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Ausgabe 1-2022

Modelle von Lastwagen, Baum…

Mit Wettbewerb

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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".

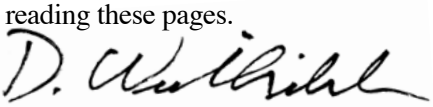
A happy New Year to all!

I hope that despite the restrictions, whether large or small, you had a great time during the holidays and I would like to wish you all a very happy, and especially a healthy 2022. While I was writing this, the uncertainty about the future health situation was growing once again. It looks more and more likely that when this issue reaches you much will have changed. At the moment no one dares forecast what will happen next. The continuing shortage of new models reached a new high at the end of the year. In a newsletter this fall Tekno announced a pause of a few weeks for new releases. At least they introduced further new projects. Other new models are piling up at the end of the assembly lines because they cannot be packaged up. The well-known shortage of paper and cardboard all of sudden made sourcing boxes an adventure.

Paper shortages and the ensuing rise in prices for products impact this magazine as well. But how is it possible that we have a lack of wood and paper if our forests are full of timber? The experts agree on only one point: the Corona Virus is not the reason. It serves only to accelerate the ongoing situation. Prior to pandemic, production had already shifted from paper to cardboard to serve the rapidly increasing use of boxes needed for the delivery of online purchases. Secondly, there is an increase in demand from the US and Asia. In 2020, the EU reports that the exports of paper to Asia increased by a whopping 75 percent over 2019. This created a shortage and led to increased prices.

On the plus side, according to our contract with the printers, the supply of paper for Trucks &Construction is secure for 2022. On the downside, the introduction of new models, with 14 pages in this issue, is a new negative record. I look at it as an opportunity that allows room for topics that showcase the great diversity of our hobby.

And so, it is my hope that the mix of topics in this issue has something of interest for everyone and I hope that you are well entertained when reading these pages.



Daniel Wietlisbach

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Gaëtan Mitté collects both old and new

Opposites

by Daniel Wietlisbach

At only 31 years of age, Gaëtan Mitté is a younger collector. He loves older, simply-made models and also new, highly detailed ones. He does not have an explanation for these opposite interests but has a collection which is well worth seeing ...

Gaëtan Mitté grew up in the French speaking part of Switzerland, in the watch-making, Unesco Heritage City of Le Locle. His father was a traveling salesman for Ricola cough drops and his mother a secretary. Gaëtan has a younger sister and describes his start in life as rather difficult, because of health problems. This meant that, from the age of two years old, he was a regular patient at the University Hospital in Lausanne. Fortunately, these problems disappeared upon adulthood.

When Gaëtan reached seven years of age, his parents were able to build themselves a single-family house and because of regular visits to the construction site, his interest in construction machines grew. Once the family had moved into their house, Gaëtan noticed that in the neighbourhood there were several construction sites were factories where being built and this nourished his passion. It was not until the holidays, which he spent exclusively at his grandparents' place, that he got to learn about really big construction machines. His grandparents lived right beside the huge construction site for the A5 highway follows the foot of the Jura Mountains on the south side. Naturally, there was never a dull moment as the young fan watched the action. The most impressive machines used were by the 'von Arx' and 'Marti' companies: Volvo EC650, Liebherr R982 and Cat 345 were excavators that were not seen on just any construction site. The youngster photographed all the machines and kept the pictures carefully kept in albums where they remain today.

Gaëtan's favorite toys came from Lego and Playmobil and his favorite play scenarios were construction sites, fire brigades and police incidents. He was also allowed to play with the Lego train that his father as a child. Naturally, he often played outside with his friends. Together they built huts in the forest and regularly played hockey and football.

The collector received his first construction machines as a gift from his grandparents. The robust models from Siku and Joal were marvellous to play with. Among them were the mighty Volvo EC650, a Cat 375 and an even older excavator from Åkerman.

Gaëtan didn't like school very much preferring to watch construction machines outside or to play with his models. At least his school was situated near an industrial area under construction were there were numerous construction sites. He watched the machines and trucks for hours and sometimes even had the good fortune of being invited for a ride in one.

Despite his enthusiasm and the temptation in front of him, he never skipped school, however, his homework had to wait until the lights went out at the construction site. Once in high school, Gaëtan recognized the value of an education. Suddenly and unexpectedly, he became top of the class in three subjects. His goal was to find a good apprenticeship placement.

Gaëtan had always been clear that he wanted to be a machine operator. However, when he finished his schooling, he was still too young and so he began his training as a road construction worker in La Chaux-de-Fonds. He found that the change from school to being an apprentice challenging because the

work was physically exhausting and the days were long. But, in the end, he finished as the best apprentice of the year in the Canton of Neuenburg.

A year after the end of his apprenticeship, when he was 20, he continued his education and became a machine operator; finally, he was in his dream profession. To gain experience, he worked for different companies and operated a great variety of machinery among which was one of the last operating scrapers in Switzerland. The Cat 627E was used to mine clay for a brick works. Gaëtan reminisces that this work was the 'nicest experience in my professional career'. Currently, he works for the Arx Company and there operates a Cat 323D.

Even today, during his time off, he visits construction sites as often as he can. He especially admires the Eberhard Company; the machinery, lorries and the organisation of even the very complex construction sites fascinate him.

Collecting

Gaëtan became a collector at the early age of ten. At Avesco, he purchased a Cat M318C from NZG (#405), the first 'real' model for which he had saved up his pocket money. Because he never played with it, it stands in perfect condition in his display case. The passion of collecting has never left him since and in the following 22 years many other models have found their way to his display cases, many of them made by the market leader. But why Caterpillar? The collector is not quite sure why. "Because there is much written and talked about them? Perhaps also because the choice of their models is so vast?" But maybe it is a combination of several reasons that are not that easy to explain. Initially, the models came primarily from the shop of the Cat Dealership but the collector soon discovered the specialized dealers, Setec HTM and Mini-TP-Shop. "There is nothing in the world that would make me give up my passion for construction machines!" says the collector, because his hobby helps him through difficult situations like the separation from a beloved person. The fascination for construction machines is just as hard to explain as the preference for a certain brand. For example, it is very interesting to see which of today's machines are able to do the work done by machines of the past and how easily modern machines can accomplish the tasks. It is interesting to follow the development of machines over time as they continually improved. Such construction machine evolution can be wonderfully displayed using models, for example, the Cat 988 wheel loader which is displayed in A, B, F and K versions.

The collector is especially enamoured with NZG's early style which he describes as 'simple, solid and realistic!' On the other side are the current, historic models made by CCM which intrigue him with their high degree of detailing. Both kinds of philosophical approaches to model-making inspire the collector, and he does not now know exactly why. For him, it is simply a feeling, a love for the models.

Of course, the collection contains other brands such as O&K and Volvo in addition to the yellow models. The important part of owning a model is that he likes it and finds it interesting. Here too, NZG is given a special mention for the no-nonsense, straight forward approach of their older models.

His models are displayed to their greatest advantage in two custom-made, glass display cases. They are arranged by category: excavator, loader, bulldozer, dumper and

The collector

Gaëtan Mitté (31) first did an apprenticeship as a road builder but then changed to be a construction machine operator and currently drives a 25-ton excavator.

Besides collecting, he is a mountain biker as well as a fan and supporter of the ice hockey Clubs SC Bern and HC La Chaux-de-Fonds. For four years now he has lived with his cats and his dog in a chalet in France, near the Swiss border. You would be very welcome to visit him and see his collection. He can be reached through WhatsApp +41 79 326 88 94.

scraper. Gaëtan shares the opinion of many collectors that "The production of models has changed a lot. It started with promotional models which were made available to the general public. Today, it is big business with exorbitant prices and diminishing quality but as long as people continue to buy them, nothing will change."

Mitté purchased almost all the models in Switzerland with a few exceptions which came from eBay Germany. Other welcome opportunities to find models and augment his collection are visits and shows like the Bauma, the Modelshow in Edi or the swap meet at the Ebianum. He always buys one model at the Bauma, so that he always knows that "(he) bought this model at the Bauma!" He often enjoys meeting and exchanging information with collecting friends from Switzerland and France. That he is frequently the youngest in the group is no hindrance when it comes talking expertly about his interests.

Old machines

Despite his young age, Gaëtan is very interested in older machines and regrets that he ever did them see them working. In his bookshelf there are many, books about historic construction machines and their technology, and, of course he seeks information about them in the Internet. The collector finds machines from yesteryear to be more interesting, impressive and just nicer. He thinks especially about scrapers and bulldozers; and his favorite model is the D9H of which he owns several made by RR models. Apart from the O&K RH200 from Auto Russia, these gems are the rarest models in his collection. He had to wait very patiently for a long time for these, as the manufacturer made them as a special order just for him.

There has always been a part of his apartment reserved for his collection, currently around 300 pieces, because he wanted them to be displayed and not stored in boxes. Four years ago, Gaëtan Mitté fulfilled a big dream of his, buying a chalet in France. It is only a few minutes' drive away from the Swiss border and he continues to work in his native land. He decided to take this step because homes in Switzerland have become almost unaffordable. Despite this, Gaëtan would never turn his back on Switzerland because for him "It is the most beautiful country in the World!" and he is there every day. He lives in his house with two cats and a dog and, of course, he has a whole room available for his hobby.

Gaëtan would very much like to expand his collection with a Cat 657 Scraper from Blackrat or the D9H from CCM but he knows that they are very difficult to come by. He has not sold a single model of his collection not even one from the oldest to the newest. In addition to construction machines, one can discover a few lorries and heavy-duty transports, all exclusively models of Swiss Companies like Feldmann, Affolter, Kibag and, of course, Eberhard in his collection.

