

Laster & Bagger

Modelle von Lastwagen, Baumaschinen und Kränen

Grosser
Messebericht

Conrad 1:50
**Kobelco
SK210LC-11**



Eigenbau 1:50

Volvo FB88

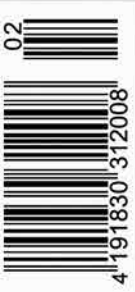
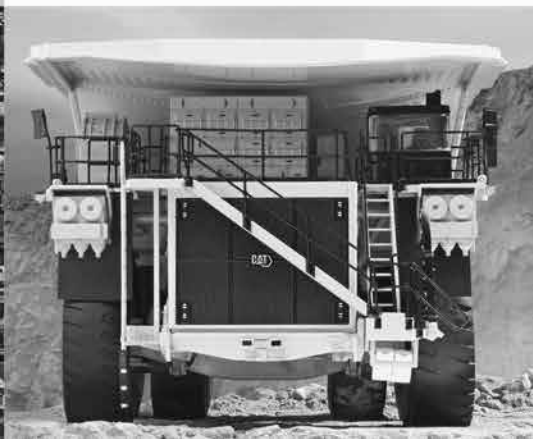
English text



Conrad 1:50
Liebherr LTR 1220

Sammlerporträt
Kurt Litschi

Diecast Masters 1:50
Caterpillar 798AC



Editorial

Virtual meetings

Exactly on the deadline for this issue of the magazine, the Swiss Government announced the lifting of almost all the restrictions which were in place to control the pandemic. A joyful day. Perhaps other countries will soon follow suit.



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".

The situation at the beginning of the year was quite a different one, and so, to nobody's surprise, the International Toy Fair in Nuremberg was cancelled for the second time and instead was held 'digitally' only. I was not going to leave it at that and looked for more personal contact and interaction with the producers.

Despite the cancellation, the event became a unique experience for me! Thanks to the wonders of modern communication technologies, I met with the manufactures via video conferencing. This turned out to be more personal than I expected and, when I think back, it feels like I have met the interviewees in person. We had some very exciting conversations about future and current models, their production, some background information, the impacts the pandemic has had and also about the Bauma and

the IAA Transportation Fairs. The results of these conversations and, of course, the many new items, can be found starting on page 20.

Furthermore, during the conversations with the industry representatives, I was able to view the first exciting new prototypes for upcoming Bauma models which I am very happy to show. More will follow and those collectors who are still speaking of a 'lack of new models' might be complaining at the end of the year about their 'empty' hobby purse.

To sweeten our waiting time here in Switzerland, there are two events of note: the model exhibition with swap meet at the Ebianum at the end of April and Weiach Historic a month later. I certainly will visit the gravel quarry in Weiach and will have a stand at the Ebianum and I look forward to making some personal contacts.

Until then, I hope you have a lot of fun reading this issue!

Daniel Wietlisbach

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Kurt Litschi collects more than ASG

Quality displays

by Daniel Wietlisbach

Kurt Litschi's father was originally from the interior of Switzerland. Shortly after finishing a shoemaker's apprenticeship, he was able to pass the lorry driver's test thus fulfilling a long-held dream. His search for employment led him and his wife to Rothrist where for 30 years he worked as a lorry driver for the soft drink company Rivella which is a popular Swiss soft drink. In their new home town, the couple began their family of four children, two boys and two girls, all of them only a year apart. Kurt was the second youngest. His mother was fully occupied as the homemaker and organizing the household of six. With two hard-working parents, Kurt Litschi remembers that he had a strict upbringing, "as was common at the time". The family's duplex, which belonged to the company, was only a few hundred meters away from the factory.

Kurt's father's passion for lorries transferred to Kurt early on but he was the only one of the kids to find lorries exciting. And even though he did not see his father often, the holidays they spent together remain unforgettable. His mother traveled with the other three kids to their grandmother's home for the holidays; anything else was unaffordable at the time, but Kurt and his father, who had no holidays, stayed

Kurt Litschi's collection is housed in his specially adapted attic. Presented as in a museum, treasures shine forth from within their nice display cases. A feast for the eyes ...

behind at home. The youngster was allowed to accompany his father on lorry trips for the whole week, sometimes even several weeks. That meant getting up at 5 a.m. and cycling to work. Kurt's father had a seat mounted on the bike especially for Kurt. The rest of the family had a lot of understanding for the six-year-old and the father enjoyed this time with his son.

A Mowag lorry with an underfloor engine and single-axle trailer was used to distribute the wooden crates of glass soft drink bottles. These were loaded on to the open flat deck and covered with a canvas. The loading and unloading was done by hand without the help of any technical machinery. Kurt loved the work that his father did so much that he wanted to go with him on free afternoons, not only on holidays.

Lorries for play

When only 10 years old, Kurt received his toy first lorry; it was a breath-takingly beautiful vehicle. He was permitted to make his own choice in a local branch of the

Swiss Toy chain Fran-Carl Weber which had lots of stores throughout Switzerland. He decided upon the Tekno three-axle Scania LS76 in the colours of the Swedish hauling company 'ASG'. The company, then situated in Denmark, made youngsters happy around the world. Kurt's choice was not a difficult one because he particularly enjoyed the yellow and dark blue colour combination. The matching trailer was purchased a month later when money for it was available. The lorry and trailer combination proudly remains part of the collection and is in surprisingly good condition, a sign that the boy took good care of the model. Even today, lorries of this company are an easily recognized focal point of the collection.

None of the kids in the family got any pocket money but they could collect empty bottles and get the deposit money for them. Once the young Kurt started to work at the nearby paper factory, or at Rivella, he got SFr 150.– pay after two weeks. There was always something to do, because work was not as highly automated as it is today.

Schooling and training

Kurt looked at school as a necessary evil because it robbed him of his time on the co-driver's seat. He even considered the lugging of crates a more rewarding occupation. He considered the factory yard at Rivella to be his second home. There where everybody knew him, he felt content and spent less time playing with friends.

Lorry driving was not something one could take an apprenticeship for at the beginning of the 70s, and so Kurt decided on an auto electrician apprenticeship which was four years long. He learned everything about ignitions, carburetors, headlights and window wipers, radio and stereo sets and, of course, how to hook up everything correctly. His knowledge was in demand not only for cars but also sometimes for construction site excavators and, naturally, lorries, which always pleased him very much. He likes to remember a very special event: a loaded heavy-duty transport from Welti-

Furrer with a three-axle Steyr 91 tractor pulling it broke down on the Autobahn and had to be repaired on site so that the trip could continue.

After his apprenticeship followed the compulsory military service where the collector was able to get his lorry driver's license. Thanks to his army license, he only had to pass a theoretical exam to drive a lorry in civilian life.

After his apprenticeship, Kurt Litschi continued to work as an auto electrician for three years but then changed over to Rivella where he still felt very much at home. In their shop he worked as a mechanic and electronic specialist for all vehicles used at the factory from scooters to forklifts, up to the maintenance of lorries. Sometimes he was the yard driver for his boss, shuffling lorries around and, thanks to his lorry license, he was used as a holiday relief driver. Kurt enjoyed these varied challenges because change was important to him. He liked driving just as much as he liked his time in the shop. He

remained faithful to the company until he reached his retirement age after over 41 years of service, retiring as workshop supervisor.

Collecting and a blow of fate

The collector sometimes joined a long-distance driver friend on his trips. With a Volvo F12 truck and trailer combination the first foreign destination ever was Göteborg, Sweden. The trip continued down to Milan to the well-known car factory of Bertone where they made the coach work for famous Italian cars. During these years, Litschi was very much into sports. He was a glider pilot, a tennis player and even had a racing license for the Golf GTI on the Hockenheim car racing course.

When he was 34, he met his wife Ingrid. The couple married and two years later, in 1991, were able to move into their own home. Ingrid loved antiques and so they often visited second-hand shops and antique markets. At the same time, Kurt was on the lookout for Tekno models especially those made early on at the factory in Denmark. He often got lucky finding sought-after models. Sometimes he had to take business trips to the Netherlands where he visited swap meets and specialized shops where he was always on the lookout for Danish Tekno models, lorries or cars. He was not choosy at that time. In the initial enthusiastic stage replicas, not originals often found their way into his collection. At that point, the collector started to read books to educate himself and became more discerning. During this time, he amassed a very impressive, ex-

The collector

Kurt Litschi (67) trained as a car electrician and was employed for the soft drink maker Rivella for 41 years where he worked in the shop, as fill-in driver and finally as shop supervisor. Today he is retired and in addition to his collecting, he is a passionate angler, he works out and goes swimming. Together with his partner Irene Siegrist they enjoy hiking and travelling.



The collector lives with his son Philipp in the Canton of Aargau.

tensive Tekno collection; amongst it are some extreme rarities.

At an exhibition in the mid-90s he met Roger Muther, a fellow collector whom we have already had the pleasure of introducing formerly in these pages. From Muther he learned about the over-length Swedish road trains which captivated him. Kurt's interest in them has never waned. Later on, he was able to inquire about various models including 70 ASG models and an original lorry light board from a Dutch collector. These comprised the beginning of the focal point for his collection. From there on, the ASG fever consumed him. He bought every new model that the hauler released and even had others build or repaint some models.

Son Phillip was born in 1997. But, when his son was four years old, Kurt Litschi's wife was diagnosed with cancer and passed away the same year leaving the man and son behind. During this difficult time, Litschi was given unexpected support from his employer. He was allowed to set his own work hours so that he could organize childcare, and his mother also helped him very much. Looking back, says the

collector, this tragedy really 'welded' father and son together. And so, perhaps it is not surprising that the son still lives at home and that they have a strong bond with each other. Understandably, collecting during these years was not a great priority; only later on, did it begin to grow again.

