average-size cars fit on to the transporter but it is constructed in such a flexible way that it adjusts for many vehicle sizes. This extremely flexible construction method takes some effort to duplicate in model form. It shows, for example, that for this model, no fewer than 24 hydraulic cylinders have been built which allows for the loading decks to be set in any position that the original is capable of.

The tracks are covered with pierced metal sheeting and there are drive-up ramps as well as sufficient items to secure the loaded cars including 28 wheel chocks which fit into openings in the trailer's tracks and so keep the vehicles safe. Last come the safety railings which are just plugged in.

On the left side, between the tandem axles, behind magnetic cabinet lids is a stowing compartment and on the right-hand side an operating panel for the cylinders that adjust the levels.

Paint and lettering of the tractor lorry and trailer are faultless and we hope that other colour variants follow soon.

At a glance

+ Detailing
+ Metal content
+ Functionality
+ Features

The freight hauler Kaiko, Freiburg

Gone to the dogs

by Erich Urweider

In the midst of the crisis year of 2010, three young drivers went independent. Under the name 'Kaiko', the young freight haulers soon became known among collectors because of several models released by WSI ...

In 2009 the cargo hauling business was in crisis mode. At that time, Michael Finkbeiner was working for the Häring Company and was told to hand back 'his' Scania R620. Since it was the newest lorry in the company, his boss thought that he would get the most money for it were he were to sell it. Since Michael had spruced up the lorry himself and invested some of his own money in it, he asked his boss how much he hoped to get for it.

His boss then suggested that Michael could take over the leasing installments and once the leasing time had run out, the truck would belong to Michael. He also would help him to become independent so that he could earn money with his vehicle. This discussion happened on a Friday and Michael asked to be given time until Monday to think it over. He talked about it with his brother who found the idea so interesting that he also wanted to join. So, together, they approached Michael's boss to inquire whether he had another lorry he wanted to get rid of. Finally, a cousin found out what the two were doing and was also interested. It all ended in three vehicles being taken over. Because of the legal hoops they all had to clear, the company only got to take its first paying trip after being established on the 1st of April 2010. Despite the date, the Kaiko hauling company was no April fool's joke.

Searching for a name

Before arriving at Kaiko, a long search for a name took place. It should be not too long a name and should be easy to say and understand in both Spanish and Italian because the idea of the trio was to make regular trips in the direction of Spain and Italy. An acronym using the first letter of the first name of each of the three members was not feasible and 'Finkbeiner' already existed in various spellings in the trade. Something new had to be found. The three companions met to brainstorm with a bottle of Asbach brandy to increase the willingness to compromise. Everyone got a piece of paper was given the order to write down 10 proposed names. After a few minutes, the cousin's wife entered the room and with her the family Husky who was excited to see everyone, especially Michael Finkbeiner who tried to calm him down. "Yes, Kaiko nice …!" the rest of the sentence was drowned out by the wife's laughter: "You would be a bunch of 'nice' freight haulers if you named your company after a dog!" The three looked at each other and replied in unison: "Yes, Kaiko is the ideal name!"

The first years

For the first three years, driving independently was quite profitable and being their own boss meant that there are no ancillary wage costs to pay. The plan was to drive to Spain with one vehicle and to France with the second, and also to serve Switzerland. Initially, many transports were for a particle board factory. Later on, the company decided to pass on all logistic needs to a large hauling company.

In the third year, the cousin of the two brothers left the hauling company. Just married and with the second child was on the way, long-distance driving trips were no longer compatible with family life. At the same time, the brothers severed all ties with the Häring Company. Two vehicles were sold and only the lorry, baptized 'Black Devil' by Michael, remained. In 2013, a new Scania R560 was purchased for his brother, again on the 1st of April. From then

onwards the lorries were lettered as 'Kaiko'. After that a bit of an obstacle course with Scania followed because Michael wanted to letter the canvas covers with the slogan, 'King of the Road', but an agreement was finally reached. Michael remained true to his maxim, that is, to offer transportation service with well-maintained vehicles and within legal frameworks.