DAF T 2400 DP & DAM
Widespread semi trailer
De Boer Transporten

by René Tanner

This cabin had such an unmistakable character! This unique, hard-working DAF was created by the industrious hands of René Tanner ...

Dirk Miedema founded Miho Modelle in the Dutch city of Delft. Early on he began developing and producing a number of 1:50 kits. What at the beginning were simply cast resin driver's cabins and a relatively simply chassis, were very much improved in quality in co-operation with Dirk and the Englishman Geoff Moorhouse who is known from Heavy-Goods. Subsequently, Dirk was able to produce many series of models for interested model builders. Geoffrey, who worked as a developer at Meccano, also went into business for himself under the above-mentioned name of Heavy-Goods and produced first-class white metal kits which even today have the distinction of being of high quality and value. As far as I know, only a very few producers where able to make kits of this quality. But time takes its toll on even such talented makers. Unfortunately, Dirk passed away un-expectantly in 2016 by which time Geoffrey had stopped making and selling his products in favor of living from his pension. Geoffrey and Dirk launched some really outstanding models for the market, among them this DAF DO which was offered at the time as 2000 DO, with or without sleeper cabin. As well as this DAF they made the DP 2600 and the A 3000 which are better known under the name Sevenstreper. Matching DAF trailers and semi-trailers were also offered. After Dirk's passing, it was hoped that his wife would continue with the business but, in the end, this did not come to be. Under the web address http://miho-assen.nl one can still find a product listing and several pictures but all models have been sold out for a long time now. Luckily, I started early enough to buy models from Miho as well Heavy-Goods at swap meets and from auction sites. Today, I can look at a pretty large accumulation of kits but I am still on the hunt for one or another that I have been trying to find for a while now.

DAF DO 2000 Series

At the IAA in 1957, DAF introduced the new 2000 DO heavy lorry series which was developed for long-distance freight traffic. The DO was powered by a 165 hp Leyland Diesel. Commencing in 1960, 190 hp engines were built under license by DAF themselves. In 1963, the DO 2300 with a larger rear axle was released. Visually, the 2000 and 2300 DOs were indistinguishable. The DR 2400 DP was introduced in 1965 to replace the 2300 DO. This 2400 DP used the chassis of the 2600 DP and a 226 hp engine; later it was replaced by the new 2600 series. With its trapezoid ventilation slots, larger front wind screen and headlights placed lower, the 2400 was easier to spot.

T 2400 DP

I purchased this kit years ago directly from Dirk at a swap meet not having any idea what I would do with it. Thus, the DP kit found its way to Switzerland. Years later, after a one-week holiday at Hans Witte's place, I was ready to challenge myself with the subject. But, I wanted to build a 2400er instead of a 2000er. And so, I began the work by increasing the height of the front windscreen. I filed off the upper edge of the window housing giving the DAF a new face. I used 0.5 mm brass wire to stand in as the window's rubber seal which helped later with the insertion of the newly cut out front window screen made from 0.4 mm Clears-

heet. Additionally, I cut a headboard from a piece of plastic strip, shaped to it fit and glued it on. The finished interior shines and has a fully made bed, including sleeping bag, and several other utilitarian details. I made the bent guide poles on the bumper from recycled shirt pins which are normally used to keep shirt collars in place within their packages. I managed to talk the sales clerk into giving me some extra ones when I purchased some clothing. The front high beams with their brackets as well as one for the TIR board were additional items applied to the front. I made the pinstripe on the cabin from 0.3 mm wide silver wire. Glued on and sanded flat, it gave the cabin a bit more elegance and made it possible to add a second colour tone.

Other than that, the chassis was assembled according to the instructions. I made new fenders from 0.3 mm aluminum sheet stock I built in a matching tool box. Rims and tires from the Tekno Economy series were available as standard models in the Low Budget line. Here too, I was wise enough to think ahead and purchased enough of them to last me.

DAM semi-trailer

Founded by Piet Smith in 1920, DAM started out dealing with cars. In 1921, the company opened an omnibus line in northeast Holland near Groningen and, with the takeover of several competitors, the company grew exponentially. They built a new office building with a shop for maintenance work on the buses. Construction of trailers and semi-trailers followed. With diverse innovation achievements, DAM, acronym for Appingedam to Groningen, soon became known as the maker of good, robust vehicles. In the peak years, the number of buses in the fleet numbered 35 and they had 180 employees of which 60 were bus drivers. To stave off looming bankruptcy in the 70s, DAM sold its flourishing bus department because of declining orders in their vehicle construction department. Other needed contracts did not materialize and in 1983, after a further re-structuring attempt, the company declared itself insolvent.

The base of the semi-trailer construction on which I made only some minor alterations is made up from parts left over from a Corgi model. For example, I improved the length and cross guides of Wide-Spread power unit slightly, and glued the brake cylinders including their hoses at the axles. A large storage box and spare wheel carrier were added as necessary parts. The mudguards were made from a 2.0 mm thick plastic sheet and were framed with angled profile stock. Several tie-down loops made from 0.8 mm florist wire were glued on to the underside of the chassis. In addition, I attached a tailgate made from 1.5 mm plastic sheet.

The load is made up from a variety of freight goods from Minitrucks resin castings which I covered using the now well-known method of tissue paper and white glue to form a compact load and then I glued the whole lot on to the deck. Later, after painting the simulated canvas, I tied the load down with thick sewing thread. For painting, I used Duplicolor spray cans having painted the two chassis separately beforehand using Humbrol Sand Beige. Additional small details were the marker lights below the trailer deck as well some small DAF stickers made on a label printer.

When we photographed the DAF during a photo session in 2008, the trailer was still absolutely straight and showed no signs of wear or bending because the load had barely any weight of its own.

Over time, however, the trailer began to bend. It seems that at some point, Corgi had to wrestle with the Zamac bug, a phenomenon which causes the white metal casting to break down and disintegrate. A few of my other models have also been affected. Since this bug eats its way right through the material, in the worst-case scenario, the models cannot be saved and trying to rescue them by gluing them back together does not work either.

In the case of the DAF, I think it was a combination of plastic and the affected white metal plus the use of Super Glue and paint all together that created the warped look of the trailer. Luckily, the bend looks so realistic that it does not distract from the overall impression. After all, the lorry has to work hard to earn its keep which is why for this article, I placed the DO in front of a warehouse in a harbor like Rotterdam or Antwerp where lorries just like these started their trips homeward bound, heavily loaded.

Tinplate

IHC Payloader H65C

by Robert Bretscher

Preiser wheel loader #5206. The IHC International Payloader H65C in 1:25 scale is made from plastic ...

This Payloader does not really belong under the heading of tinplate toys as it is made completely from plastic but, there is a secret connection to the abandoned production sites of the old, established German toy maker company of Hausser-Elastolin (founded 1907). The huge production halls shut down in the 80s when the company became insolvent.

The traditional family business of Preiser GmbH was able to take over some of the market share and several plastic injection tools. During the takeover process the old molds of our wheel loader were discovered. Since 1948, Preiser has been engaged in the production of realistic miniature figures and model train accessories in a variety of scales, all made from plastic injection parts. In 1985, Preiser released this old articulated Payloader from the old Hausser molds in a one time series as an accessory to the very popular LGB Garden Railway range but few collectors showed any interest. Many models remained undiscovered and gathered dust on model train dealers' shelves.

This model was made from many individual orange-tinted plastic parts. Because of its single colour it looks a bit boring initially. However, upon closer inspection, one can really see and appreciate the many interesting details. Even when looking only at the detailing around the engine housing, one sees the pierced radiator grille, the exhaust with separately-attached air filter as well as the slats on the sides and the simulated tool boxes all of which are very impressive. The fully functioning lifting gear with moveable bucket continues to move very well, even the over thirty-year-old plastic lifting cylinders which still lift and hold the bucket at the desired height. One almost forgets to mention the four rubber tires with their nice profiles which allow the vehicle to roll smoothly over the carpet.

A tow truck of a very different kind in 1:50

Belaz 74131

by Daniel Wietlisbach

'Recovery Tractor' is the name given to recovery vehicles in the mining sector. A very graphic and imposing model of the 125-ton Belaz 74131 is now available from USK Scalemodels ...

The history of Belaz as a producer of large mining dumpers began in 1958 when, in the Russian Dormasch, near Schodsina, a 25-ton capacity mining dumper was assembled using parts supplied by the commercial vehicle maker MAZ. The prototype was called MAZ-525. Only a year later, serial production commenced under the name of Belaz-540.

The dumpers grew larger and larger, just as in the western world, with development peaking in 1979 with the introduction of the Belaz-7521 which had a capacity of 180 tons. Currently, the 75710 with 450-ton capacity and a total weight of 810 t is the largest dumping mining truck from Schodsina, which today is located in Belorussia. The company employs over 10,000 people and as well as mining dumping trucks, it produces articulated dumpers, wheel loaders and dozers plus machinery for below-ground mining.

Water transporters and recovery vehicles are based on the dump trucks. The 74131 with a load capacity of 110 to 136 t is based on the 75131. As a recovery vehicle, it is capable of towing away any broken-down dumper trucks from 70 to 160 tons. The power for the diesel-electric propulsion systems comes from a Cummins KTA 50-C V16 motor which produces 1194 kW (1600 hp). The working weight of the machine is 125 t.

The model

The first Belaz models were shown at the 2019 Toy Fair on the stand of Mahler and Partner. Officially, no producer was mentioned, but USK Scalemodels is named as the distributer for the model market.