Lorries of other hauling companies were increasingly added to the collection to join the old Tekno vehicles and ASG models. Often, the more unusual upper chassis was the decision-making point. Even today, special models, for example a fish transporter, or open loads protected by canvas, and tied-down loads are given priority over freight box or canvas-covered deck lorries. The collector likes to give vehicles with flat decks suitable loads from Tekno or from the model train sector. Kurt gives high priority to special axle configurations and axle distances. The era of the model, whether modern or historic, nor the country of origin or company ownership are important. A model just has to fit into the overall picture that the collector likes.

Today, the collection is shown in a beautifully renovated attic, dis-

persed among several show cases; the majority sits in custom-made display cabinets. The free-standing display case is dedicated to the construction theme of 'Kibag' where his son Philipp works as road constructor; others showcase the old Tekno models or military vehicles.

For about the last four years Kurt Litschi has considered his collection 'complete'. He is no longer able to count them all. According to him, there should be more than 1,000 pieces. 'Complete' for him means that no more room is available; if a new model is purchased, an older one must be taken out of the collection.

The collector has been completely retired for a year and can concentrate fully on his models. He wants to start scratch building models. Earlier on, he purchased parts and kits from Tekno and his first project will be either a Volvo F89 or a Scania 141, his two favorites among the lorries. Now he is on the hunt for the necessary original photos which will make it possible to build an exact replica.

Volvo FB88 & Briab trailer «Boxholms LBC» Old Swede

by René Tanner

For me it's the colour of the livery, the combinations and their upper chassis structure as well as the equipment that they have which motivate me to create models of the chosen objects. While Swiss lorries of the early sixties were mostly colorless, fantasy-free, no-frills workhorses, they did their work dutifully. In the high north there were already multi-coloured and accessorized lorries on the road. There was a completely different look to that world of transport.

It was fortunate that a little later on, the European transport world got their own 'culture' and it did not take long until Swiss long-distance drivers were also on the road with Swedish lorries. For friends who like the nostalgia Swedish look, I recommend the magazine 'Klassiska Lastbilar' published by Albinsson & Sjöberg which appears six times a year. With its excellent pictures and reports of restored lorries, the magazine is a treasure trove of inspiration. Additionally, through Alutrans, Stefan Andersson offers an annual calendar with some eye-popping colour pictures. Finally, with the magazine 'Trailer', the reader gets information about the current situation and what happens in Scandinavia's 'modern market'. Speaking for myself, I subscribe to both magazines and every year I hang a new calendar on the wall. The actual calendar

My scratch-built models are modeled mainly on prototypes from the Nordic lands. Of course, here and there I try to shed light on other countries and their transport histories but my heart clearly beats for the old Scandinavians ...

pages are of lesser interest; I like to be inspired by the monthly pictures which fascinate me.

Boxholm LBC

In Sweden, so-called LBCs, Last-Bilar-Centralen (Lorry freight centers) are common. LBC is a cooperation between several hauling companies which are current shareholders. It ensures that every participant can generate enough traffic and income. Sometimes these LBCs have large fleets that are easily recognizable by their colours and their logos.

Boxholm is a community in Östergötland in south-eastern Sweden where, even today, an active steel mill creates plenty of traffic. For example, the Boxholm LBC handled steel beams as freight out and as a return load carried construction material and wood which were available. 24 to 32-meter-long lorry combinations were the preferred mode of transport. Wonderful pictures of such combinations were documen-

ted in an issue of Klassiska Lastbilar. Among others, it introduced the Volvo Tiptop.

Volvo L4951 Tiptop

The first trials for the Tiptop, tested overseas in the US and called project X1 aka L4951, did not provide the expected results and so all of the remaining prototypes were shipped back to Sweden. The future cab-over lorries era at Volvo was ushered in with these types the as cornerstones. This step can hardly be called a mistake because from it developed the F88 which was a big sales hit. The first Tiptop regularly had technical problems so that Volvo decided on an all-over basic renewal under the name System 8. Under this initiative, the 8 most important components of motor, gears, axles, chassis, steering, brakes, suspension and the cabin were re-designed from the ground up resulting in the very popular and successful F88 and F89. Distinguished by a vertical indicator, higher-positioned window wipers, and side

vents at the cabin, the Tiptops were easy to differentiate from the F88s. Small handrails beside the doors, a single mounting step and the unnamed lower radiator grill at the front were further indications of the first construction series.

It is remarkable that the F88s, with their compact TD96 230 hp 9.6-liter engines, were used in long-distance freight hauling. Later on, the F88 got the re-engineered TD 100 engine with the larger 240 hp Schwitzer-Holset Turbo. 40,000 units were built, which definitely underscored Volvo's success.

WSI FB88 aka Tiptop

Initially, the basic model was released by WSI in the version of the restored FB88 from Brant Visser which did not suit me at all. Some time later, the same FB88 appeared in the demo version in white/blue colours which piqued my interest, if only by its colours. When I looked at the newly-acquired newbie lorry on my work table I saw its great potential. When my fantasies are not limited, I sometimes lose all restraint. I remembered several prototypes and, in the end, I stood looking at a newly altered model and had no idea which colour scheme I should give it. That is why I like to collect different types of informative material which I can look at and read through, often over and over again, at my leisure, which was the case for this project. Except for the cabin, WSI made the Volvo completely from resin which was cast and worked on extremely cleanly. The only drawback with resin is that when there is a buildup of heat, it starts to deform by itself. The only changes I made to the cabin were new indicators, the small hand-

holds as well as the side vent covers. I replaced the roof rack which was a bit coarse on the WSI model, with one from Tekno. The light board came from the scrap box. I gave the interior the necessary bedding and new curtains as details and later, new paint to match.

I altered the chassis, adapting it only slightly by fitting a larger diesel tank, as well as new tool boxes and mudguards. I detailed both flat decks with the typical Swedish drop-side hinges made from 0.3 mm plastic sheet stock and fashioned new 0.8 mm thick hooks for tying down the canvas covers which I glued into place. I re-built the trailer's double-axle power unit into a single-axle and extended the axle spacing as far as possible. I also made the large box underneath the ladder frame myself using Lego blocks and installed new tail light enclosures. For painting, I always choose rattle-the-can spray paint from Motip; the Volvo received the colour scheme of an historic lorry which drove for the Boxholm LBC in the early sixties. The original did have a 12-m trailer which I built because of the very good basic trailers from WSI.

The load

I needed some time to think about the load. At first, I wanted some cable drums under canvas then I started to favour a heavy load of wood and later considered steel as a freight. In the end, I found a bag of modeling clay in one of my shop drawers and that was the beginning of shaping the load myself. The clay was the 'Das Klei' brand which has the advantage of not shrinking during the drying process. I placed two appropriately shaped blocks direct-

ly on the decks and left them to dry and then used paper towels soaked in a little water and Uhu glue for the canvas. I shaped it and let it dry very well. Once the two canvas covers were dry, I painted both twice with Revell matt green mixed with a little grey and again left them to dry completely.

Lastly, I used elastic sewing thread for the tie-downs. First, I tightened and knotted the thread then placed it into a container of thinned brown paint and then I placed them on a sheet of paper for drying, sorted and numbered according to their placement. Following to the numbers written on the sheet of paper during the drying period, I laid the tie-downs onto the canvas covers and glued them on with ACC. This process took about two weeks of continuous waiting and checking and required several in-between steps.

To finish it all off, I dry-brushed the canvas covers. Small details like the numbers are decals; the lettering on the light board was made with a label printer as were the Släp sticker on the Volvo's bumper. Despite its resin chassis, the model is a really good basis for conversions, therefore, I bought another. The seller told me in advance exactly how this chassis was broken which for me was not a problem because the resin has a very fast reaction with the ACC glue I use, and if the broken joint is exactly and cleanly glued, it stays together very well. The FB88 now sits securely in the Volvo section of my display case and one never knows what will appear in the next issue of the Klassiska Lastbilar.

Tinplate

Lorry with functions

by Robert Bretscher

Even at the end of the 20s it was possible to see lorries with mechanical loading attachments. At that time, Fretz & Co from Görnitz, Germany, made a mechanical loading and un-loading platform but it was operated by a hand-operated winch.

Unsurprisingly, several toy makers noticed this and equipped their models accordingly. In addition to Schuco, the very well-known toy producing company of Gama from near Fürth, decided to equip its existing serial production Hanomag lorry with a simple lifting tailgate mechanism. This made it child's play to lift cardboard boxes on to the lorry deck. Despite the

Lorry with mechanical lifting tailgate from Gama, article # 255, produced from 1952 onwards ...

simple crank-operated mechanism with pinion and a curved gear rack, the loading of cargo functioned perfectly and even today is still fun to operate.

After the completed loading sequence, the moveable platform was fastened to the lorry deck's side boards with two tinplate latches. The lorry was made entirely from tinplate and has a long running friction wheel motor which only needs a nudge to set it in motion. Furthermore, the great-looking mo-

del has twin tires at the rear and its front axle is steerable. The rubber tires have fine profiles which sit on nice steel rims giving the model a robust look. Otherwise, the solid looking vehicle has nice 50s styling without an overabundance of decoration. The only detail part is the galvanized radiator grille with the two separately-attached front headlights. It is hard to believe, but even after 70 years, this toy lorry still runs freely around the room.