A standard is necessary

Beginning in 2013, a new vehicle joined the company fleet every year until it reached its maximum number of eight in January of 2020. In 2013, two apprentices were taken on and both successfully completed their apprenticeship. All drivers employed were trained lorry drivers, with one exception.

That professionals were working in the company even came to the notice of the insurance company who called towards the middle of 2020 wanting to know if the vehicles were actually on the road because for the previous year and a half no claims had been filed. Since Michael Finkbeiner drives himself and generally contracts out the office work, he knows quickly if a problem crops up. Besides the drivers' drive and rest times which he controls very tightly, he keeps the vehicles in top shape. He does not like it if they are on the road with worn tires. If a driver reports a problem, it is not postponed but fixed immediately. He also takes great interest in the equipment of his vehicles, ensuring that it is well balanced and is up to snuff.

By the way, the drivers are allowed to choose their vehicles and most of them go to the Scania dealership. But you might be mistaken if you think that it is the drivers ordering everything that is good and expensive! On the contrary, it is Michael who insists that the lorries have additional features installed because they increase the re-sale value. The final TCO (total cost occurred?) for every vehicle can only be calculated when the unit stands in the second-hand dealer's yard.

Also, Michael ensures that certain standard equipment is the same on all his units, for example, a 'Hawk Eye' brand cornering camera. At first glance, the semi-trailers from Schmitz do not look any different from the standard ones. Here too, Kaiko went the extra mile. For example, they have heavy-duty frames and floors. The large Daimler certification for load restraint is normal, as is the 'Safety roof' which prevents ice accumulations on the semi-trailer roof, and the back-up warning signal.

Then there is a steerable axle on each trailer, and aluminum rims; these are not for optical reasons but so that the payload can remain around 24 tons. Equipping the trailers in such a way means more weight can be carried.

Pandemic 2020

Financially speaking, many freight haulers were already in deep water before the pandemic and then drowned at the beginning of the lockdown. Overnight, much more room for freight became available, but only 8% was offered by freight brokers. Logistics companies lowered their freight rates and payment practices deteriorated even further.

Last year in February, Kaiko had outstanding payments due to them of around 50'000 Euros, which would usually be paid within four weeks. The outstanding amounts due piled up until, in September, the amount was around 120'000 Euro and payments were delayed by up to nine weeks. This led to the 'small guy' (hauling company) bankrolling the 'big guy' (big corporations). Several smaller and medium freight hauling companies had to reduce their vehicle fleets.

Before the crisis, Keiko specialized in concert event transports, driving for a company which handled multiple-use beverage cups. They drove clean cups to the concert event and at the end of the concert, transported unwashed cups, cooled down to 5° C, to the nearest plant of the beverage cup company. There they were cleaned and treated so that they were absolutely hygienic again. Then, Kaiko drove them to the next concert event.

In addition to this contract, the company was on the road with machinery, and the third leg of the business was freight for the Dachser Company for which one of the R500 Scanias was painted blue. However, the company switched to a cheaper contractor just before the pandemic.

Since there have been no live concert events for a year now and many booked transports were cancelled, Kaiko had to look for work at the freight exchanges. By February 2020, one lorry was sold off and in March a second. Initially, both were supposed to be detailed for the show business ready to pull the fleet's existing 'Party semi-trailer'.

Kaiko 2021

Employees	2, including management
Lorries	2
Founded in	2010
Homepage	kaiko-transporte.de

In the second half of the year, two trailers had to be sold. Meanwhile, in February of 2021, three further lorries were disposed of thus cutting the fleet in half. It became clear that probably only Michael Finkbeiner and his brother would be needed to continue operating the company. But the outlook for small freight hauling companies is rather dim. When the company started out, the Freiburg location was perfect.

In the three-country triangle, France-Germany-Switzerland, there was always some freight to be hauled. Today, it is a great disadvantage because freight haulers arrive in Switzerland from the east and take return loads from the close-by German frontier area at almost any price. It is interesting that for the loads to Switzerland they receive a premium price to allow them an empty return trip. Many customers have gotten used to being charged transport price by kilometers and no longer want to pay per trip. Often, it is forgotten that in case of damaged freight, large hauling companies refund only the transportation cost,not the value of the merchandise transported.