The model of the 74131 arrives well protected in a tin with a clear lid. Being constructed mainly from metal parts, the model is very heavy. It was made correctly to scale in all main measurements and has a very good turning radius. The rims are finely engraved and the tires have prototypical profiles. The replication of the steering linkage is done most convincingly as is the correctly modeled prop shaft. The motor mock-up is finished in two colours. The housing containing the ventilator fan is easy to recognize, and the rear axle is softly sprung. The diesel fuel tank is located on the right side of the main frame and on the left are the hydraulic oil tank and other generators. The mudflaps are made from real rubber.

While the radiator grille is not pierced it has been very convincingly engraved; the massive counterweight right in front of it is an eye-catching detail.

Two very steep stairs with anti-skid surfaces, one on each side of the radiator, enable the driver to reach his place of work. In the middle of the driver's platform are some electrical panel boxes for the steering circuits. To the right is the cooler for the recovered braking energy as well as two compressed air tanks. The glass set behind the window openings on the multi-coloured cabin is only a transparent plastic casting. It would have been better and closer to the original to flush fit the windows, especially because the rubber seals are painted on the outside of the opening and don't reach the glass itself. With the exception of the railings on the stairs, all other safety railings are made from robust, soldered wire. All rear-view mirrors have mirrored surfaces.

Simply put, the attached recovery apparatus is a platform on which are many railings, fire extinguishers and the two exhausts. The heat-protection sheets for the exhaust pipes are modeled as printed-on black dots.

The core of the towing attachment is at the rear between the two

wheels. The recovery gear can be lifted with two large hydraulic cylinders; modelled with prototypically correct functioning kinematics, it has some very nice details including the supply lines. Understandably, the cylinders cannot hold one of the heavy models up, even though they are very solidly made.

The colours have been cleanly applied and the lettering is sharp and covers well.

At a glance

+ Metal railings
+ True to scale
+ Choice of prototype

Surprise model from NZG in 1:50

Rokbak RA40

by Daniel Wietlisbach

As a surprise for Christmas, the model of the 40-ton dumper was released for the end of the year in the colours of the new brand ...

Dumpers from Rokbak come from a factory in Motherwell, Scotland where the first Euclid dumpers initially left the assembly line in 1950. In 1968, they became Terex and under that brand name first articulated dumper in the familiar green appeared in 1982. The machines survived several changes of ownership, and a change to the white paint scheme in 1998. Volvo took over the dumper department of the company in 2014 but made no changes to the machines and kept the designations same. The engines were not touched either because the built-in the power units came from Scania in 2011. Since the take-over, Volvo has invested 35 million British Pounds to modernize the dumper. In its latest re-design, the machines have a completely new look and appear under the new brand name of Rokbak.

NZG has seized this chance and, on short notice, re-released the model of the Terex TA400 in the fresh new colour scheme. Those who never quite warmed up to the Terex-White will enjoy the new beige colour, or to be technically exact the "NCS S 4005-Y20R' code paint. The dumper looks almost elegant in the colour scheme of dark grey with yellow safety railings.

Technically, in shape and form, the model is the same as the TA400 which we introduced in detail in issue 6-2018. Changes were not necessary because the configuration, and degree of detailing and functionality are still current.

Excavator for Asia from WSI in 1:50

Volvo EC220D L

by Daniel Wietlisbach

The D-series of excavators are produced by Volvo for emerging markets. The model from WSI is an up-to-date model ...

The model of the Volvo EC220D L was announced in 2020 as a 'plain, bargain model for customers in emerging market countries.' While the current Volvo Excavators in our latitudes are already built in the E series, in less affluent areas of the world the focus is on affordability with true and proven construction and robust technology.

WSI's current release doesn't have to hide behind excavator models of other brands because it is a rock-solid product and is true to scale. The metal content is high as is the functionality even though doors that open and a replica of the engine were dispensed with. The model has metal crawler tracks on the exactly modeled lower chassis. All handholds and rear-view mirrors are made from metal and the anti-skid surfaces on the upper chassis are made from real, finely embossed metal. There are even photo-etched parts on the side air vents. The interior is done in two colours and the windows fit flush.

Equipped with a 5.7 m boom and 2.9 m jib, the EC220D L fails only slightly to reach maximum distances but the transport dimensions are correct. All parts are nicely engraved and the hydraulic lines are mounted free-standing. Even a separate hydraulic circuit was included. All bolts at the joints are coloured grey; the whole paint job and detailed lettering are very convincingly modeled.

Translation of pages 22 – 24

Comparing the two Gauls from WSI and Tekno

Renault T High

by Daniel Wietlisbach

Designed for long-distance traffic, the Renault T was introduced in 2013 as a successor to the well-known Magnum ...

Ever since the French lorry builder has been part of the Volvo group of companies, wagging tongues have claimed that Renault trucks are Volvo lorries for the poor. Indeed, both share some technological aspects. For example, based on the Volvo FH, the flagship Renault T took over its engine. The built-in, six-cylinder engines of the DTI-11 and DTI-13 types with 10.8 and 12.8-liter displacement respectively, produce 250 kW (380 hp) and 383 kW (520 hp). They conform to the Euro 6 exhaust control protocol.

The High-Cabin is the largest on offer. Its flat cabin floor continues the concept of the Renault

Magnum whose cabin was its own single cell for the first time.

The new Renault T High was announced in the summer of 2021. The only visible change was the facelift given to the unit on which the newly designed LED headlights were particularly noticeable.

Models from Tekno and WSI

Tekno announced the Renault T High a year ago followed a little later by WSI who introduced it at the Virtual Toy Fair. It should not bother us that both producers have made the 2013 version. Both makers released their models at almost at the same time. Teckno's came as a 4x2 tractor lorry in the version and paint scheme of 'Schöni' and WSI's was released as a 6x4 tractor lorry with a 'Nooteboom' low deck semi-trailer, also in red. Comparison of the two almost demands attention.

Both models arrive in the typical boxes of their respective producers. Mirrors and antennae must be attached to the Renault from Tekno which has optimized the precise fitting of the parts. The high metal content of each is almost the same. Only on the Tekno model do the tires have a true turning radius; the fenders block the movement of the tires on the other. Rims and tires for both come from the standard program.

Understandably, both manufactures have taken advantage of their relationship with Volvo and used the chassis of the FH models, which is prototypically correct. The axle housing with air-cushioning cylinders has been taken over as have the gear boxes and oil pans of their engines. The finely detailed engines of both makers are the same as on the Volvos.

But, while on the engine block from Tekno the red Renault logo is visible, on the WSI the raised Volvo logo remains. Fuel and AdBlue tanks, exhaust scrubbers as well as the battery boxes are identical to the Volvo's as is the anti-skid tread cover at the rear upon which the driver must stand to hook up the supply lines. The area behind the cabin on the model from WSI is completely covered and has a small, detailed heavy-duty load tower with a spare wheel.

Let us now look at the new T High Cabins which were fabricated by both makers from CAD data files. Both Tekno and WSI have made an excellent replica of the character and design of the original and both models are true to scale. As already with the new DAF, the engraving on the roof of the WSI model is more pronounced but Tekno scores with the side views and with the correct rounded upper wheel well covers.

Both Tekno and WSI's fronts are almost identical and look great. They will make possible the many colour variations announced previously. The pierced radiator grills are finely filigreed and the chromed Renault emblem has been separately inserted. Behind the grille the actual cooling unit is visible. Headlights with glass lenses and chrome interiors make a great impression. While the lights on the roof bracket on the WSI have been done the same way, Tekno still used the old fashioned 'glittering stones' for theirs.

The interiors on both models are nicely detailed with the Tekno completely in black. Teckno's upper cot is modeled in a folded down position. WSI's cot stays up and the ladder for it is even painted silver. On the dashboard in front of the steering wheel one can even make out a tiny Renault logo! The rearview mirrors are reflective and painted and the windows are very flush fitting. Window wipers, sun visors, upper position lights, antennae, horns, roof hatches, door handles, running boards and breather pipes are individually applied parts. Roof and side spoiler are perfectly made. The precise guide of the tilting mechanism gives the Tekno model more stability thus the WSI cabin still 'sits' exactly.

The Renault T from 'Schöni' is on the road with the existing box semi-trailer that has extensive printed-on lettering; 'Nooteboom' is the finely detailed and functional two-axle Euro-PX low deck semi-trailer. When it comes to the paint jobs, both are excellent. On each, the lettering is clear, sharp and legible.

In concluding the comparison of both models, we can say that there is no winner or loser. Both models deliver an interesting head-to-head race at the very highest level. It is probable that Tekno will release the freight-hauling model variations while we assume that WSI will concentrate its offerings on low-decks and construction material transporters.

Lorry crane from IMC in 1:50

Fassi F32A active

by Daniel Wietlisbach

Large models are impressive. Unfortunately, often smaller ones are not given the attention they deserve. The new Fassi crane from IMC needs to be seen ...

Invaluable for lifting smaller loads, the compact construction of F32A allows it to fit on small lorries but it can also be mounted on heavy lorries. It reaches a maximum of 6.9 m with its three telescoping segments and, using only one, can lift a maximum of 2.75 metric tons. Lifting capacity varies between 885 and 655 kg, depending on the segment.