Translation of pages 18 – 19

Long Reach from Conrad in 1:50

Kobelco SK210LC

by Daniel Wietlisbach

Currently, Kobelco is building Series 11 excavators. With a working weight of between 21.9 and 23.5 tons, the SK210LC is designed to appeal to the most widely-used 20-ton class. The bucket capacity is between 0.7 and 0.5 m³

This excavator comes with Long Reach equipment and alternative tools. With it, Kobelco and Conrad fulfill long-held wishes of collectors ...

and the built-in Hino J05EVA-DS-DA which produces 124 kW of power fulfills the EU Step V exhaust

control measures. As a truly universal machine, the excavator can be ordered with several equipment

options, among them the Long Reach equipment.

Model from Conrad

The standard version of the model was showcased in our last issue and now the Long Reach version is the theme of this month's article. The model is the second in the 'Collector Edition' and arrives in an attractive box with along with plenty of equipment. In addition to the front bucket, a soil screening bucket and a sorting grabber are included. There is also a certificate attesting that the model is one of the limited issue series of 400 pieces. A pin and the 'Collectors Card' are included in the gift box. The Collector's Card can be used at the Kobelco-Fanshop like that at the Bauma to get some discounts or a small gift. Appearing in its usual impressive finish, the true-to-scale model is decorated with many details. The Long Reach excavator differs not only in its equipment but also with the nice 900 mm grouser shoes that give it stability. As usual, the track carriers have running support. The steps are made from a single casting. The drive wheel is engraved and the guide wheel sprung. Though somewhat over-dimensioned, the standard tracks are functional and stable.

The upper chassis is made from a metal casting and like the original, shows all beading and gaps. On the left side, the radiator grille is printed on in matt black but is correctly represented. The metal engine hood and handhold as well as the plastic exhaust pipe and cameras are individually applied parts.

The cabin has flush-fitting windows with printed-on rubber sealing; however, the printed-on window wiper would look better if it was a separately applied part or a raised part of the glass casting. Work spotlights, sun visor and cabin protection grille are made from partially-colored plastic parts, a clever and convincing solution. The antenna folds down when in transport mode. The rear-view mirror included with the model is to be attached to the free-standing handrail by the owner. The very nice replication of the interior is complete with red levers and sports the logo on the back of the operator's chair.

The model comes equipped with an 8.74 m boom and 6.35 jib. The-

se are exactly made from U-shaped profiles closed in at the sides which is hardly noticeable. First class! In order for the long parts not to look boring, they have been decorated with many details as on the original. Beside the transportation securing device, there are some work spotlights as well as an extra hydraulic circuit for additional attachment tools. The model gets extra plus points because of the six completely free-standing hydraulic lines. Here, even the formerly criticized hook-ups were improved; only the two upper hydraulic cylinders were left unchanged. That the upper chassis has eight hydraulic lines runs is due to the use of the standard model, but they hardly noticeable.

Both buckets are exactly engraved both inside and out, the skeleton soil screening bucket swivels and has simulated hydraulic cylinders. The sorting grabber has a kinematic for the even closing of both of the pierced sides, as on the original.

The paint has is very applied and on the metal parts, the fully pre-coloured hydraulic component castings match exactly. The lettering is sharp and the tiny warning decals are legible. A third version has already been announced. We will mention it in the Toy Fair report.

At a glance

- + Metal content
- + Equipment
- + Functionality



New releases for the 2022 model year

By video meetings

by Daniel Wietlisbach and
Carsten Bengs (cranes)

This time, the cancellations came from a push from 'below'. Because of the uncertain situation at the turn of the year, many, even some very notable exhibitors outside of our special interest sector, cancelled their appearance at the Fair which finally forced the Fair Management to call the event off two weeks before the opening and, as last year, to hold it digitally.

But the situation was different from the previous year because many of the exhibitors had 'geared up' digitally and were ready to present their new releases more intensively on other platforms, therefore, at the beginning of February, one after the other began to release their new items. One has to take into consideration that in the fall of 2022, the Bauma in Munich as well as the IAA Transportation Exhibition in Hanover are scheduled. Both of these leading events are also known for presenting new scale models for their market segments. In light of this, there are some resource allocation challenges and it was widely expected there will not be a big bouquet of new announcements.

But still, it is our great pleasure to present a comprehensive introduction to new releases on the following pages. One can almost forget about the difficult times we live in at the moment. We have sought to contact

Due to the pandemic, the Toy Fair had to be held digitally for the second time. Despite this situation, our Toy Fair Report is full of new items ...

all producers personally, partly by email but wherever possible, by video conference calls. These virtual meetings online offered the welcome opportunity to engage in conversation and exchange information, even though it was not possible to interact in person.

We have also tried to engage the industry in our conversations and now are able to introduce our readers exclusively to the first new items for the Bauma, on page 26; joyful anticipation is delightful.

As usual, the Toy Fair Report is sorted alphabetically. Of course, what we cannot offer this year are our own photos; those in the report have been supplied to us by the model producers. We would like to express our thanks to those who have supported us for the Toy Fair Report.

Bymo 1:50

This producer, located in Zolling, Bavaria, is currently working on a substantial update of the Komatsu PC8000-11. They were able to take over only the lower chassis from the predecessor. Countless changes and adaptations were needed on the upper chassis. As viewed from above, we

see that no part of the unit seems to be the same. The way the supply lines run on the boom and stick have also been completely changed. The model is scheduled for release in the spring. A small limited series in white is already sold out.

Conrad 1:50/ 1:25

We had a conversation with Christine Conrad about the new releases and how the company is managing the crisis during Corona times. The company has survived the last year relatively well, said the Managing Director, as they had predicted a shortage of raw materials and planned accordingly. A few staff challenges occurred because some employees had to be quarantined and others got infected. At least the infections did not happen at the factory, so they were able to continue operation. There are three new items in the 1:50 construction machine sector, made from completely new molds. Certainly, the most eye-catching is the Bauer BG 28H large drilling rig. It is already available in the Bauer shop and the production for specialized dealers is already running. The model comes

equipped with a box drill and offers the expected functionality. Also, the ‘Pick & Carry’ Terex MAC25 crane is a completely new construction; it is used widely in Australia and so can be expected to appear in several company versions. New also is the Kobelco SK210LC-11 with adjustable boom. It is now available in three versions and can already be ordered in the Kobelco-Shop (see report on page 18). There are two wonderfully nice company versions to note in the crane sector: the brand new Liebherr LTR 1220 in the ‘Franz Bracht’ livery and the LTM 1110-5.1 in the ‘Reggae colours’ of ‘Thömen’. The Liebherr R938 V in green augments the ‘Max Wild’ fleet and the R922 V will come in the yellow-grey-black colour scheme of the Dutch ‘Kloosterman’ company. The MAN TGS NN with roll-off bin which previously was only available at the MAN-Shop, now appears in new colours and will be available from dealers. This ‘bread and butter vehicle’ should also be a hit in 1:50. Apropos MAN, the F8 6x4 dumper, first announced a year ago, is still being worked on. Some input from collector circles has led to the decision to make the model from completely new molds. And last, but not least, the 20-foot container in 1:50 will be re-issued in blue. It is still the only model in this scale with openable doors. This is especially useful for diorama builders. Yet another model from new molds is the electric forklift Linde BR1252X30 in 1:25 scale. The original has a lifting capacity of 3 tons and is already available at the Linde-Shop. Two trailers in 1:87 made exclusively for the Schwarzmüller Company were almost overlooked. The half-pipe dumper semi-trailer and the roll-off

container trailer are both available in the company shop. Christine Conrad could not give us any indication about the models coming out at the Bauma because currently it is not clear which models will be released in the fall and which ones might be released earlier. That means that during the year we certainly can count on further new models. Furthermore, in the lorry sector, there are some projects that are being worked on and are scheduled to appear at the IAA Transportation show which will be taking place in September in Hannover, Germany.

Diecast Masters

We had a video conference call with Klaas de Vries, Manager at Mahler & Partner GmbH, of the European imports of Diecast Masters. Even though this producer managed to release new models regularly during the past year, several of the items announced last year are still in a holding pattern. Corona alone could not be blamed for this; it only magnified problems that had already existed before the virus, said de Vries. A temporary shortage of raw materials used for the white metal in castings occurred because there were no empty containers available for the transports from Australia to China. The very restrictive actions of the Chinese government locked-down whole sections of towns and shut down factories. This manufacturer hopes to release all the new items promised for 2021 during this year and has announced further new items for 2022. First in line in 1:50 are four new excavators in the shape of the 100-ton model 395, the short tail swing excavator 315, the mobile excavator M318 as well as the

material handler machine MH3040 the original of which is being built in Grenoble and therefore is also being used in Europe. The sometimes hotly debated openable doors featured on new models are also a topic of note for this maker. The idea behind this is that Caterpillar would like to show off its engines. Therefore, at the moment, the hunt is on for a more discrete way of hiding the hinges. Smaller machines have not been ignored, and so the compact loader 242D3 as well as the compact tracked loader 259D3 are coming in yellow and, as a special release, in black as seen at the Conexpo Las Vegas in original form. The ‘Next-Gen’ version of the current wheel loader models 966,966GC, 980 as well as 972CE and 982XE will be released. The latter two have special fuel saving features which are much in demand from construction companies because CO2 control requirements are part of the contracts on government projects. The Mega MWT30 water wagon, first released during the Norscot times, is being re-released, however, it is not yet known if or how it will be re-designed. Finally, the two historic models D7C and 966(A), which were part of the ‘Evolution Series’ sets, are now available individually in the new ‘Vintage’ series. Work is still underway on the US trucks of the ‘Transport Series’ of last year. The well-known 320D with four exchangeable tool attachments has been announced in 1:87. Soil sifter, grapplesorter, demolition hammer and pulveriser will certainly increase the play value. The waiting time for D5 LGP announced a year ago was worth it because of a positive feature: the new dozer will be produced with the folding blade after all. Fi-

nally, a railroad start set has been announced with a diesel engine, three freight cars, Cat M323F Rail, Cat 12M3 as well as a circle of track and transformer. In 1:32, the Cat 272D3 compact loader gets an update to the 'NextGen' with new logo and the massive G3616 V16 engine will be released in 1:25. The 420F2 excavator loader has been announced for the series of radio-controlled plastic models in 1:16 scale. No new models for the construction industry will be released this year by the In-House brand, Mahler & Partner USK and no new items are expected for the Bauma. As well, no new items from Belaz are expected for now.