Models

WSI is the exclusive modeler of the Kaiko vehicles. They took note of the relatively small freight hauler at the well-known trucker meet in Geiselwind. First released was a complete combination of lorry with semi-trailer in the 'Firebird' scheme followed by the silver 'Viking King'. The 'Black Devil,' Kaiko's first lorry followed and became a sales hit. Next, the 'Interceptor' was released; it was one of the first S-Versions of the Scania. Later came 'Bloodmoon' which did not attract as many fans as it looks rather dark. The next model scheduled to be released is the 'Interceptor II', which sold out very quickly at the factory. There is a plan to release the 'Guardians of the Galaxy' lorry as well.

Attacking the crawler loaders

Hanomag B 8 b

by Ulf Böge

Crawler loader or wheel loader? This was the question from many construction companies during the late 50s. Hanomag had an answer …

Loaders with crawler tracks were proven and easy to use. Wheel loaders, also called mobile loaders, were something very modern. The first examples of this type arrived in Europe from the US after the Second World War and astonished the construction industry in Germany. Many vehicle producers then began to engage with this new kind of construction machine in various ways.

Hanomag also quickly recognized the unbelievable potential of these quick and very mobile loading vehicles and, in 1955, began to put their first ideas into practice. The prototypes from the United States inspired Hanomag. Since the end of the 40s, a variety of different types of wheel loaders with many kinds of buckets had been in use there. Even though in Europe, machines with articulated joints, had already been developed, the designers in Hannover decided on a rear-axle steered, front-wheel drive. Their first attempt, named R 60, was already designed in two different versions by the makers: a front loader and a swing loader. The latter variant was especially 'in vogue' at that time as it allowed for many equipment variations. However, both variants failed the field-testing stage. Every beginning is hard and so more experiments followed.

In 1960, it was finally ready: the first Hanomag wheel loader

of type B 70 AF went into serial production and was introduced to the public. This time, the machine had four-wheel drive with planetary shafts and the two-cylinder Hanomag D 721 engine capable of 70 hp. Right from the first Hanomag wheel loader, the safety of the driver was paramount. Entry for the operator was made as comfortable as possible, and without the prevalent need to crawl over cylinders or the lifting gear.

Another important step was taken in 1964 with the further development that led to the B 8 Series b. Besides having the new Hanomag engine D 941 with 80 hp, the machine had a torque converter and power shift. New also was the construction of the lifting gear and the placement of the lifting cylinders. The efficiency of the Z-Kinematic which had already proven by the predecessors was markedly improved. Only two levers remained to operate the machine: left for the travel direction and right for all functions of the loading equipment. The driver now was either seated under a roof covered with a kind of tarp and open sides, or in the nicely shaped all-steel cabin with manual air-conditioning which meant 'heater on- windows open, or heater off-windows closed.'

Off-road capabilities

The Hanomag B 8 b was more than convincing in off-road situations. The whole power of the engine was transferred to the four very large tires and the oscillating rear axle could conform to any unevenness of the ground. The steering was hydraulically assisted and the wheels had individual brakes. With a push of a button, the manoeuverability could be increased and the turning radius substantially reduced. When returning to drive on a road surface, a top speed of 40 km/h was possible. At that time, that was considered to be 'Autobahn-driving capable.

The Hanomag B 8 b was not only a handy loading machine on construction sites or in quarries, it was also capable of completing a loading cycle in a mere 54 seconds. Many alternative tools, in addition to the 1.0 m^3 standard bucket were available, among them rock forks, dozer blades, lifting hooks or lifting forks. With these tools, quite heavy loads could be moved. After all, the wheel loader had a lifting capacity of 6 t and a working weight of 7.6 t, without mudguards. The choice of tires was impressive with eight different types available. The basic cost of the wheel loader machine in 1968 was around 85'000 DM.

Little by little, the Hanomag B 8 b and the types that followed pushed the existing crawler loader out of the market. Its era had come to an end. 3,400 Hanomag B 8 bs were made in the factory at Hannover-Linden. The successor, the more angular looking B 8 c, was then also offered with rear-axle steering. Following the take-over by Massey-Ferguson in 1974, it mutated into the MF 33 B.