To produce a crane in 1:50 means pushing model construction to the limit and so it is understandable that IMC opted to make the version with only one telescope segment in use. The model is constructed mainly from metal castings and is to scale. The width of the supports is correct and so is the maximum reach; only when the F32A is put into transport mode does it become apparent that the crane does not fold down quite far enough, however, it does not exceed the width of the lorry. The two supports must be completely removed from the guides, turned 180° and re-inserted. The threads of the supports are visible and the feet do not reach the ground. We were assured that this is prototypically correct. On the original, wooden beams are used underneath the feet because the crane was been designed for lorries with a lower chassis.

All details on the basic frame are shown and all the work on the model is cleanly done but none of the supply lines are modeled. The crane uses two hydraulic cylinders to unfold; the telescoping segment extends and a dainty little hook is attached. On the downside are the large bolts at the hinge joints. While they are silver as on the original, they are markedly smaller.

The colour of the Arocs is an extremely good match and the 6x4 vehicle looks very smart. It is easy to set up work situations because of the openable cabin doors.

Unique models made to order

Professionals at work

by Daniel Wietlisbach

Every collector has wishes for models that may never be fulfilled. Here are model builders who can make those wishes come true …

Altered models add spice to every collection. But not everybody has the skill, or the courage, to attack an expensive model with saw, knife, glue and paint. Fear not, there are model builders who delight in fulfilling those very wishes for alterations and adaptions. Some of the contacts are secret, passed amongst collectors, while others are easier to discover.

There are specialists for altering lorries and excavator models, 'professionals' for painting, aging and weathering, and those who construct dioramas. 'Professional' is used more for the quality of work on offer and less to denote the status of the modeler as many do their model building as a hobby. We cannot guarantee the quality of their work, but the choices listed here are not arrived by chance. All the model builders below have been recommended to us, have gained a great reputation over the last few years, or are known to us personally. We don't list prices because they are as individual as the wished-for models.

Those who know the extent of work required for such altered models know that while unique models are not a cheap proposition, they are worth every penny spent. The most important virtues in the collector are patience and flexibility with regard to the delivery dates agreed upon. Modelers know that the joy of expectation is the best kind of joy.

Refo-Tech

Germany

Owner	Bernhard Taubenberger
Offers	Alterations; built-to-order; painting and lettering; detail parts; quickcouplers in 1:50 scale
Specialties	Construction of prototypes, detailing
Co-operation	Airbrush1zu50, Fritzes Modelbörse, Bymo
Delivery time	12 months or longer
Contact	Modelbau@refo-tech.de

Hitachi KMC 1200S, completely scratch-built

Robert Haas

Switzerland

Offers	Lorry models from dumpers to freight haulers and up to heavyduty transports in 1:50 scale
Specialty	True-to-detailalterations
Delivery time	4 to 5 months
Contact	robi.haas@bluewin.ch +41 79 473 56 65

Modellbau Lang

Italy (South Tyrol)

Owner	Patrick Lang
Offers	Excavator alterations in 1:50 scale
Specialty	Excavators with adjustable and ME booms
Delivery time	3 to 4 months
Contact	langpatty91@gmail.com +39 34 82 74 09 55

Liebherr R 980 SME, 3D printed

Deano Trucks

Great Britain

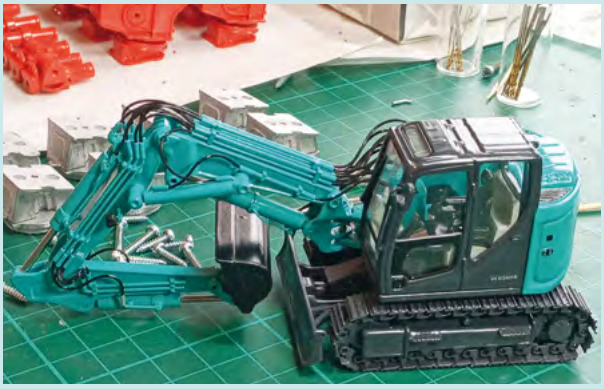
Owner	Dean Prudence
Offers	Lorry alterations in 1:50, 1:48 and, to a lesser degree, in 1:24
Specialty	Vehicles by request
Delivery time	1 to 2 months
Contact	deanpru66@gmail.com

ERF NGC420, bespoken by a customer. Base was a kit from PKC.

Gaz Evans Models

Great Britain

Owners	Gaz Evans and Lucinda Warner
Offers	Excavator alterations in 1:50 scale; excavator attachment tools
Specialty	White metal casting
Delivery time	Up to three months
Contact	info@gemmodels.co.uk



Kobelco SK 85 MSR with adjustable boom and very extensively detailed supply lines, based on a Motorart model.

Replimach

Italy

Owner	Vincenzo Paradiso
Offers	Excavator alteration and excavating tools in 1:50 scale
Specialty	Cat ME, two part boom and tools
Delivery time	1 to 2 months
Contact	info.replimach@gmail.com

CAT 330D LNME with Diecast Master base, and a demolition jack hammer G90 City.

TDKModellbau

Germany

Owner	Tobias Schmidt
Offers	Building of 1:50 scale tower cranes in small limited series
Specialty	Quick-deployment cranes; 3D print technology
Delivery time	1 to 4 months
Contact	derschmidt20@web.de Instagram TDKModelbau Facebook TDKModelbau

Saurer / FBW Modelle 1:50

Switzerland

Owner	Jo Mathis
Offers	Personalized Saurer and FBW lorries in 1:50 scale
Delivery time	Depends upon orders on hand
Contact	jo.mathis@gmx.ch +41 79 412 78 91 +41 81 252 61 74

Saurer D330 6x2 «Thommen».

Sven Ullrich

Germany (not a company, only as a hobby)

Offers	Ready-to-run excavators from Åkerman and O&K (RH75C, RH20, RH18 etc.) in 1:50 Exchange of desired models possible
Speciality	Paint work; restoration of older models
Co-operation	with GL3D Models
Delivery time	1 to 3 months
Contact	klein-svenni@web.de + 49 177 864 48 42

O&K RH75C with front bucket.

Danny Wissing 1:50 Schmiede

Germany, (not a company, only as a hobby)

Offers	Small alterations, super detailing of models and individual pieces in 1:50 scale
Speciality	Liebherr machines
Co-operation	with Stefan Machatsch (WIMA Group 1:50, can be found on Facebook)
Delivery time	Small alterations 2 to 4 weeks, individual pieces 2 to 3 months
Contact	Facebook page 'Danny Wissing 1:50 Schmiede'

Liebherr R924 with adjustable boom based on a Conrad model.

MT-Dioramenbau

Germany

Owner	Markus Thalmüller
Offers	Building of dioramas and construction site details in 1: 50 scale
Speciality	Construction site dioramas of any kind, exactly as the original
Co-operation	Mkd Dioramaland
Delivery time	1 to 4 weeks
Contact	+49 170 677 82 28 MT-Dioramenbau@gmx.de

MLN-Modellbau

Germany

Owner	Michael Neshyba
Offers	Construction of dioramas in 1:50 and 1:32 scale
Speciality	Earth moving, demolition, cargo handling, civic engineering and road building, quarry, and asphalt application equipment
Delivery time	from 10 days onwards
Contact	MLN-Modelbau@web.de

Old Style Manufaktur

Germany

Owner	Steffen Drascher
Offers	Weathering; alterations, including adding quick couplers. Works in 1:50 and 1:32 scales
Speciality	Alterations of cranes, Old Timers and demolition vehicles, including their tool attachments
Delivery time	1 to 4 months, depending on complexity of work required
Contact	mail@old-style-manufactur.de

Danny's Airbrush1zu50

Germany

Owner	Danny Laible
Offers	Weathering in 1:87, 1:50 and 1:32; repainting and alterations in 1:50
Speciality	Weathering and repainting of models
Co-operation	Fritzes Modelbörse, Jan Hildebrand, Refo-Tech, Modellbau Martinez, Jonas Brückmann
Delivery time	Depends upon the order
Contact	Airbrush1zu50@gmx.de +49 152 57 55 36 30

Surprise from Kranlab in 1:87

Liebherr LTM1500-8.1

by Carsten Bengs

Even though the production of this successful Liebherr 500 tonner is slowly coming to an end, Kranlab is now releasing their first complete model of the unit in 1:87 scale ...

Founded in 2011, Kranlab initially produced only promotional models but since 2015 has also made scale models. The producer first made its mark by producing metal detail parts for refining 1:87 crane models.

In the colours of the Dutch company Mammoet, the premiere of a complete model, the Liebherr LTM 1500-8.1, is a complete success. The model was made true to the original with measurements like axle spacing and width corresponding correctly to the real thing. In the much smaller scale, all axles are rigid and so are not steerable but they roll absolutely freely and easily.

Kranlab made the outrigger supports for the crane to be fully functional. The double telescoping outriggers hold the model steady and secure. Although the threads are visible, they are barely noticeable. Crane mats are included with the model and even have lifting eyelets.

The anti-skid surfaces with integrated ladders on the lower chassis have been made from photo-etched parts. The radiator grille is just as realistically made. The lettering is comprehensive with many warning labels that round out the details on the lower carriage. The whole model has extensive lettering and decals with warning labels which have been cleanly applied all over the model, and this includes the license plates. The upper chassis turns easily and has no side play. The counterweight frame is bolted on at the rear. The winch frame with the six ballast plates represents 105 t of ballast; further versions with two or four additional elements would represent 135 t or the maximum of 165 t with all additional counterweights in place. Visually offset metal steps make access to the upper chassis possible. The driver's cabin tilts and the engine cooler and a chrome-coloured exhaust stack are present and correct. The photo-etched radiator grille looks great.