IMC 1:50/ 1:32/ 1:87

Joris Gielen, who is responsible for marketing and product management, responded to our questions from his home office. The pandemic had two sides for IMC: the negative development of prices for raw materials and transports and the impact on staff and the shut-down of factories. On a positive note, collectors had more time for their hobby and bought more models and lot of contracts came from industry. Dealers without an internet shop presence had a hard time but many model dealer shops went even more digital. The manufacturer presented several exciting crane models from Tadano. A further telescoping tracked crane, the GTC-2000 in the 180-t class, was announced. The model will be available shortly. At the bottom edge of the Tadano products lives the 40 ton AC 2.040-1. This crane is the first developed in co-operation with Demag after the take-over. The model will be offered in 1:87 and 1:50. The model of the 80 t AT crane AC 4.080-1 will be available

in the second quarter of the year. Finally, the AC7.450 is a 450 t AT-Crane which can operate with only one diesel engine in the lower chassis. The prototype was developed before the integration of Demag into Tadano. All models are expected to have high adherence to detail and convincing functionality. For the house of Nooteboom, IMC is presenting the Super Wing Carrier. The prototype was constructed for the transportation of over-length wind turbine blades of up to 70 m in length. The model, with its overall length of 115 cm will also be very impressive. The first version of the new Scania lorries, a R High 6x2 combined with a three-axle Nooteboom OSDS from 'Holtrop van der Vlist' is just about ready to be delivered. Among the other construction machines, the Doosan DX 165 mobile excavator in 1:50 is for sure the most important new release. The short tail swing excavator has supports and a blade that can be taken off. The bucket is attached with brass screws and so is also easy to remove. In 1:32 scale comes a Doosan Mini-Loader in two versions: for use on construction sites as the DL85 with standard lifting gear, and for the agricultural sector as the DL 85 TL with a telescoping lifting gear. Five or six new models can be expected at the Bauma.

MarGe model 1:32 / 1:50

This producer from the Netherlands is busily working on the release of new tractor lorries in 1:32. Meanwhile, the Scania R500 is now available. Both versions come as 4x2 and 6x2s, and in a variety of colours. For middle of the year, we can expect the Renault T 4x2 in red, black and white. Also, the Iveco 4x2 in red and

white. Matching the tractors are several three-axle semi-trailers which have been made from original plans. The semi-dumper trailer from Meiller is already available. The bottom slide-out discharge dumper from von Knapen will be available with a variety of coloured canvas covers. The curtain-side semi-trailer from Pacton will come in the paint schemes of 'Steyr', 'Case IH' and 'DHL'. In the yellow of this German Post Office operator comes a cargo box semi-trailer. At the moment, work on a tank semi-trailer from Slurry is ongoing. Among the models to be released next is the Mercedes-Benz Sprinter in silver as a BF3 vehicle. Especially interesting is the announcement of production of the Mercedes-Benz Atego in 1:50 for this summer.

NZG 1:50 / 1:32/ 1:18

For our interview we met with (from the left) Holger Schlemmer (Distribution), Mark Ludwig (Management), and Karin Koller (Finance and Human resources) and Michael Ludwig (Management). The most important news was for once not about the models but about the organization of the company because Mark Ludwig joined the management of the company in mid-2021; he will augment the management of the firm. As his name hints, he is the son of Inge and Michael Ludwig and will head the company as it is handed over to the third generation. It was a special pleasure to meet him, at least via video. He has found his feet very quickly, as he told us, and is already looking after some of his first model projects. We look forward to working with him in the future. With the upcoming Bauma, the manufacturer is looking optimistically into the future

following the pandemic which put a bit of a damper on the model making business. For the Fair in the fall no fewer than 18 new NZG models, all made from new molds, will appear! When we look at the leaflet for the new items for the Toy Fair, we can see only a few new designs for the construction machine sector. But there appears the 32nd (!) company livery of the Liebherr LTM 11200-9.1. It comes in the orange and green paint scheme of 'MPM' from Chile and is the first crane model from South America overall. The Liebherr LH 22 M Material Transfer Excavator will be released with a new lettering design and the MAN TGS 8x4 concrete mixer of the Italian 'Imer Group' gets new and more finely detailed rims. In 1:32 appears the Genie Z-60 work platform lift, also with a gentle update to its lettering. Produced in the even larger scale of 1:18 is the Actros Gigaspace in red as well as the matching Lohr car transporter semi-trailer in the matching colours of red and red and blue. Especially lavishly produced will be the Actros 'Strohofer'. The air-brushed finish of the original will be made on the model with the most intricately produced decals. Joining the Mercedes-Benz autos in 1:18, come the C-Class in 'Ophiolite White' and 'Hyacinth Red' as well the EQB which comes in 'Black' and 'Rose gold'. The traditional annual catalogue from NZG will probably not be released in 2022 because it would only be complete by the fall and the Bauma so would be valid for not even half a year.

Siku 1:50 / Blister

The new Siku items will be delivered in two installments; spring and fall. Among them there are two

of the 1:50 items that fall into our area of interest. The historic Kramer 411-wheel loader which we were already able to introduce to you in a set, will now be newly available in red, as well by itself. Very much more modern is the three-axle Freightliner Cascadia tractor lorry, a real US truck. There are many new items to be expected. Kept approximately to 1:87, the vehicles in blister packs are a black lorry with cargo box 'Sixt', a street sweeping machine which is also available in a set with a garbage truck, as well as a roll-off dumper with roll-off bin and trailer.

TMC 1:50

After the ZX 890LC-7, this maker announced a further excavator model, the ZX 350LC of the current Series 7 from Hitachi. It will come in the fine finish we are used from this producer and will have the well-known features. For example, the cabin door as well as the engine hood opens and a detailed mock-up of the power unit is visible. The model is even supposed to arrive before the summer.

Motorart, Ros, UH

Holland Oto, the partnering distributor for all three brands did not release any information about new models. The company took the cancellation of the Toy Fair as a reason to release new models over the whole year and only announce them once they have been released.

Tekno 1:50

Tekno announced the Renault T High Cabin with the newest facelift. The changes are mostly in the area

around the headlights. The first example of it will be the 6x4 tractor lorry in a very attractive green for the 'Rüssel Truckshow'. The very well-executed design makes the attractive machine look valuable. Further new items by Tekno could not be announced since there were ongoing negotiations for renewals of current licensing agreements.

WSI 1:50

Because of material shortages and home office work in the last year, much had to be re-organized which mainly resulted in a lot of extra work. The manufacturer is happy with the amount of business because the orders from industry customers and the collector's market are developing very well. The postponement of the Bauma had no lasting advantages or disadvantages. It was possible to react in time to the changes and plan accordingly. At the moment, WSI is working on 10 to 12 projects (partially also for the Bauma) and, on a further note, one or two models for the IAA. These somewhat unclear announcements are because it is not yet completely certain which models will be introduced at which Fair. Currently, we are able to introduce two models in detail. The Liebherr G-LTM 1090-4.2 is the army version of the LTM 1090-4.2 which is initially recognizable by the olive-green paint coat but also by the armored cabins. There were some changes on the lower chassis too and the boom has only three extensions as there is seldom a call for a higher lifting reach out in the field. The telescoping Nooteboom Manoovr Semi-low deck trailer is a very elaborate project. It, like the original, will be made using the building block prin-

ciple. Three different goose necks, two- and three-axle dollies as well as rear modules with 5, 6 and 7 axles are planned. The five-axle module is now being designed as a variant with an excavator stick trough which makes it extremely suitable for the transportation of earthmoving and construction machines. The producer was not happy with some of the details for the cabins of the long-awaited Mercedes-Benz NG and SKs so they had to be re-designed. The construction site series of Scania XT is finished and the 10x4 dumper and 6x4 tractor truck with Langendorf dumper trailer will be soon available in the Premium-Line. There was a necessary short notice up-date for the Iveco S-Way which delayed the finishing of the vehicle somewhat. The announced trailers and upper chassis structures are in the waiting loop because, naturally, orders of industry projects have priority.

New releases for the Bauma

After the postponement of the Bauma, some rumours circulated that a part of the new items would be released this spring. But now it is indicated that this will be an ex-

ception in the industry. We contacted the people responsible and are very pleased to show you the first 'real' Bauma new items.