Downsville Dam

by Edgar Browning, format 21.5 x 28 cm, 140 pages, black & white pictures, soft cover, English language book
ISBN 978-0-578-23093-1

Even though Edgar Bowen passed away last year, his 12th book has now been published. It follows the same pattern as his previous books and is about the construction of the earth dam near Downsville, in New York State, US, between 1947 and 1954. The reservoir lake is one of many which supply the town of New York with 4.5 billion litres of drinking water. To accomplish the massive earthmoving tasks, the following construction machines were used during peak times: 96 Euclid FDT bottom dumpers, 16 Euclid tippers, 9 LeTourneau Model Super Cs with Carryall Scraper, 3 Euclid BV Bandleaders as well as two Bucyrus Erie 54Bs and two P&H 1055 cable-operated excavators with front buckets. (up)

Me, my Mack, Tehran and back!

by Andy McLean, published by Amazon Fullfillment, Format 15 x 22.6 cm, 332 pages, ca. 140 pictures, pocket book size English,
ISBN 979-8-577-35465-7

Andy McLean trained to be a teacher but actually preferred the job work of a truck driver. He found it to be a good way to get paid for traveling. In his newest book, he takes us on a trip to Teheran and back. The load is especially urgent and he is the only driver with experience. As a special incentive, he is given the brand-new Mack of his employer, OHS. The trip starts out in November and his goal is that, come what may, he will be home for Christmas. The book is mainly illustrated with his own pictures. Written as a diary, the stories that go along with the pictures are easy to read. This English-language book is a must-have for friends of the Orient transports. It is available directly from the author or from Amazon. (eu)

IFA W50 / L60

by Frank Rönicke, published by Motorbuch Verlag, Format 29 x 22 cm, 144 pages, many pictures, hard cover,
ISBN 978-3-613-04321-3

Almost 600,000 W50/ L60s left the Ludwigsfelde factory where the GDR lorries were built. The Peasant and Workers' State was only allowed to build lorries up to 5 ton carrying capacity, but the production was of political importance. To show off the advantages of Socialism, many IFAs ended up outside the GDR. The book also looks at the predecessors which, like a magician's rabbit out of hat, were produced in demolished factories immediately after the end of the Second World War. In the end, the W50 was made in over 50 different configurations; the most interesting have their own chapters. Rounding off the book is a description of the restoration of a 50W articulated lorry set. (eu)

Liebherr Hydraulikbagger, Volume 2

by Ulf Böge and Rainer Volkwein, published by Podszun Verlag, format 21 x 28 cm, 333 pages, 800 pictures, bound,
ISBN 978-3-86133-983-0

Volume Two is dedicated to excavators in the following sectors: open cast mining, material handling, de-construction, and rail and tunnel construction. Each chapter begins with the machines used in the early Liebherr years. The most important excavators in the segment are pictured and described in running text. Of course, even the newest ones were included. For example, the mining excavator R 9600 is described although the release of the original happened only after the publication of this book. So, for a few days it was very current. A 17-page table at the end of this very comprehensive tome is a reference book of all the excavators. (up)

Converting a Ford F250 Pickup truck

Service Truck

by Urs Peyer

While car freaks in Europe do everything to lower their vehicles, the opposite is true in the US. Large rims and even larger tires are a must to go under the pickup so the driver almost needs a ladder to get into the cab ...

In 2016, Sword Models released the first version of the Ford F-250 Super Duty Pickup Truck. Currently, this model is available in about 100 paint scheme versions and lettered for many different companies. Among others, it is available in white with Liebherr lettering (2017). The F series from Ford is the top selling pickup in the US. The smaller brother of the F-250, the F-150 is about as popular in the US as is the VW Golf over here. The F-250 with Crew-cab (4 doors and a rear bench seat) is the preferred vehicle for foremen on large earth moving sites or on surface mining operations. It follows logically that the people responsible from the Liebherr service department are often on the road driving a heavy-duty Ford to the large coal, oil or ore mines, there to service their dumpers and large excavators and, preferably, with extra-large tires on their trucks.