The proportions of the 50-m-long boom look very nice. All of the telescoping segments can be locked at 50% or 100% of their individual lengths. The boom is kept stable and the continuously variable positions are kept secure by the two metal cylinders that have grub screws and are adjusted with a hex key.

The crane is delivered with the guying for the boom which is included separately in the box to be mounted by the purchaser using tiny screws. Of course, the necessary tools are included. All guying was made from high quality metal; it is nice to see that there are hardly any plastic parts on the model.

Unfortunately, the model comes with only a single strand hook sheared in; on the original, it would lift a maximum of 12.5 t. However, in the accessory program of the manufacturer, 3 and 9 sheave wheel hook blocks are available. All sheave wheels are individual and turn very easily. The winches are operated using a small key. All winches on the model are fully functional.

Both cabins are very detailed. Small mirrors have to be attached to the lower chassis. The interiors are very nice to look at. The upper chassis cabin shows off its photo-etched handrails and the fine, printed-on Mammoet logos. Completely assembled, the massive size of the 1:87 LTM1500-8.1 from Kranlab impressive. It's detailing mirrors the prototype and the weight distribution ration between boom and ballast is very close to the original. When all this is achieved, especially in this smaller scale, it definitely is remarkable and enjoyable to see.

At a glance

+ Boom can be locked in position
+ Functionality and adherence to detail
– Only single strand sheared-in hook

Tom's driving log

by Tom Blase

'Hans lifts off – or, how the silo learned to fly'

Once again, I am on the road, this time on the A61 which traverses the Hunsrück area of Germany. Here at Stromberg, the road crosses over the Tiefenbachtal Brücke, 90 meters above ground. Currently, the road is being re-furbished all the while keeping traffic moving.

At the end of the 60s, when this road was constructed, nobody could foresee that at the turn of the millennium up to 57,000 vehicles would cross this structure. In the 60s, the company of Hans Juli, (for whom my father worked for almost two decades) transported a lot of cement that would be made into mortar, directly to the construction site on the autobahn. When it was time to re-supply the site, Hans, the boss, drove the square-looking Mercedes 2223 to the site near Laudert. However, the road surface was not asphalted nor finished all the way which meant that the lorry drivers had to change lanes to the opposing direction to get around a section which had only a gravel surface or even to avoid a completely unfinished section.

And so, Hans drove with his silo combination in a northerly direction. The climb up to the Hunsrück began after the Nahetal. Once in a while, some colleagues driving their empty silo trains came towards him from the opposite direction. As the boss, he had a lot on his mind and to 'think' about which resulted in him losing concentration for a few moments. This happened to be the time when he missed the switch-over to the other side of the Autobahn.

He was wondering what the wildly-flashing, horn-tooting silo drivers on the 'wrong side' of the road were all about. Nevertheless, he continued for a few kilometers in the direction of the construction site and only came to his senses when the whole silo combination lifted of the roadway. What had happened? Hans had reached the spot where the asphalt surface ended abruptly and the height difference to the next, yet unfinished roadbed, was more than half a meter. With the Mercedes going along at a good clip, it became airborne thus resulting in the whole combination hitting the gravel surface with a loud bang after a few meters of flight. The drive shaft to first rear axle hit the crossbar with a groaning sound and the reversing gear ripped out upon impact. On top of all that trouble, Hans hit his head on the roof of the driver's cabin flattening his corduroy hat (which he usually wore day and night), so completely that it pancaked and did not survive the impact.

He was born a stutterer and to compound his communication problem he also had to lisp for the next two weeks as he had bitten his tongue on landing. Other than that, he sustained no other injuries. The Daimler was not so lucky; it could still be driven, but with a bent prop shaft Hans had to drive back to the shop very slowly and carefully.

When the tin bath stood at the verge of road

Grey Logistics

by Erich Urweider

Lorries from the Hans Mathys AG, situated in Huttwil in the Canton of Bern, are on the road all over Switzerland ...

It was September 1st 1951 when Hans Mathys Senior founded his company, the 'Autotransportgeschäft' (Car transport firm). To the readers: it needs to be explained that the business name does not imply the transportation of cars; but means, 'transports with vehicles which have a fuel combustion engine'. Hans Mathys was 27 when he decided to become an independent freight hauler. For the family, this was nothing new because earlier on his father had done transports for others with horse and wagon while remaining committed to working on the family farm.

In 1953, at the Luzernstrasse 67 in Huttwil, Hans Mathys Sr. built a parking garage for his lorries. A tipper lorry was already on hand to transport construction materials. The first vehicles were Saurers or Bernas produced in Switzerland but the exact types have faded from memory. About 1956, a lorry and trailer combination was added for long-distance transports. They had found a good customer in Leuenberger, the local pasta producer, who wanted his wares transported and distributed all over Switzerland. With the growth of the Leuenberger company, the hauling company of Mathys also grew. During the winter, the tippers were used for snow removal but it was all done without any snow blowers! Instead, about 10 men with shovels walked beside the tipper and loaded the snow into the tipping box by hand. Today, completely unimaginable! Being flexible and reliable helped the company to grow further and the mix of construction material and pasta transports turned out to be very successful.

Decisions

Hans Mathys was always on the go and wanted to achieve more and so bid on providing the refuse collection for the municipality of Huttwil. In 1978, he purchased his first rubbish lorry; beforehand he had the loan of a Saurer 5C long nose lorry belonging to the municipality.

Unfortunately, Hans Mathys Sr. was not able to enjoy the success of the refuse removal arm of the company. He died in 1979 from cancer after which his wife sat down with the oldest son, whose name was also Hans, and gave him the choice: "Either you go outside right now and tell all our employees that from tomorrow on they no longer have a job, or you take over the company." Hans Mathys had to think about it. As the oldest of four siblings, he had a certain responsibility, especially at this moment. He had to take into consideration that, at that time, he worked as a lorry mechanic for a Scania dealership and had a very good job there. "All right, I will try it!" he decided. After all, he had grown up around lorries since childhood and worked on them as a professional mechanic. He enlarged the company once again and purchased a bigger refuse lorry, a Scania LB86 which still runs today. The vehicle was acquired with a manual transmission and re-built into an automatic in the company shop. Hans Mathys screwed the Moser super structure down to the chassis and hooked it up. He also was one of the first to have a concrete mixer in his fleet. It was based on a Scania 110. Word got around quickly among the construction firms in the region,that there was a concrete mixer lorry in the company fleet. The dispatch planning was a little bit different then than it is today. The customer called to book the concrete mixer, Hans Mathys looked at his schedule written on paper and suggested to the customer that, for example, "On Wednesday afternoon I have time to bring you concrete. Before that, all vehicles are already engaged."

"Very good, then we will pour concrete on Wednesday afternoon," would come the answer from the customer.

Dispatching

At that time the company's dispatcher desk was in the 1953 single family home beside the parking hall because mobile phones were not yet in use and radio equipment was too expensive to consider. Hans Mathys' wife contacted him when needed. If there was something to discuss, she just put out an empty tin bath on the verge of the road in front of the house as a sign. As well as her husband Hans, the drivers also went in and out of the house. Sometimes the drivers would look after the kids for a short time if Maya Mathys had to make a call or prepare the noon meal.

A new site for the company

Their best customer, the pasta company, also grew larger in the 80s and the general cargo fleet was increased by the purchase of a Scania 113. At the same time, Hans Mathys realized that Logistics played an ever-larger role, therefore, in 1992 he built a warehouse near his business. It is still operating today but not in the same way. At that time, delivery slips were sorted in a construction container according to their postal codes to make up delivery trips. The lorries were unloaded with a forklift, the merchandise sorted and then the forklift loaded the waiting lorries. This work often lasted until 8:00 or 9:00 p.m. The first driver arriving in the morning was lucky because he could use the only 'Ameise (ant)', an electric fork lift; all others had to use the manual forklifts.

The demand for warehouse space increased continually and in 2002 a second warehouse, combined with a single-family home and office, was built. The traffic was transferred step-by-step to the new location and finally, the modern lorries no longer fit into the old hall as the doors were too narrow.

In 2008, with the label 'Brings' (shortened for 'bring es' – bring it), a collection point for recycling was added. In December 2011, close to the existing location, a further warehouse was built along with a single-family home in which the collection location for 'Brings' was integrated. At the end of 2015, and with a heavy heart, the collection site was closed because the space was needed urgently to warehouse customers' merchandise. The recycling of plastic items which was launched by Hans Mathys in more than a dozen municipalities still remains an important part of the company. Also, the tipper transports diminished. Remaining were one tipping lorry, one refuse collecting vehicle, and two hook attachments which can be used in a flexible way. At least one hook attachment is permanently in use for loading refuse bins. The concrete transports were terminated around 1995.

Fleet expansion

Around 2003, a Scania of the 4 series joined the fleet and some light commercial lorries were acquired at the same time. Today, all four light vehicles are from MAN. For the heavy vehicles, a two-brand strategy was pursued so that MAN, DAF and Volvo lorries were purchased alternately to augment the existing Scanias in the fleet. Currently, the vehicle fleet is comprised of Scania and Volvo. Great importance is given to installing all available options on the vehicles. When the units are ordered, almost all of the 'extra options' have an 'x' in their boxes. An extra set of headlights are built in so that the concrete-grey vehicles with their canola-yellow lettering all look similar and clean. "With well equipped vehicles it is much easier to find good drivers," says Hans Mathys. The company has some employees who have served for many years. A number of them have some fixed routes and know their customers very well. This almost ended in a minor disaster. When Mathys took over the route of an older, long-serving driver who was going on vacation, he had the following experience: Once, at a restaurant, having unloaded the beverage order and asked for the freight slip to be signed, he declined the invitation to stop for coffee because he felt pressed for time. When the driver returned from his holiday, he came

Mathys AG at a glance

Founding year	1951
Is active in	Logistics, transports across Switzerland, refuse bin service
Lorries	26 in total, four are 3.5-ton light utility vehicles.
Employees	45 part-and full-time employees, including management
Homepage	www.mathys-logistics.ch

back from his first regular route all upset because he did not get offered the usual coffee. “Never again refuse an invitation! Because, if you do not accept a coffee there, I will never ever get one again!”