Bobcat 1:32 (Ros / UH)

This specialist of compact machines is promising us three new models in 1:32 scale which should be ready by the summer. The Roto TR60.250 telescoping loader comes from Ros; it is a colour variation of the Magni RTH SH 6.35 which, following its take-over by Bobcat will now be appearing in the appropriate corporate colour scheme. Two further models come from Universal Hobbies because it was possible to use existing molds. The Telescoping Handler TL43.80HF Agri has been tweaked for use in agriculture while the Telescope Handler T40.180 SLP, part of the construction site of Bobcat, will be equipped with a lifting work platform.

Kleemann 1:50 (NZG)

Two new models are coming from NZG. The Mobicat MC 110 EVO2 mobile jaw crusher whose predecessor was made by the Nurembergers. However, none of the parts of that

machine were able to be used again so we can expect a completely newly constructed machine model. This also goes for the Mobiscreen MSS 802 EVO for coarse elements, also a complex construction with a production capability of up to 500 t/h for natural stone and for recycling.

Wirtgen 1:50 (NZG)

NZG also has two new projects underway for Wirtgen: the Surface Miner 220 SM 3.8 as well as the Slipform paver SP 64i. As the pictures show, both models will be made extremely accurate and functional. Many doors and hatches that can be opened show the interior of the machine and how it functions. It is also called the 'small surface miner' in comparison to the bigger 4200SM. The Slipform machine which is designed for the construction of up to 7.5 m wide concrete runways and roads is very complex and almost dainty. With the model of the SP 64i a, rather less known construction method is being brought vividly to the foreground.

Adjustable boom from Conrad for 1:50 Liebherr R 922

by Daniel Wietlisbach

Conrad has also discovered this and with the R922 of the 8th generation has splurged on an adjustable boom for collectors. How well this extra part resonates with collectors shows in that the first colour variation of 'Arbogast' is available at Thommy's already and we assume that other versions will follow.

Having discussed the standard version of the R 922 in great detail previously in issue 1-2020, we confine this report to the new 5.9 m adjustable boom. While the linkage piece is a solid casting, the adjustable part is made from a U profile piece that is discreetly closed in at the bottom. Both are well made, true to scale and have first-class functiona-

Even 'small' new items make collectors happy. For example, adjustable booms can considerably increase the enjoyment of a model ...

lity. The bucket attachment reaches all of the maximum depths, down to the millimeter. The free-standing, silver-coloured hydraulic lines are especially nicely done and they are correct in number. The hook-ups and connections to the flexible rubber lines are nicely done too; only the line to the upper cylinder controlling the adjustments is missing.

The hydraulic cylinders hold the equipment stable in every position. It is unfortunate that the continuation of the additional supply circuit for

attachment tools is missing because the jib was taken over from the standard version. As they didn't require re-designing, the quick changer and bucket are guaranteed to be compatible with the earlier models of the same weight class. The hollow core bolts at the joints do not distract from the overall look and actually come very close to the solution used on the original. As we have come to expect, the paint and lettering are flawless.

Mining truck from Diecast Masters in 1:50

Caterpillar 798 AC

by Daniel Wietlisbach

Following the takeover of Unit Rigs by the market leader Caterpillar, a whole series of these diesel electric dumpers is now available. Both propulsion concepts are offered side by side and the flagship of the electric ones is the mighty 798 AC with a carrying capacity of 372 tons. To move the loaded dumper with a total weight of 624 tons at the maximum speed of 64 km/h, the Cat C175-16 V16 Diesel engine produces 2610 kW (3500 hp) in combination with the generator and the electric motor encased on the rear axle.

There has always been a model of the largest Caterpillar mining dump truck among the 1:50 models and so the announcement from Diecast Masters was not a surprise. When comparing it with the 794 AC that was released a year ago, its first impression is correct. No differences were spotted except on the dumping bin and tires. The original dumper is built on the building blocks principle. Likewise, Diecast Masters was able to take over many parts of the 794 AC.

The model arrives in the now well-known tin and is well protected thanks to cleverly designed interior padding made from foam and plastic. The first thing to note is the impressive weight. The dumper has been made true

With the 798 AC DM has made a model of Caterpillar's flagship diesel electric powered dump trucks. Looking at it, the relationship to the 794 AC is obvious ...

to scale and shines with the high metal content of the all main components. Once again, the soldered wire safety railings which look delicate but yet are very robust are a real joy to see. The whole prop shaft can be easily traced beginning at the detailed engine mock-up, over the flange-mounted generator to the rear axle housing in which the electric motor is hidden. The oscillating rear axle is mounted sprung and is finely engraved as are the fuel and hydraulic tanks that sit right beside it. The wheels are well replicated with rims that are exactly engraved on both sides and their profile is true to the originals. The functional steering linkage includes the steering cylinders. Inexplicably, the turning radius uses only two thirds of the cylinder's piston length.

Let us now go to the driver's platform which can be comfortably mounted by a set of stairs; the bottom section that folds can be reached from the left side and there is an emergency vertical ladder on the right side for use should evacuation be required. The radiator grille is finely engraved and

both of the included wheel chocks can be hung up on the left side. All doors in the safety railings open and all footplates have been given anti-skid surfaces.

The electric control cabinet is located at the center of the platform and at the right, outside the area that is accessible by walking, the cooling unit housing is found. Both of them are finely engraved. The round radiator grille on the cooling unit is especially impressive because it is made from a very fine and filigree-like photo-etched metal part. The floor hatch in the middle opens as do the two doors of the cabin. The flush-fitted windows have been inserted individually and have a great positive visual impact. The bi-coloured interior is exactly detailed down to the printed-on, two-coloured Cat logos on the back of the seats!

While we have already mentioned that many parts were taken over from the 794 AC, the bin it is a completely new construction because on the original it can hold a remarkable 75 tons more. The increase of carrying capacity is

At a glance

- + Metal content
- + Detailing
- + Functionality



achieved by giving the bin more width and length but mostly by raising the sidewalls which are now at the same height as the cabin protector. The bin is prototypically engraved. It has mud flaps

made from real rubber, stone deflectors and a dummy steel safety cable for service work.

As usual, the paint work is first class and the lettering is printed very legibly.

Translation of pages 30 – 31

A classic from CCM in 1:48

Caterpillar 988B

by Daniel Wietlisbach

In 1976, the 988 was replaced by the B version which appeared in the design of the 70s but still in the old yellow shade and with the Pacman logo. Equipped with the same cabin, the 988B looked like the smaller brother of the 992C. The working weight was 43.37 t and the Cat 3408 V8 engine produced 280 kW (375 hp). The bucket capacity varied between 5.4 and 6.3 m³.

Models from CCM

Up until 2008, only high-priced handmade brass models were produced by CCM and so the model of the 998 signaled the opening up of production to reach a larger audience. The 998 was produced in a series of 2,500 pieces and sold out after a year and a half. A 500-piece version with a log grappler attachment followed. At the time, the model set new high standards for detailing.

The 998B shows us how the market has changed over the last 14 ye-

With the 988(A), CCM started the series of the historic Cat machines made from white metal castings. The new model of the 998B is therefore an inheritor of high expectations ...

ars. In the standard version, 500 units were made and in the Beadless version, 350. Adding up the versions and comparing them, the total number of models produced, in comparison with the 988(A), has shrunk by 28%; the reasons for this are manifold.

The 988B arrives in the now well-known box with Styropor half clamshell packaging and looks classy because of its high metal content. First impressions are great due in part to the model having been made true to scale. As hoped for, the handholds, safety railings and even the rear-view mirrors are made from metal. Some of the functionality is a little disappointing. While the reduced play in the articulation can be explained because the machine does not need to drive around in the tightest turning

radius, the bucket's reduced lifting height, (-30 mm), prevents the unit being displayed loading a dumper. Also, tilting the bucket when trying to pick up material is impossible.

But let us look at the visual side of things which underlines the rather positive aspects of the model. The rims are exactly engraved inside and out and have prototypical profiles on the tires and on the very well replicated metal plates of the Beadless version. The axle housings are very nicely modeled and the rear axle oscillates. The drive shaft has been replicated and, when looked at from below, the engine is easily visible. The mockup of the engine can also be seen through the finely etched side cooling grille and the radiator grille. Unfortunately, the presentation of

the back-up lights, headlights and all other lights and is not up to date with current modeling standards; they are only printed on silver or red, as required, and, sadly, the glass lenses are missing. Exhaust, air intake, handholds, steps and the small mudguards are all separately applied parts.

The cabin is reached from both sides via some ladders. The platform has an anti-skid surface and there is also has a fire extinguisher. The cabin's glass is made from single and very flush fitting windows which have rubber seals and at the front there is a raised cast window

wiper coloured black. From today's standpoint, the interior displays the operator's rather Spartan work place. Gauges and buttons are printed on.

In the area of the articulated joint and the prop shaft, supply lines are easy to make out along with the steering cylinders which are correctly painted in silver. The front part of

the machine with the lifting cage has been well copied and is nicely detailed. The shape of the arms of the Z kinematic looks great; the hydraulic cylinders are very detailed and have supply lines. Both models are equipped with rock buckets but they have different cutting in edges: on the standard version the edge is straight on the Beadless version it has a V shape. The overflow fence is identical on both models and is not pierced as is seen on the original.

Finish and paint are faultless, and the lettering is detailed and sharp, even under a magnifier.

At a glance

- + Metal content
- + Detailing
- Functionality



Translation of page 33

HP55.75 and R68P from Ros in 1:25

Bobcat Compactors

by Daniel Wietlisbach

Ros releases two new hand-operated compactors in very nice and detailed forms ...