It was only a question when, and not if, someone would make a conversion kit with larger tires (21 mm diameter) for the Ford F-250 from Sword. In this case, it was the Jay Roltgen Company which produced the kit in question using a 3D printer. According to current announcements, Jay is planning to open its own Online Shop soon. The kit contains a new underside and four tires with separate rims. While the tires and rims are made from a transparent material with a fine surface, the underside is black and has a slightly rough surface. This does not distract in the least as only the back bumper of the new part is visible. Wire axles are not included. Tires and rims need only minimal preparation and sanding with fine sandpaper before painting. The kit does not include any axles but the axle housings and rims are pre-drilled to Imperial System measurements which are not available here. It is therefore simplest to drill the holes out with a 2.0 mm drill and get suitable wire material.

The existing underframe can be removed from the upper chassis by removing two screws. The cabin interior with the seats and the two running boards sits directly on the new underside. Just a tip here: when handling the truck, it is important to be careful not to damage the fine radio antenna!

On the kit we had, it was necessary to remove some material from the suspension struts so that the new underside could be mounted to the rest of the truck using the two screws previously removed. The rims can then be attached to the 2.0 mm axles. On the surfaces where tires and rims meet, very little or no paint should be applied, so that, in the end, they still fit together. If need be, they can be fixed in place by a drop of glue. The Ford F-250 Liebherr is still available from Weiss Brothers in the US (www.weiss-brothers.us). Other colour variants, as well as the silver-coloured tool box on the truck deck are available from DHS Diecast Collectibles (www.dhsdiecast.com).

Tunnel construction in 1:50 – part 1

Mühlbergtunnel

by Markus Lindner

Tunnel construction is without a doubt among the most spectacular of construction projects. One of the reasons, is that the special construction machines used for underground work are rarely be seen on dioramas …

The many kinds of preparatory work that precede the actual tunneling work are also interesting to model. Reason enough to think about how such a construction project could be replicated in scale in your hobby room at home from the very first turning of the sod to the opening day for traffic.

The basic scenario imagined here is that the fictitious town of Neukirch, situated in a typical valley in the Mittelgebirgen (German Central mountain chain), needs to be relieved of heavy through traffic. The road running right through the middle of town is the Bundesstrasse B78 (Federal highway B78) and is supposedly to be diverted around town with a bypass called the B78n. The alignment that is the best solution for bypassing the town has a 1.2 km-long road tunnel.

Of course, it is not possible to build the several kilometer-long road and the complete tunnel section in which work sequences are repeated many times over. Instead, we concentrate on unquestionably the most interesting part: one of the tunnel portals, construction contract 'section 3.' By selectively compressing this section, it is quite easy to build it on a 65 x 100 cm diorama. The compact size has many advantages: it is compact enough to be handled by one person, can be transported in a car without any problems but is still large enough to show the whole construction sequence without having to make serious compromises.

For such a construction project, a large number and variety of machines are required. These are often on site at the same time. Keeping this in mind, an open or cutaway presentation of the way the road is going to run is important. Machines currently not in use can be 'parked' outside the diorama surface and are 'at work' there, while work on the visible section continues with other machines.

An absolutely necessary part of such a tunnel construction site is a site camp with all its specialized equipment. Since there is no space for this on the planned diorama surface, a completely separate diorama with the same measurements will be built. It can be kept relatively simple: a Styrodur surface in which the later construction pits for foundations and such can be quite easily worked in. The landscape of piled-up earthworks slopes towards the outside edges to make a seamless transition to the background easier. The whole is now covered with fine sifted earth.

The actual tunnel diorama is more elaborate. The base and the landscape contours are made from the reliable, light Styrodur sheet stock in which the yet-to-be-built tunnel profile has already been shaped in the mountain part. The Styrodur landscape is then covered with coloured plaster and gets a coat of sifted earth.