The three main pillars of logistics, long distance and local deliveries proved to be a good mix, even in the pandemic year of 2020. Especially advantageous for the company were the transports of groceries as well as having a wide spectrum of customers. The warehouse made a good return. It worked closely with the Brändi Foundation (working with people that have disabilities) which turned out to be an advantage for the customers.

As long as complaints are only like the one described here, the ‘concrete grey’ logistics lorries will be around for a few years to come. Complainant: “Please do not send us the female driver again!” Martin Mathys: “Our female driver is highly valued by all our customers and is considered to be extremely friendly. I can hardly believe that your experience was different with her.” Complainant: “That is not the problem, but with her long blonde hair she distracts our employees from their work! Can you imagine how much it costs to have 10 people looking out of the windows and not working?”

Models in 1:50

In 2019, Tekno released two Volvo models of the company. A FH04 Globetrotter XL 4x2 with a three-axle, canvas-covered semi-trailer and also another FH04 but as a 6x2 with box superstructure and a two-axle sliding side panel trailer. Both models are good replicas of the original and in some details are an exact match. They are still available from the Mathys Shop and from dealers.

The first hydraulic excavator from Germany

Liebherr L 300

by Ulf Böge

Hans Liebherr could not have known just how successful the initial development of a new kind of construction machine would be. The L 300 was the starting point for all subsequent Liebherr hydraulic excavators ...

Of the once almost one hundred excavator makers in Germany, not many have survived until the present. It is therefore even more remarkable that, even after six decades, it was possible for a courageous pioneer to stay at the top of the technological development of hydraulic excavators.

The beginning was anything but easy. It was in 1953 when Liebherr first began development of a hydraulic excavator. Much ground work preceded the actual design. It included intensive study and observation of cable-controlled machines which were considered the optimal way to move earth at that time. Then called Universal Excavators, these could theoretically be made to fit the many uses demanded of them with quick changes of equipment. But they were often very big and cumbersome and, as a ratio to their overall weight, had only a relatively small digging capacity equipment. Additionally, operation of the machines was very difficult and only resulted in excellent results after operators had a great deal of training. Liebherr wanted to address all these factors with a new kind of machine which would give end users, es-

pecially small construction firms, more value for money.

Liebherr was inspired by the hydraulic excavators already shown at many trade fairs by foreign exhibitors like Bruneri from Italy and Poclain from France. Also, Atlas Weyhausen in Germany had tried to tame the large forces of pressurized oil for its loaders, but the technology had not matured enough yet. Missing were powerful enough pumps, double-sided oil pressure cylinders, and safe and reliable lines and hookups. And so, the development of the first Liebherr hydraulic excavator was faced with many hurdles to overcome. However, what united all was the need to overcome the conservative construction design derived from the experience of the cable-operated excavator kinematics.

After long months of development time, the ideas from Liebherr slowly began to take shape. Even the prototype already had some remarkable features. Base and main boom were connected to each other with plug-in connections and the 'bucket jib' with the excavating bucket was a single unit. The whole boom was lifted with the help of a Lifting cylinder, however, it was only one-sided oil pressure. This meant that no power was available for digging downwards. Gravity and the heft of the equipment to dig into the ground were still required. The turntable was attached to the top of a three-wheeled chassis which enabled stability to be kept the same on all sides. While doing his work, the operator was protected from the elements in a cabin which was separate from the engine room. The turning bucket was the special feature of the new 25 hp strong Liebherr hydraulic excavator, then designated as L 300, which made its premiere at the Baufachmesse Zürich (Zürich Construction Show). By the simple action of removing a bolt, it could be turned 180° and so was able to change from a front scoop bucket to a backhoe bucket. While the working and turning movements were achieved with hydraulics, it was decided to use a mechanical propulsion system for driving the crane on the road.

With the L 300, Liebherr was successful in offering the first hydraulic excavator designed exclusively for the construction trade. The excavator was a great success and after only two years 110 units had been built. The company learned quickly from the feedback it received and improved the following production series considerably. With the R 300 type, the first Liebherr crawler excavator appeared; the ground work for it having been done by the L 300.

History and building a DD9G kit, part III

Peterson's tractor

by Thomas Wilk

Now that both units of the Caterpillar Quad Trac D9G are finished, nothing stands in the way of coupling them both together ...

Not being a featherweight, the Cat D9G with its 40 t is a challenge to transport from A to B. However, once the front and rear units of the Peterson Quad Trac arrive at the construction site, hooking up the compressed air steering and hydraulic lines, and attaching the swiveling head and bearing shells goes fairly quickly; then the 80-t mega pusher is ready to go.

The lines go from the radiator through a protective pipe which is situated lengthwise on the hood of the rear tractor unit and over the dashboard to the engine and gears. The operator requires only one lever to steer both tractors. When the driver moves the operating lever into the front right position, the quad turns sharply to the right. For this operation the right track of the front unit and the left track of the rear unit are un-coupled, then the two remaining tracks receive the power. If the lever is pulled back, the tracks are switched around and the tractor turns to the left. The switching level must be changed for finer steering adjustments. In forwards left position, the Pusher turns slightly to the right. Only the rear left track is uncoupled; all other tracks remain under power. If the operating lever is moved backwards, the result is slight turn to the left. In the left middle position (hold), only the rear tractor can brake. If the lever is released, it automatically jumps to the right middle position and the Pusher continuous straight forwards; in this position, all four tracks can brake. What sounds initially to be very confusing can be learned fairly quickly, with practice. Field tests showed that a Quad Trac Scraper with carrying capacity of 33 m^3 can be loaded in less than one and a half minutes; the hourly capacity is over 1000 m^3. That was a productivity increase of 25% and a cost reduction of 16% when compared with two Cat D9G push dozers.

Gear stick and steering lever (inner) are at the left of the driver's seat on the model. The co-driver's seat with handhold and safety belt over the two compressed air tanks looks a bit unusual on the model; it was built in during the testing phase. Further small details include the two-tone air horn which may startle the driver once 'attack' blows. A further item worth a look is the radiator cover behind which is the 'custom-made' hydraulic tank. Likewise custom-made, the dashboard console at the side of the rear tractor displays seven instruments and the red warning lights for oil pressure and elevated water temperature.

The two lower drilled-out holes at the diesel fuel tank were used on the earlier Cat D9 tractors as a guide for cable-operated tool attachments or the blade. Beside the intake manifolds for the two huge double oil pan filters is the opening for the exhaust pipe of the starter motor at the engine hood. The heavy single grouser tracks comprise 36 individual segments. Each segment must have four 0.8 mm holes drilled in it so that the track bolts to fit snuggly. This requirement resulted in me having to drill 576 holes! Some additional hand work was needed until everything fitted and the bolts passed freely through the holes.

I then painted the whole model in the old Caterpillar 'Off Highway Yellow' paint colour. I picked out details with model paint and finally applied waterslide decals at the correct places. I was able to create very good replica of the original machine by using the legendary pictures of photographer and author Eric C. Orlemann to whom I would like to express my appreciation. A further highlight is the combination of a three-axle Cat 650 Scraper

measuring 360 mm in length made by Black Rat Models, combined with my own 275 mm Quad Trac. Over the past decades, Black Rat Model from the UK has made exceptional, unusual and very detailed scale models in 1:50. These very limited, handmade models exude quality and value and they found a phenomenal resonance in collector's circles. They garner the highest prices at auctions. One can tell from the pictures why there was a need for a powerful Pusher. The rear tires of the 33 m^3 capacity Scraper measure a remarkable 48 mm! The 500 hp strong Scraper had a Cat D343 V-8 engine with a 19.5-liter displacement. A combined total of 1270 hp could be applied to the Scraper's blade which is 71 mm wide on the model.

After taking over the patent rights, Caterpillar introduced its Quad Trac D9G towards the end of 1968. Caterpillar sold 51 units between 1969 and 1974. The purchase price was US$ 218,000.

As with the front unit, the rear tank was mounted crosswise. A driver's seat on the rear tractor became a necessity; its position changed from diagonal to facing forward. There was only one weight distribution cylinder until 1970 when it was removed completely. In 1968, the type designation changed from Caterpillar DD9G until the change of model in 1974. At that time, it was released as the Cat DD9H, of which up until 1980 only seven units were sold, the reason being was the launch of the gigantic Cat D10.

Tunnel construction in 1:50 – part V

Mühlbergtunnel

by Markus Lindner

The quantity of concrete required for the all construction connected to the next steps cannot be under estimated. Initially, there is the continuing protection of the tunnel roof and, later on, the lining of the finished tunnel shell …

The construction camp, including the shops, is almost completely set up and ready to use. The cut before the actual tunnel portal is just about complete which brings the project to the first important milestone.

Were one required to supply the entire amount of mixed concrete to the construction site using concrete mixer trucks then all the concrete works in the vicinity of the construction site would be fully occupied. Therefore, the case can be made that it would be more efficient to erect a concrete plant on site to produce concrete mixes on demand. In this scenario, the necessary ingredients to make the concrete must be delivered to the site and stored which is the usual procedure on most large infrastructure projects.