Don't forget the little ones! A very often-heard wish of collectors because these small machines belong to the construction site picture and allow for very good comparisons with the larger machinery. Like most of the Bobcat models, these too were released in 1:25 scale.

The HP55.75 is a hydrostatic plate compactor with a fully hydraulic drive system. It weighs in at 362 kg and has a surface compacting capacity of 1215 m²/h. Because of the large scale, the model is very nicely and finely detailed. It is made to function and is pleasantly heavy when held. The separate parts are finely engraved and are further refined with sepa-

rately applied details. The long lever used to operate the machine folds up for transport and the engine hood opens completely. Underneath it one sees the exactly replicated diesel engine and the folded lifting handle. Below the engine are the three drive shafts which are used to vibrate the compactor's plate. What makes the model look even nicer is the clean application of the paint coat which has both gloss and matt areas.

The R68PA has been made a little bit smaller but is in no way less fine. It is not from the 'Standard Series' but from the 'Power Series' with bet-

ter performance and optimal exhaust emission reduction. It weighs 68 kg, has a jumping height of 65 mm and a surface finishing area of 227 m²/h. This model is also very finely made. The guide handle with the tank is moveable and the petrol line from the tank to the engine is flexible. When comparing the model with the original, one cannot find any missing detail. Even the handle of the pull-starter at the engine is modeled. The colour application on the R68P is also done very exactly. The lettering on both machines is very detailed and clearly legible.

Tom's driving log

by Tom Blase

«Some good days and some not-so-good ones»

At the beginning of my career as a lorry driver my father liked to say, "Boy, remember this: The days of a driver are not always good. There will be many when you just want to chuck everything in and quit."

It was, I believe in the spring of '79, when I experienced just such a day with him. It was during my Easter vacation and we were on the road early going towards Neunkirchen. Our load to take to the Saarland region was a container of plastic pellets, something we had carried more than a dozen times previously. We travelled on the old Bundesstrasse 40 because at that time there was no autobahn from Mainz to Kaiserslautern. Behind Kirchheimbolanden we noticed that a brake drum was 'smoking' on the co-driver's side. We stopped on the right-hand side of the road in the next village. "Stay in your seat," my father said, "I'll be right back. It is probably only a stuck brake rod. You don't have to get your fingers dirty."

I watched him in the rear-view mirror as he disappeared underneath the chassis. Instantly, I heard a deafening bang and saw my father blown backwards from the wheels.

I was consumed by fear that seemed to last forever. Initially, I didn't notice the open driver's side door. I turned and looked at my father's blood-covered face. The overheated brake drum had caused the tire to explode while he was underneath the lorry beside it. Molten rubber, steel splinters and blood disfigured his face and he had lost most of his hearing. I was incapable of uttering a sound and have the same the fear even forty years when I speak about it.

The loud bang had awoken the people in the houses nearby and someone called the emergency doctor. He send a message that he was occupied with another emergency at the time and could not come. He would come with the ambulance, when he

had time. Today that would be unimaginable. After half an hour my dad said, "Boy, we leave the trailer here, and drive home. You must be my lookout and hear for me because I have to drive anyway."

I piloted him as well as I could but it was not an easy drive. After twenty kilometers 'our' ambulance came towards us. It did not notice the flashing light and honking horn of our lorry. "Let's go, Boy, we can do the rest, just keep a sharp lookout!"

We arrived home safely where our house doctor patched up my dad before taking him to the hospital. There the rubber bits and countless splinters were taken out of his face. He had several transfusions over the next two weeks, and his eyes were bound up for the same time.

Luckily, no damage was found later. Soon, good days returned. But since then, I am a little more cautious than other drivers concerning tires and brakes.

A 1:50 crane with fine details from Conrad Liebherr LTR 1220

by Carsten Bengs

The model of the truly super looking 220 t crane was made true to scale. It comes with a detailed instruction leaflet for an easy and uncomplicated assembly. The most noticeable improvements are the new bolts. The previous plastic bolts have been completely done away with; now the assembly is completed using only these new metal bolts. All bolts can be mounted without any problems and hold sufficiently.

The lower chassis telescopes out to a maximum width of 14.4 cm or 7.2 m on the prototype. There are hydraulic cylinders at the middle with threads for self-assembly. Small leg support feet are included with the model to be attached separately. These allow the prototypical model to lift itself on and off the low-deck trailer when it arrives on site.

The original is capable of working at sites having a maximum of 4 degrees of incline. It is possible for the LTR 1220 to work asymmetrically by using its telescoping lower chassis. So for example, when the one crawler track carrier is completely telescoped out, it can support the maximum carrying capacity, while the opposite side does not have to be completely telescoped out.

Both sets of crawler tracks arrive with the model separately packaged in a solid cardboard box and have to be mounted on each side using four little metal bolts. The thing to

At the end of 2021, Conrad released the LTR1220, a Liebherr telescoping crane on tracks. Conrad produced a massive model which has some new and exciting features ...

remember is to take care to give the two upper ones at the front a little 'play'. This makes it easier to bolt on the two track sets to the chassis; of course, there is a hint about that in the extensive instruction booklet. The width of the double grouser shoes is 19 mm which is not quite the same as the 1000 mm ones on the original.

The complete self-erection of the crane can also be simulated on the model. For this, a self-erection lifting hook for the crawler tracks is included. It is recommended to use a short length of rope to knot it on so that it easier to attach.

The track carriers look very convincing due to the further detailing. The guide wheels are slightly sprung and the tracks turn easily. The legible Liebherr logo is easy to see on the driving wheels. The central ballast blocks, are located the middle of the lower chassis. On the original they would weigh 10 t each; they all have lifting eyelets.

The running boards on the lower chassis which are made from fine perforated plate are a very nice solution. The walkways on the track carriers rest in guide channels and after being inserted can be pushed towards

the slewing ring and hooked on there to attach near the ring. This way, very secure walkways are created and they look very swish.

Access is through some small sets of stairs. These are made from white metal castings and you have the choice of mounting them at the track carriers or near the two central ballast blocks.

The massive upper structure is also nicely done and has many fine details. At the rear, the ballast plate with three segments is installed; it would be 70 t on the original. All segments have small lifting eyes. The second winch is mounted above the ballast. The easily attached small bolts sit tight.

On the prototype, a 230-kW strong, four-cylinder Liebherr motor is installed. The chromed exhaust pipe runs forwards across the middle. The radiator grille at the front is only hinted at with some paint.

The tilting operator's cabin has a detailed interior and, naturally, mirrors as well as window wipers are included. Beneath the cabin a stair step is installed; it can be pushed underneath the cabin for storage during transit.

The five-part boom is constructed from white metal castings and reaches a maximum height at the top sheave of 1.2 m which corresponds to 62 m on the prototype. The proportions of the boom arm look very appealing which also goes for the upper-most telescope segment upon which there is very fine printed-on lettering. With the additional flying jib tip, the model can achieve the maximum height of 1.65 m.

All telescoping sections can be arrested in three steps (50%, 90% and 100 %). The boom is held in place by

a plastic cylinder with a metal nut. This is not an ideal solution; therefore, the tightening of the nut should always be done very carefully so as not to overtighten it.

It is a thrill to see that on this model Conrad has modeled the cable limit

switch for the first time. Almost as thrilling is the detailed and comprehensive lettering. Fine lettering can be found on the lower chassis telescopes, the central ballast and supports as well as in many places on the upper chassis. The cabin is especially richly lettered.

With the LTR 1220, Conrad has managed to produce a successful telescoping track crane model. Modeling of the details is an especially the great accomplishment. The model is very convincing, not least because of the overall lettering.

At a glance

- + Metal bolts
- + Functionality
- + Lettering
- Plastic cylinders



The 1954 progenitor of all Volvo wheel loaders Bolinder-Munktell H-10

by Ulf Böge

The relatively humble beginnings of today's Volvo CE (Construction Equipment Company, maker of earth moving and road construction machinery, were followed by ever-increasing sales and profits internationally.

It was during the 50s when revolutionary new loading machines that ran on air-filled tires made in the US were supposed to spread all over Europe. Here as well as on the other side of the Atlantic, the bases for these machines were always agricultural tractors modified to become shovel loaders using suitable equipment. At

The success stories of Volvo construction machines often began with simple but inspiring ideas. Such inspiration still influences the Swedish company to this today. Even the idea of a rear-end loader was not originally Volvo's ...

first, this equipment, originally for farm tractors, was designed to attach at the side of the tractor's engine facing forward. One-side impinged cylinders delivered the necessary lifting power and the emptying of the still generally small buckets was often was done mechanically using a rope

pull. But a beginning had been made. However, there were limits with this kind of construction because only small loading jobs could be handled. On construction sites where earth had to be moved, these tractor variants could not convincingly handle the tasks given to them.

A break-through came with the sudden recognition that the installation of a loading unit above the large rear wheels would give the machine more Epower and also the ability to lift heavier loads, as well have a higher breakout force when compared to the traditional front loader. In their small factory workshop in Skellefteå, brothers Birger and Göran Lundberg tinkered around with just such a concept. Previously, they had equipped quite a few tractors with front loaders or lifting platforms and got themselves quite a reputation for their work in the region. Beginning in 1951 they experimented with a so-called ‘rear loader’ – first with a Fordson tractor and made from it the first ‘Bröderna Lundberg’ loader lettered BL. If desired, the new loading equipment could also be attached to other tractor brands. For example, the BL loaders were also sold using Nuffield or Bolinder-Munktell units as a starting point. More break-through innovations followed up until 1954, such as the innovative development of a mechanical quick coupler and the parallel functioning lifting cylinders. Additional optional attachments like forks or log loaders made the new machine very attractive for a variety of users.