The end of the diorama at the left rear will be a deciduous forest. The majority will be trees from the Heki Artline Series which are also suitable for the larger 1:50 scale. For the undergrowth, I used bushes from Heki Filigranbüschen (fine bush material) and pieces cut off of landscape mats from Martin Welberg. When choosing and placing the trees, it is important to remember that during the construction sequences of the tunnel portal, a tower crane will be used and it needs enough air space for its boom to turn around over the tree tops.

On the right-hand side, a semi-relief industrial building indicates

that there is a business park right beside the construction site giving a visual end to the background at that point. The construction of such a scratch-built building from card and Polystyrol parts has already been described in detail in an earlier project. Finally, the area leading to the cut and future tunnel portal that will be excavated also needs be filled with sifted ground cover. The open front edges are covered with thin Styrodur sheet stock and is just screwed on to the rest of the construction, closed in, and where it meets the landscape, sealed up. After this, all is complete. Nothing more stands in the way the beginning of construction work.

The very first job on hand necessitates the clear-cutting of the large construction area. For this, the contractors used typical logging equipment like a harvester from Valmet as well as a log forwarder from Rottne. Small diameter trees and bushes were removed by a Liebherr R 916 crawler excavator, equipped with a hydraulic mulching head. To remove the root system, a root-lifting rake was used. The stripping of the humus layer was done with a Komatsu D51 E-Xi crawler with rear ripping attachment.

Parallel to the works on the actual right of way, the site for the construction camp is being prepared with the help of a Cat D6T bulldozer. This is happening on a former farmer's field located right beside the construction site.

It will first be used as an intermediate storage place for logs and foliage material which will be shredded there and then transported off site. Now that the preparations are completed, further work can start: the construction of the tunnel approach, and at the same time, the erecting of the construction camp.

New on the market

Universal Hobbies 1:50

The mighty Komatsu WA 600-8 is a favorite machine for use in quarries. There, machines whose tools are least affected by wear and tear are spared nothing. That is why Universal Hobbies now is releasing a variation of their models with a special rock bucket and stone block handler attachment in one set. Both tools are new and true to the original: the bucket has a finely pierced overflow fence, corner teeth and printed-on lettering; the forks of the block handler are plain and simple. To exchange the tools, two small Phillips screws have to be removed from the back of the tool attachment plate which is not that easy and therefore shouldn't be un-dertaken frequently. Prototypically, there is also additional ballast at the rear.

MT-Dioramenbau 1:50

It is said that there are some machine operators who step into the cabin of the construction machine, their realm, wearing only socks; rubber boots have to stay outside. And also, rubber boots can often be seen in neat rows outside construc-tion trailers. Therefore, Markus Thalmüller is offering this little detail for diorama builders and lovers of details: rubber booths from his 3-D printer.

(mtdioramenbau@gmx.de or over Facebook at mtdioramenbau.)

NZG 1:50

On the Meiller dumping semi-trailer introduced in issue 1-2021 we critiqued that the lifting axle did not reach the floor, even with the holding screw is loosed. Following the advice of the producer, it came to light on a later test that some of the paint blocked the mechanism when the screw was undone. Once the paint was cleaned off, the mechanism of the lifting axle performed perfectly.

WSI/ FBM-Bacheli 1:50

Exclusively available from this Swiss dealer is the Scania R580 V8 6x2 articulated lorry of Anderegg Transporte in the livery of 'steffen-ris'. The certified series is lim-ited to 111 pieces.

Conrad is upgrading the MAN F8

In a social media posting, the producer thanks his fans for the many tips regarding the original of the MAN F8. It will now be pro-duced even more accurately which why the delivery will probably be delayed until fall of this year.

IMC 1:50

This manufacturer is announcing that it will collaborate with Tadano and promises 'some nice models' in the future.