The plant used here is a containerized, mobile concrete-mixing plant from the North German maker Lintec. The CC 2000 midsized installation can produce an average of 80 m^3 of mixed concrete per hour.

A special feature of the Lintec plants is the installation of all plant components in compatible, standardized shipping containers. This simplifies transportation of the plant by road or sea and subsequent installation at sites of internationally-active construction companies.

The containerization is a great advantage for the modeler: many parts of the plant, including the conveyor belt installation underneath the linear storage bins, the dispenser and blender, the inclined hoist and the actual mixing plant

are not visible from the outside as they are all in containers, therefore, do not have to be built. Even more importantly, thanks to the use of containers, the building of the whole plant on the diorama with the individual container elements is relatively simple and easy to achieve.

I made the containerized plant groups of the prototype completely from milled Polystyrol sheet stock. Having in my possession drawings for several different standardized container components, and also details in my scrap box from several former projects, it was possible to speed up the designing of the necessary construction drawings. Using these drawings, I constructed the single components of the plant and all individual sub-assemblies. The connection of the original units to each other was by screws (milled screw holes) or milled slots; this made it possible to erect and tear down the plant in model form. I took the configuration and measurements of the plant from the prospectus materials from the Lintec Company as well as some rather scarce, pictures found on the Internet.

The plant itself is made up from linear storage bins; a dispenser and blender sub-unit is integrated into a special 40-foot container. The top piece for the actual linear storage bins for the dispenser and blender is an element with a chamfered side wall housing the inclined hoist which takes the mix of sand and different-sized gravel to the actual concrete mixing plant. At the left side of the passageway is the office container which houses the operating controls as well as a stairway that leads to the mixing plant directly above it. There is a small element above the office which ensures the correct height for loading the concrete trucks.

I modeled the upper part of the plant as a single unit which could not be broken down any further, which on the original is pre-assembled on the ground and then lifted as a complete unit on to the top of the other assembled sub-units. I did not model the interior components such as the linear storage bins and blender with conveyor, and the inclined hoist as they are not visible once the plant is assembled and they would not be seen during the erecting process later on.

For its concrete mixing plants, Lintec also offers concrete silos made from containerized elements, including a modular base plate. However, in model form, the plant received some ordinary, transportable, concrete silos which stand on an ordinary concrete foundation. The construction of these silos comprises some plastic plumbing pipe, a plastic champagne flute and several plastic detail parts as already described in detail in earlier diorama articles.

To get the plant ready for operation, the whole set-up is finished with some augers made from beverage straws integrated into the pipes between the concrete silos and the mixing plant and a weather-protection cover on the top of the installation. The now-completed concrete mixing plant can be loaded with all the ingredients for the production of concrete. After completion, stocking-up and a trial run it is now capable of supplying our construction site with mixed concrete, ready-to-pour. Now the construction site is completely ready. Nothing stands in the way of commencing the tunnel excavation.

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

by Remo Stoll

Prior to the time of four-axle or even five-axle lorries, two-axle tippers with short tipping trailers were essential for work on construction sites. While they were ubiquitous in earlier times, by now they have almost disappeared. The maker of this lorry had its roots in Olten, but fairly early on worked together with another maker situated in Arbon.

Recognize the lorry? Please send us the exact name and type designations. The contest deadline is February 15th, 2022. We will hold a draw to select winners. 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 a prize chosen from these models: the Cat D6XE LGP in grey and black from DM, the Liebherr T55-7S telescoping loader from Conrad, or the limited series set 'HKL Baumaschinen' from Siku.

Solution from Trucks & Construction 6-2021

The well-preserved tracked loader in question is a Fiat-Allis FL14E Turbo and the winners are: Albert Lutz (CH) who won the MB Arocs with a Meiller dumping semi-trailer from NZG, Vincenzo Paradiso (I) who won the Sennebogen 818E from Conrad, and Moritz Wackerbauer (D) who won the limited series set 'HKL Baumaschinen' from Siku. Hearty congratulations to all winners!

Jahrbuch 2022 Baumaschinen

Several authors, published by Podszun Verlag. Format 24 x 17 cm, 141 pages, 280 pictures, softcover, ISBN 978-3-7516-1023-0

In the 22nd issue, Rainer Volkwein pays homage to the 988A from Caterpillar; it was 45 years ago when the last of the articulated wheel loaders left the assembly line. W & J Weissbecker show some demolition work which happened in Munich between 1969 and 1971 still using a Menck and some crawler and wheel loaders. Max Scholz knows the 'Jungle Cats', a report about logging with the classic D8H and D9Gs. 'Our' O&K specialist, Carsten Bengs, shines a light on to the history of bucket chain excavators which were produced beginning around 1900 and up until the 60s. And Ulf Böge talks about the history of the Italian construction machine maker Benati, up until the 69-t BEN 910 HDB. (up)

Jahrbuch 2022 Schwertransporte

Several authors, published by Podszun Verlag. Format 24 x 17 cm, 144 pages, 280 pictures, softcover, ISBN 978-3-7516-1025-4

German-speakers eagerly await this year book. This time there are 'only' six stories in it but each is illustrated with many pictures. At a rough guess, 2/3 of the content is heavy-duty reports and about 1/3 is dedicated to cranes. Shown first are transports of components for the power plant in Kehlheim. Following that, a ship is transported to Lake Lucerne. Staying in Switzerland, we see a crashed locomotive crisscrossing the country in transit. Wolfgang Weinbach then takes a detailed look at the Krupp Ardelt Typ 40G. To close, the 'Super Connie' is transported to Bremgarten (D) during Advent time. (eu)

Jahrbuch 2022 Lastwagen

Several authors, published by Podszun Verlag. Format 24 x 17 cm, 144 pages, 280 pictures, softcover, ISBN 978-3-7516-1020-9

The team of authors noted that because of the Corona Virus, it was difficult, to gain access to the archives of several firms. Nevertheless, the 2022 yearbook focussed once again on commercial vehicles. The first two chapters are about heavy-duty, concentrating on the Culemeyer Road Rollers and the tractor lorries used to pull them. After that, we get a look into the photo archives of the super structure producers Kuhr, Stehmann and Gebr. Imhof. Fans of municipal vehicles will enjoy the channel-cleaning vehicles from Eichhoff. To end the volume, we travel over the 1990 German/German border because shortly after German unification there were still a lot of vehicles made in East Germany to be seen. (eu)

Spektakuläre Schwertransporte

by Michael Müller, published by Podszun Verlag. Format 29 x 22 cm, 240 pages, 660 pictures, bound issue, ISBN 978-3-7516-1013-1

In this new book, the author has assembled stories of 67 transports, most of them documented by himself. In part, he researched them in company archives or was given pictures by hobby colleagues. The result is a colourful cross section of transports which break the usual dimensions. Often, several tractor lorries were needed. Cranes were required to load or shift a load; many of these belonged to the 1000-ton class. The many good pictures are augmented with legends, however, only one text box is dedicated to the full page. A little more text for the individual transports would have been a great addition to the book but that might have entailed reducing number of transports. (eu)

New on the market

Siku 1:50 / Blister

Fantasy played to the max allows for the three-axle Arocs 'prefab house transporter'. A sheet of decorative stickers accompanies the snap-together building. The flat deck with stakes on the lorry is also useful for transporting other goods. The Mercedes-Benz Sprinter 'UPS' is little truer to the original. It has five openable doors and a removable roof. Borderless loading of parcels and deliveries are forecast! New models for the blister packs are the Claas Torion 1914 wheel loader (no picture) as well as a construction tipper lorry

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
Caterpillar D9 two versions, diecast	1:24	CCM	Dealers	ccmodels.com
Volvo EC350D	1:32	VDM Models	Dealers	www.imcmodels.eu
Sennebogen 830E «Verhoeks»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 922 two piece boom	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr L 566 XPower design update	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr LTC 1050-3.1 Update yellow and «Franz Bracht»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr LTM 1110-5.1 «Felbermayr»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS NN 4x4 tipper red	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS TN 4x2 / semi tipper trailer red metallic	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS TN 4x2 / semi tipper trailer «Wahl»	1:50	Conrad	Fritze's	fmb-shop.de
Liebherr R 922 two piece boom «Arbogast»	1:50	Conrad	Thommy's	www.baggermodelle.com
Liebherr R 938 «Strabag»	1:50	Conrad	Thommy's	www.baggermodelle.com
Liebherr R 922 «Basses»	1:50	Conrad	Exclusive	www.toys-planet.it
Kleemann Mobirex MR130-Z Evo 2 «Vitali»	1:50	Conrad	Exclusive	www.giftmodels.it
Caterpillar 315	1:50	Diecast Masters	Dealers	DM-Facebook-Seite
Caterpillar MH3040	1:50	Diecast Masters	Dealers	DM-Facebook-Seite
Tadano AC 7.450	1:50	IMC	Dealers	www.imcmodels.eu
Scania 770S 8x4 «De Romein»	1:50	IMC	Dealers	www.imcmodels.eu
Scania S 8x4 «Tabergs»	1:50	IMC	Dealers	www.imcmodels.eu
Scania S 6x2 «S. A. Smith»	1:50	IMC	Dealers	www.imcmodels.eu
Scania S 6x4 / Nooteboom MCOS «Tijssen»	1:50	IMC	Dealers	www.imcmodels.eu
Scania R450 8x2 «Schoones»	1:50	IMC	Dealers	www.imcmodels.eu
Faun Koloss 6x6 «A.L.E.» Resin	1:50	IMC	Dealers	store.mammoet.com
MB Arocs 8x4 SLT / Fassi F32A «Sarens»	1:50	IMC	Dealers	www.sarensshop.com
Liebherr LTM 1250-5.1 «Fujimoto»	1:50	NZG	Dealers	www.nzg.de
Wirtgen W210 Fi «Ecovie»	1:50	NZG	Fritze's	fmb-shop.de
Atlas 140W «THW»	1:50	NZG	Fritze's	fmb-shop.de
Volvo FH5 8x4 / low loader «Käppeli»	1:50	Tekno	Dealers	www.tekno.nl
Scania P360 «Schmid»	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1500-8.1 «Digging & Rigging», «HKV»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1090-4.2 «Boer»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S 6x4 / Nooteboom Telestep «Silvasti»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S 8x4 / low loader «Esser»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S 6x4 / stone trailer «van den Heuvel»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 6x2 / Nooteboom Euro «Mejermaskiner»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania LS111 / stone trailer «Combex»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH5 8x4 / windpower transport «Havator»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 6x4 / Nooteboom Pendel X «Maxtrans»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 6x2 / Nooteboom Euro «TLR Robinet»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH4 8x4 / Nooteboom Telestep «Baetsen»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo F16 8x4 ballast box «Heanor»	1:50	WSI	Dealers	www.wsi-collectors.com
MAN TGX XLX 6x4 / Nooteboom MCO-PX «Mediaco»	1:50	WSI	Dealers	www.wsi-collectors.com
DAF XF 8x4 tipper / Nooteboom ASD «Avema»	1:50	WSI	Dealers	www.wsi-collectors.com
Renault T High 10x4 / Fassi F100 «Friderici»	1:50	WSI	Dealers	www.wsi-collectors.com
Ginaf G6 5250 10x4 / Palfinger PK 78002 SH «van Hooft»	1:50	WSI	Dealers	www.wsi-collectors.com