At that time there was a close cooperation with the tractor maker Bolinder-Munktell from Eskilstuna which supported the brothers in their development and recognized the great potential of the clever concept. In 1957 the companies signed a contract which would see Lundberg handling the production and Bolinder-Munktell the development, construction and customer service. The red and green-painted BL-loaders then changed to yellow and the type designation changed to H-10, be-

cause the type 35 Bolinder-Munktell tractors were going to be the exclusive basis of the new loaders. Parallel to the construction industry, the new loaders were also offered to agricultural customers as the T 35 and with this, the circle closed because both companies had been together since 1950. Volvo too tried to offer products for the emerging construction machine market but limited itself to the development of a variety of agricultural machinery products and so, initially, Volvo tractors were the basis for all later wheel loaders, graders or excavator loaders.

The H-10 became a great success, especially in northern lands. A total of 2,400 were sold between 1954 and 1962. When it became clear to the Volvo management that this market showed great promise of further growth, they gave their designers the go-ahead to develop further agricultural machinery. The result was that in 1959 the bucket loader BM-Volvo LM 218 appeared. It can be said to be the first construction machine developed by Volvo. Even though this type of the ‘All-rounder’ series still had a lot of tractor components, it certainly was the first overall construction machine from Volvo. The production of the wheel loader continued to be located at the Lundberg factory where every year they produced up to 2,000 units for BM Volvo. Only when the first articulated loaders with doors that opened on the sides and a new lifting frame with Z kinematic appeared did BM Volvo move the production of the BM Volvo to the factory in Eskilstuna, a little at a time. In the meantime, they took over ASJ which was a very suitable producer for wheel loaders.

The last of around 26,000 original rear loaders of the LM 622 and LM

642 left the factory floor in Lundberg in 1984. For a few years, graders were made there for Volvo. Then, the company developed further independently and was re-named Lundberg Hymas AB. Besides their own system machines, like the BL 341, they produced special parallel loading attachments for Caterpillar wheel loaders. After 1987, the name changed again, to Valmet Hymas; today the company is owned by Lännen Tractors.

Subsequently, Volvo developed their construction machine program further and was able to have well-rounded product offerings for the global market exclusively by making acquisitions of established international makers. Today the Volvo CE’s market share is around 4 percent. The cornerstone for this success was laid by two tinkering brothers over 60 years ago.




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

by Remo Stoll

Most of the old-timer cable-operated excavators one finds in Switzerland are from makers like Ruston-Bucyrus, Link-Belt or P&H. With a construction year of 1994, this machine is not very old and is somewhat more modern than others. In this case, it is one of the very few examples from this German producer to be found in Switzerland.

Recognize the machine? Please send us the exact name and type designation. The contest deadline is April 15th, 2022. 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 a prize chosen from these models: A Kobelco SK210LC-11 from Conrad, a Cat 323GX excavator from DM, and the set containing a Mercedes-Benz with low-deck trailer and a Kramer 411 from Siku. 



The solution from Trucks and Construction 1-2022



The classic Swiss dumper in question was a Berna 5V. And the winners are: Moritz Wackerbau-

er from Brakel (D) who won the Cat D6XE LGP from DM, Marc Maly from Hamburg (D) who won the Liebherr T55-7S from Conrad, and Thomas Scholz from Lüdenscheid who won the set MB with low-deck trailer loaded with a Kramer 411 from Siku.

Hearty congratulations to all winners!

Building a Volvo FMX 10 x 4 dumper BAS Mining Truck

by Urs Peyer.

Work has been under way for a project called the Grensmaas flood protection dam in the Netherlands since 2008. By 2025, around 100 million tons of soil will have been excavated to create artificial flood plains and water retention basins. The first step involved the removal of three meters of soft clay using excavators and articulated tippers. The ‘wet’ removal of the 8 to 9 m layer of gravel beds was the job of long reach excavators and a drag line. Since 2011, the transport of the removed gravel has been done by several Volvo FMX 10x4s with a load capacity of 60 t. The local Volvo dealer BAS re-enforced the chassis and equipped the trucks with a fifth axle. The 30 cubic meter capacity tipping bin was made by the Dutch company of AJK. The first of these trucks were delivered to the water construction company Boskalis. The BAS mining trucks are available as 10 x 4 and 10 x 6 versions and even as 12 x 6 with 75 t load capacity.

For this rather extensive conversion, components from several models were used. A Ginaf 5-axle tipper from Lion Toys ‘donated’ the chassis, axles, rims, compressed air tank, and mudguards for the second axle. From an Eligor Volvo FMX 4-axle dumper came the cabin, engine, gears, diesel tank, exhaust, Ad-Blue tank, air filter, hydraulic tank,

To move extremely large amounts of material, purpose-built and altered dump trucks are being used. A great project for our scratch-building expert ...

battery box and the mudguards for the front axle. The off-road tires are from two Mercedes-Benz 8 x 8 heavy duty tractors from WSI. Finally, the piston rods and the tipping cylinder came from a Volvo A40 dumper.

Alternatively, other models could be used as part suppliers, the Volvo FMX 5-axle tipper in the Boskalis paint scheme from WSI for cabin and chassis as well as Mobilkran-Modelle for the tires. The latter could come from a 3D printer.

Chassis

It doesn’t make much difference which chassis is used for the conversion. Axles have to be moved and the chassis lengthened to make enough space for the larger tires and brackets for the tipping cylinder. The axle spacing for the BAS Mining Truck are (front to back) 1995, 2100, 1425 and 1370 mm. To take this into account, the Lyon-Toys’ chassis was enlarged by a few millimeters between the second and third axle, the fourth axle was moved and the frame extended towards the rear.

Using plastic profiles, a bumper bar was added to the end of the

chassis. The bar includes work spotlights, towing eyelets and the brake and back-up lights, including indicator lights (picture 1). Between the bumper and the original black chassis sits the swivel joint for the tipping bin. To attach the chains of the tailboard, two brackets for between the fourth and fifth axle were made up from 2.5 x 2.5 mm square profile stock and 1.0 mm re-enforcement sheet stock then, at the front, a \varnothing 1.0 mm hole was drilled out on each of the sub-assemblies. The total width at the chassis is 58.0 mm (picture 2). The chain was attached with an M1 screw.

Two compressed air tanks were then fitted between the third and fourth axle. The massive bracket for the two tipping cylinders is between the second and third axle (picture 3). It is made up mainly from 4.8 x 4.8 mm profile stock, a triangle profile strip of the same size and some 1.0 mm plastic sheet stock. The total width of the assembly is 26.0 mm and a \varnothing 2.0 mm hole was drilled all the way through; it is designed to mount the two tipping cylinders.

The part with the two half mudguards over the second axle is from

Ginaf but it had to be shortened slightly. Just in front of it are the air filters on the right side and the Ad-Blue Tank on the left, both from the Volvo FMX model.

Cabin

The greatest amount of fiddling around required was to attach the FMX cabin to the Ginaf chassis. To make it easier, new support surfaces were made using a variety of plastic profile stock and also a new screw-down connection for the cabin was fashioned. It was important to pay attention not only that now the tires were larger but also that there is more ground clearance between the tires and the lower edge of the cabin. The two-part Volvo engine bloc with the gear box found a space below and above the Ginaf spring bracket for the front axle (picture 4). Situated behind the cabin were the diesel and hydraulic fluid tanks as well as the pressured air compressor, battery box and exhaust bracket; all parts came from the Volvo FMX (pictures 5 and 6). The white bracket for these was made from three 1.0 mm and 2.0 mm plastic sheet stocks. Length, width and height are 27.0, 17.5 and 17.0mm.

The dumping bin

The construction of the dumping bin (picture 7) was a challenge in itself because except for the floor, all walls are angled. The floor of the dumper's bin (page 8) is 25.0 mm wide, measured to the outside edge (not including the tire protection shield and ribs) The total width of the bin is 57.0 mm (without the tipping cylinder bracket), the height measurement is 45.0 mm (without the cabin protection) and, finally, the length is 152.0 mm (without cabin protection and rear gate). Floor and walls were made from 1.0 mm plastic sheet stock. In contrast to the walls, the upper rim of the bin is straight vertically, is 10.0 mm high, 3.5 mm strong and has a 45 ° inward-slanting edge on the top. The cabin protection (pictures 9 and 10) was also made from 1.0 mm sheet stock and is of the same length as the cabin. The re-enforcing ribs are made from 1.5 x 4.0 mm profiles and at the front side, a 2.0 x 2.0 mm triangle shaped profile was fitted in. Below the area where the dumping cylinders were to be attached, a 0.5 mm re-enforcing plate was glued on. The two brackets were made from 1.0 mm plastic sheet stock;

their height on both sides is 4.0 mm. The support rib at the area of the swivel joint for the bin is 10.0 mm wide and has a thickness of 2.5 mm at the top and 4.5 mm at the bottom. The ‚Ducktail‘ at the rear (the floor of the bin slopes upwards at the rear, picture 12) and its inner length measures 25.0 mm.

The edging that runs on all four sides at the rear is a 2.0 x 4.8 plastic profile. The tailgate height is 40.0 mm, the width at the top is 60.0 mm and, inclusive of the re-enforcing ribs, is 3.0 mm thick (picture 13). The 64.0 mm long tailgate arms are made from two 0.5 mm and 1.0 mm plastic sheeting stock pieces. This allows to chain to be attached between the two outer sheet stock parts using a M1 screw. The chain originally belonged to the rigging of an YCC crane. The tailgate was attached to the tipping bin with two M1 screws.