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 LTM 1110-5.1	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr LTR 1220	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 920 «Geomer»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 926C «Loop on Zand»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr 36 XXT	1:50	Conrad	Dealers	www.conrad-modelle.de
Ahlmann AZ 95f	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS 8x4 / Palfinger PK200002L SH	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS NN 6x2 winter service	1:50	Conrad	Dealers	www.conrad-modelle.de
MB Arocs 6x4 winter service «Eurovia»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 960 demolition «Korz», «Wilhelm Knepper»	1:50	Conrad	Exclusive	www.fmb-shop.de
Goldhofer THP modules «Baumann»	1:50	Conrad	Exclusive	www.fmb-shop.de
Liebherr R 930V «Emtbjörks AB»	1:50	Conrad	Exclusive	www.giftmodels.it
Demag CC 8800 sets with mast parts «Sarens»	1:50	Conrad	Sarens-Shop	www.sarensshop.com
Case CX 210D new version	1:50	Ertl	Dealers	—
Dolberg D 500 HR, resine	1:50	GMTS	Dealers	www.gmts.de
Scania P143E 10x4 «Holtrop Van der Vlist», resine	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros 6x4 / Nooteboom low loader «Doosan»	1:50	IMC	Dealers	www.imcmodels.eu
DAF 95 380 8x4 «G.C.S. Johnson», Resin	1:50	IMC	Dealers	www.imcmodels.eu
Fassi truck crane F32A	1:50	IMC	Dealers	www.imcmodels.eu
Cat 336 Next Gen «de Romein»	1:50	DM / IMC	Dealers	www.imcmodels.eu
Mack Cruise-Liner 6x4 «Sarens»	1:50	—	Sarens	www.sarensshop.com
Demag H485	1:50	KPS	Directly	www.kpsmodels.co.uk
Scania R Next 6x2 / Stas semi tipper trailer «Ceusters»	1:50	Tekno	Dealers	www.tekno.nl
MAN TGX XXL 8x4 / Goldhofer low loader «Welti Furrer»	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1500-8.1 «Mediaco», «Moh Seng Cranes»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1090-4.2 «Steil»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R6 6x4 / ballast box / Inter Combi «Bok Seng»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania 142E 8x4 «Midtstøl»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania G 10x4 tipper «van Dalen»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S 6x2 / semi low loader «Heger & Janssen»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania Streamline 6x4 / Megatrailer «Nordic Crane»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R Next 6x2 / Semi low loader «Pol Hoogwerkers»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 8x4 / Palfinger PK 65002 SH «van Caudenberg»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 6x2 / Nooteboom Euro «Mammoet»	1:50	WSI	Mammoet-Shop	store.mammoet.com
MB Actros MP3 8x4 / ballast box «MaxTrans»	1:50	WSI	Dealers	www.wsi-collectors.com
MB Actros MP4 6x4 / Semi low loader «Frank Wulf»	1:50	WSI	Dealers	www.wsi-collectors.com
MB Actros MP4 SLT 8x4 / low loader «Flossdorf»	1:50	WSI	Dealers	www.wsi-collectors.com
MB Actros SLT 8x4 / low loader «van Grinsven»	1:50	WSI	Dealers	www.wsi-collectors.com
DAF XF SSC 4x2 / low loader «Aertssen»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1400-7.1	1:50	YCC	Dealers	www.yccmodels.com
SX boom for Liebherr LG / LR 1750 from Conrad	1:50	YCC	Dealers	www.yccmodels.com

Our partner page

Blasting and covering work in the quarry

In springtime preparation work begins at the quarry so as to be ready for the quarrying season. The earth and humus are scraped off from the future quarry section and deposited at the bottom of the quarry as fill. The top-most rock layer has to be blasted. For years now we have subcontracted this work to Gasser Felstechnik (Rock technology). About 5,000 m^3 of material are loosened this way and then excavated and moved to the quarry bottom. This waste material creates the places and roads for the current year's quarrying operation. This May, a new sawing machine will commence operation in our quarry. We will introduce it to you in one of the next issues.

Volvo L25 electric

The Eberhard Unternehmungen received the first electric-powered Volvo compact loader in Switzerland. The official handover ceremony of the new Volvo L25 electric was held on February 22nd at the Aebi AG in Regensdorf. Thanks to its electric power, the 5.5 t compact wheel loader works 100% emission-free and is very quiet. The two electro motors, one for driving and the other for working the hydraulic system, can produce a maximum of 68 kW. Because of good experiences with the diesel-electric powered construction machines from Caterpillar (three D7E Bulldozers and one 988K XE wheel loader), the all-electric compact wheel loader is an ideal companion for them. It is environmentally friendly and ideal for inner city construction sites. As their contribution to emission free construction sites, Volvo plans to switch all compact wheel loaders and mini excavators to electric power. The Eberhard Unternehmungen will follow all developments in the sectors of alternative fuels and power systems very intently. In the future, several more battery-powered machines will follow the Volvo L25.