with road tape and sign. The self-adhesive foil tape is enough for five meters of roadway!

Scania from IMC in 1:50

IMC is also working on the new Scania cabins. In addition to the S and R models, the company will produce the XT cabin. The different roof configuration makes it possible to create additional cabin variants. The models will all be made from white metal castings and will have openable doors, as is standard at IMC. The first model announced is the R 450 6x2 with a lifting Baby Axle and a three-axle Nooteboom OSDS from Holtrop van der Vlist. These vehicles can be spotted regularly in Switzerland.

WSI Renault T Facelift 1:50

In addition to our report in this issue, we learned that that WSI is planning a facelift for the T cabin in 2022 but the news arrived after our submission deadline. For this facelift, the front bumper and headlights have to be modified and are in the development stage at the moment. T and T High models will be announced with all chassis configurations

Eberhard 1:50

By now it is common knowledge among most collectors that all Eberhard employees receive an exclusive model in the company livery on their birthdays. The remainders of these 'birthday models' are available for sale in limited amounts at the Ebianum Shop and also from Setec-HTM. This time they are a MAN TGS M Euro 6 10 x 4 with hook tool and two exchangeable roll-off bins, all made by Conrad. The lorry has been given many of the exact details of the original. The set offers enticing play value.

TMC 1:50

Our picture shows the prototype of the Hitachi Zaxis 890LC-7 which will be released by TMC. Originally planned for the beginning of this year, some last-minute changes on the original were announced and have yet to be made on the model. These required some changes to the molds, but still, the model is said to be released before the summer. If the picture is any indication, the wait will be worthwhile.

AT Collections 1:32

Available and matching the excavator models is the Steelwrist Set with backhoe bucket, leveling bar, vibrating plate and asphalt cutter (left side of the picture), all matching the S60 quick couplers or for direct attachment to the excavator boom. The tools are made mainly from metal, often have multiple parts and are finely detailed. The attachment tools can be mounted directly to the excavator or in a quick coupler for which the SQ60-5 quick coupler is ideal, or alternatively, the X20 S60 Tiltrotator. All models are made under license from the manufacturer, are exactly as the originals, even including the logos.

Setec-HTM/ WSI 1:50

This Swiss specialist dealer is dedicating two exclusive models to the theme of 'Feldmann', the well-known crane and Transport Company. While the MB Actros with Nooteboom low-deck semi-trailer is already available from WSI (the load is only an example and does not belong to the available models), the Liebherr LTM 1250-5.1 from NZG is expected to be available sometime this year.

Our partner page

The Bendura Bank is completed

In issue 2-2021 we reported on the start of construction of the Bendura Bank in Liechtenstein. This building is now completed and is open. Overall, more than 1,000 tons of basalt rock were used in the construction. All facades are rear-ventilated and have a 20 cm thick mineral thermal insulation layer. Each floor is cantilevered by rust-free steel columns and protected from earthquakes by retaining anchoring. The prefinished material was positioned into place upon delivery to the site. Thanks to the excellent planning of our technical office, only very little adjustment work was necessary. Despite Covid 19, the total delivery schedule worked very well with the only break in construction being in January, due to severe winter weather.

Menzi Muck M545x and Volvo EC300E

At the end of September, the sustainable Volvo EC300E NL Hybrid was one of the eye-catchers at the Open House Day to held to celebrate the opening of the new EBiMIK recycling centre for construction waste.

The hybrid system stores the energy created when the boom is lowered, in an accumulator. This energy then drives a hydraulic-assist motor which in the next work phase supports the power system. According to the factory reports, up to 15% of fuel savings are possible. The Eberhard group of companies are the first to use the assist systems from Volvo Co-Pilot in combination with networking by Topcon. The first new Menzi Muck walking excavator has been at work on construction sites since this October. The M545X brings around 13.5 t to the scale. The excavator is used mainly in riparian situations or where normal excavators cannot go such as on steep inclines, in creek beds, deep water and so forth.

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News in brief

New Fuso Shogun

Fuso is one of the seven brands that make up Daimler Trucks. In Europe, the Fuso brand is known only from the Canter series of vehicles which are in the 3.5 to 7.5 t weight class. But Fuso is absolutely capable of producing bigger lorries. A little while ago the Fuso Shogun was launched in Australia. The Shogun has a maximum of 510 hp and offers 2500 Nm of torque, all in the Euro 6 configuration. It is licensed for up to 63 tons total weight and so is able to compete in the heavy-duty delivery traffic arena. The palette of engine options starts at 360 hp and ends, as mentioned above, at the 510 hp top model. The power transmission is done by an automatic gear box to one or two powered rear axles. Safety is also an important feature with Fuso; the Shogun is equipped with the Advanced Emergency Breaking System (AEDS) and Active Attention Assist (AEDS). (eu)

BAX carries more

BAX is Europe's most effective lorry. The BAX brand is new to the European market. The acclaimed model is a 7.5 tonner with electric motor and carrying capacity of around 3 tons and its range is up to 200 km. Two wheel gauges (3465 and 4475 mm) and two battery capacities (130 or 200 km range) are available as options. Digital real-time networking is a standard feature on all models. BAX uses the power train from BPW which was developed in cooperation with Paul Nutzfahrzeuge and included input from haulers and superstructure builders. The driver of a BAX sits at the same eye level as bicyclists to increase safety and to make the frequent entering and exiting of cab easier. (eu)

Liebherr LR 1400 SX

The new LR 1400 SX from the Liebherr factory in Neunzing augments the series of crawler cranes with carrying capacities of up to 400 t. Thanks to the compact transportation weight of 46 t, the crane is easily moved from one construction site to another. The crane has a radio-controlled, fully self-erecting system.

The maximum lifting height with the adjustable needle beam is 173 m. The 10.3 m-long lower chassis adjusts to a maximum width of 8.7 m. Despite its size, the LR 1400 SX is very versatile because of its large variety of uses. (up)

Scania now has mirror cams

Scania introduced the option of mirror cams at the world premiere of the Scania Super Generation at the Transport.ch in Bern. In contrast to other competitors, the cameras are attached below the side windows on the doors and not on the roof outside the viewing angle of the drivers. Basically, the system can be retro-fitted on to existing vehicles. New engine platforms were also introduced. With 420 to 560 hp and a re-designed gear box, the new prop shaft can achieve a further 8% of fuel savings. New tanks complement the Super Generation. The tanks of 165 to 700 l capacity are equipped with a fuel optimizing unit so that the fuel pump can always suck up enough fuel, even on steep mountain roads, thus allowing the full contents of the tanks to be used. (eu)

Caterpillar 352 LRE

After the first Caterpillar 340 UHD delivered in Europe began to work in Switzerland, the first 352 LRE also began work here. It is owned by the Zürcher Kies and Transport AG. With its attractive company livery it is hard to miss when at work on the Fuchsbüel landfill in Gloten, directly beside the Autobahn (highway) between Winterthur and St. Gallen.

The Long Reach Excavator is equipped with a 7.5 m long jib, a larger bucket suspension, an 11.5 m long boom, additional counterweights and 3D steering. The adaptions and the special paint job were done at Avesco in Langenthal. (up)

Self-driving tippers from Volvo

Holcim Schweiz and Volvo Autonomous Solutions are working together at the lime stone quarry near Siggenthal to test the use of autonomic, electric tipper lorries and to develop them further. The goal of both parties is to find transport solutions for quarries which not only are safe, efficient and innovative but also long lasting.

The Volvo TA15s, with a capacity of 15 t, are electrically powered and can find their way from the loader to the breaker independently. For a maximum of loading and transport efficiency, several TA15s can be connected to form a 'Road Train'. (up)