News in brief

Caterpillar D 7

The D7 Dozer of the new generation was already be seen during the Las Vegas Conexpo in March of 2020. The official introduction in Europe followed only a year later. Caterpillar is going back to the Delta power for this unit and staying away from diesel electric power. A fully automatic four gear box regulates 197 kW (268 hp) of power produced by the engine. In addition to the standard version with a 7.4 m^3 blade, there is also an LGP version with 915 mm wide grouser track shoes available. As with the D5 and D6 versions, the D7 has a totally redesigned driver's cabin. A large offering of easy-to-use technologies and assistance systems are available for the driver of the new dozer. (up)

Demag PC 6800-1

Under contract to Van Oord Offshore Wind, Sarens NV used a Demag PC 6800-1 to insert 89 foundation piles in the Ijsselmeer. Because of the shallow water depth, the lattice mast crane of the 1,250-ton class worked on a 3,280 m^2 sized pontoon. The Demag was equipped with a 72 m main boom, a 40.5 m-long Superlift mast with a 24 m reach and a total of 610 t in ballast. The 39 m, 250 t steel pipes were taken directly from a freighter. A floating Sheerleg crane was used to lift, erect, position then ram them into the sea bed. Depending on the weather situation, lifting and erecting a pile took up to 90 minutes. (up)

Renault's digital presentation

Renault Trucks went down a new road for their presentation of the Renault T and T High Evolution. It was held on-line in the computer game Euro Truck Simulator 2 (ETS2). The dealers of this virtual community of over 9 million players had hidden the new Renault beneath a red cloth since the 29th of March. There, ETS gamers can sit virtually in the cab of the new Renault T Evolutions. To what degree the ergonomic seats or the multi-function steering wheel could be tried out is disputable. But the design of the outside with the new headlights shows off very nicely on the virtual platform. As well as the presentation of the T and T High Evolution, the construction series C and K were also announced as Evolution series. (eu)

Freightliner eCascadia can now be ordered

Over 1.2 million km were logged during the test drives of 38 lorries used by customers both regionally and locally. As order-taking commences, Freightliner will prepare for production from the end of 2022 forwards. The time span will make it possible for customers to work out highly individualized solutions in co-operation with the Freightliner 'eConsulting-Team'. Both battery-operated models have on-board technology developed in Detroit. The propulsion shaft is available with single or double motors and, with a torque of 31,000 Nm, produces sufficient power for the eCascadia's total weight of 38 t. With full batteries, the maximum distance available is around 400 km. (dw)

Liebherr R9600

With this first large-size excavator of the new generation, Liebherr replaces the legendary models of the 600-t class, the R996 (introduced in 1995) and R996B (Successor from 2000 onwards). A backhoe bucket with 37.5 m^3 and a working weight of 633 t, and a clamshell bucket with 37 m^3 capacity and 645 t of working weight are available. To supply the necessary power are two QSK-50 engines from Cummins that when combined produce 2500 kW (3400 hp) of power. BHP and Thiess have tested one unit each for one year in Australia's iron ore and open pit coal mining settings. Liebherr is shipping a further six units to Australia by the summer of 2021. Since 1995, 115 units of the R996 alone have been sold Down Under! (up)

75 years of Pegaso

Iveco, true to tradition, informed us about the jubilee of the once big Spanish lorry brand. The first of the two lorries, the Pegaso I and Pegaso II, inherited the modern, flat cabin of the Hispano-Suiza 66-D. The pioneering spirit of Pegaso was especially at the forefront in 1952 when they produced prototypes of an electric-powered lorry. The Pegaso II could be charged in only five hours and had a range of 75 km. Even though it never went into production, it was used as a starting point for the development of trolley buses.