The tipping cylinders (picture 14) are made up from an ø 4.00 mm tube flanged out to 5.0 mm at the ends and both are 66.0 mm long. 0.8 mm wire simulates the hydraulic line. The piston rods were once part of a Volvo A40. The protective sheeting pieces attached to the outside bin bottom deflect stones during loading and also serve as mudguards. They are made from 0.75 mm plastic sheet stock and have a triangular cross section (width below 15.0 mm, height outside 1.5 mm, total height 7.0 mm). The total width, measured over the protective side sheeting is 57.0 mm and the total length is 128.0 mm. And finally, the yellow wheel chocks came from a Caterpillar 775G dumper.

Material

ABS sheet stock	0.5, 0.75, 1.0, 2.0 und 2.5 mm
ABS square profile	1.5 x 4.0, 2.0 x 4.8, 2.5 x 2.5 und 4.8 x 4.8 mm
ABStriangular profile	2.0 x 2.0, 3.0 x 3.0 und 4.0 x 4.0 mm
ABS-plastic tube	ø 4.0 und 5.0 mm
Brass wire	ø 0.8 mm
Screws	hexagon shaped M1 and M2
Chains	2 x from crane rigging of a YCC crane
Piston rods	from a Volvo A40 or Komatsu HM40
Wheel chockes	from a Caterpillar 775G

**Tatra – Lastwagen
Die Unverwüstlichen**

by Michael Dünnebier, published by Motorbuch Verlag, size 26.5 x 23 cm, 240 pages, 300 pictures, bound, ISBN 978-3-613-04413-5

Michael Dünnebier often writes about lorries from Eastern Europe. His newest tome looks at the indestructible Tatra lorries. The technical hallmark of these Czech lorries is the central tubular frame. Must the driver be able to drink his coffee all the while traversing difficult terrain? Then the lorry you need is a Tatra. Dünnebier tells the story of the manufacturer in great detail. From the beginning as wheelwrights in Austria-Hungary, over two World Wars, to the newest developments following the turn of the century. The development history is sorted according to construction series; interesting pictures augment the texts. Those interested in technology from Eastern Europe, or who are just technology fans will be well served by this book. (eu)

**Nutzfahrzeuge &
Motoren für die Welt**

by Dieter Augustin, published by KM Verlag, Size 25 x 21 cm, 320 seiten, ca. 500 pictures, hardcover, ISBN 978-3-934518-11-7

This is the first book of a planned series about the vehicles from Magirus. It shines a light onto the history and the first phase of construction when, in addition to lorries, they built superstructures and other necessities for fire engines. The author spent a lot of time digging in the Magirus archives which now belong to Iveco. No surprise then that many unpublished pictures found their way into the book. Augustin relies heavily on his previously published book 'Iveco Magirus – all lorries from the Ulm factory from 1917 until today'. Whether you own that book or not is not a problem because the history is told anew in this volume. And, if you do own it, with this book you have a nice supplement. (eu)

Jahrbuch 2022 Unimog & MB-Trac

several authors, published by Podszun Verlag, size 24 x 17 cm, 144 pages, 280 pictures, softcover, ISBN 978-3-7516-1024-7

For the last 18 years, an annual has been dedicated to it to this off-road vehicle which can go almost anywhere that a tracked one can go. Many photographs embellish the report about the 'Feldtage in Nordhorn (Field days in Nordhorn) and this is the only time it has included the MB-Trac. Everything else is dedicated to the Unimog be it as a tractor for the trailer producer Schwarze or a history on a variety of Unimog 'Wohnmobil' (RVs) or, finally, the vehicle fleet of the Essen Mühlheim airport which would also be enjoyed by the fire engine fans. A sewer-cleaning vehicle and a collection of press releases from Zagro with Unimogs at work as two-way vehicles round off the book. (eu)

**Aus Lübeck in alle
Welt, Band 2**

by Carsten Bengs, published by Podszun Verlag, Size 28 x 21 cm, 277 pages, 770 illustrations, hardcover, ISBN 978-3-7516-1028-5

Carsten Bengs' second volume about the open cast mining machines made in Lübeck appeared just before the end of 2021. It is about large and small bucket chain, bucket wheel & floating dredgers. The Lübeckers built their first bucket chain excavators back in 1881. In 1931, the first bucket wheel arrived; these are among the largest construction machines ever built. Excavator 292 had a 13,300-t working weight and a huge production capability of 22,700 m³/ h. In the 50s, O&K made the first compact bucket wheel excavators starting at 36 t. The last 33 pages are dedicated to the dredgers, Bucket chains, cutting wheels, cable and later hydraulic excavators were used to move material. (up)

Hall construction using pre-cast parts Prefabricated

by Wilfried Schreiber

Let us first visit the furniture store site on which we can observe some of the machinery of the era. We observe the start of construction and the equipping of the construction site and then later on how the building is progressing. At that time in Germany, construction cranes with adjustable boom or luffing jibs were common and so we see several luffing jib cranes in use. There are a Peiner T125 (silver/blue), a Peiner TN112 (orange/blue), two Liebherr 45A65s in versions 1 and 2, as well as a Liebherr 30A35. The two Peiners were erected in the heavy-load mode with shortened boom and double-strung lifting hook which increased the load capacity for lifting the pre-cast sections. All cranes were placed on tracks. The Liebherr 30A35 used to build the stairwells has a reach of 26 m and is even set on a curved track. The larger cranes, except for the 30A35, arrived on the site in parts and then, with the help of a four-axle P&H lattice mast mobile crane, were partially re-assembled. The 30A35 was transported to the site on its own trailing axle. The cranes have either gravel or concrete ballast. The tower of the T125 Peiner was assembled in its entire length on the ground then was heaved straight up thanks to its boom-erecting mechanism with multiple cable guides on the set-up trestle. Using the self-climbing tower feature it reached the

Today's article is dedicated to a construction site of the 80s. We visit the construction site of a furniture store, as well as the building of a small hall; both have pre-fabricated parts in common ...

desired height. With a 30.5 m boom extension it had a maximum carrying capacity of 8,000 kg and its total maximum carrying capacity was 18,000 kg. With a boom length of 26.6 m, the T125 could lift from 7,350 kg to a maximum of 14,900 kg. It was set up inside the building under construction and was moved further and further to the outside on its tracks so that it could move the pre-cast parts as close as possible to the required location.

The first of the concrete pre-fabricated parts were 15 support columns measuring 25 m which were lowered into place into a prepared concrete section using a P&H lattice mast crane.

The columns had floor bracket supports every 15 m so that five floors could be installed between the support pillars. Then, floor by floor, pre-cast concrete double web ceilings, each with a length of 17 m, were installed. The last supports for the roof beam each measured 17 m in length. These were custom made to fit into the specially recessed holes in the pillars. The wall and roof cladding were then added using aerated concrete slabs. To make it possib-

le for the workmen to install them, large lifting work platforms like the Grove AMZ131XT, the Grove Manlift MZ76, and the Grove Scissor lift Supermax SM4688 as well as the Haulotte HA20PX were used. The completed furniture store covered an area of 65 by 50 m and reached a height of 26 m.

A small and modern hall

A modern Liebherr LTM 1090-4 as well as a 35 K Liebherr rapid-erecting tower crane were used for the small, single-story hall construction. With the tower in retracted position, the 35 K had a reach of 36 m. Here too, Haulotte or the Grove scissor lifting platforms were used to make it possible for the installers to secure the beams.

Models

The two Liebherr luffing jib cranes, the 45A65 and the Peiner T125, are soldered brass constructed models from the Peter Veicht workshop. Being of robust yet functional construction, they have already been

used on several construction sites. The plastic scratch-built model of the Peiner TN112 was made co-operatively with Lothar Unfried and the author. The Liebherr 30A35 is a 70s Gescha model altered by the writer.

The P&H mobile crane is an altered Lionel plastic model. Unfortunately, the Chinese maker of the Grove Manlift MZ 76 is unknown. The P&H tracked crane and the Haulotte are from NZG as is the Grove Scissor

lift. Tobias Schmidt made the plastic Liebherr 35K 3D-printed model. The pre-cast concrete parts and the diorama were made and finished by the author.

Translation of page 53

Our partner page

A visit to our supplier in Turkey

We decided to visit our supplier in Turkey once travel abroad became possible once again. The quarries and worksites showed heavy investment in construction machines and processing plants. Even though the Volvo 480 already has 10,000

hours on the clock, it is still in very good condition. The Chinese-made wheel loader handles its duties as a material handler well. In the past year, the Fiorini AG obtained from Turkey about 13,500 tons of granite for road building and garden cons-

truction. All goods are transported to Switzerland in containers by ship and then by train. Lorries take over the final transport from the terminal in Vorarlberg to our storage facility in St. Gallen.

Large spectacle at the gravel works Weiach on the 28th and 29th of May, 2022

The Eberhard Unternehmungen group of companies, in conjunction with the Swiss Historic Association, are looking forward to offering an unforgettable weekend of rich experiences at the gravel quarry 'im Hard' in Weiach.

About 60 old-timer construction machines and 40 veteran lorries are expected to attend. Hissing and stea-

ming road rollers as well as other vehicles will make sporadic runs around the gravel works. About 50 construction machines like excavators, tracked loaders, bulldozers, graders, rock crushers, road rollers and also a 50-year-old scrape dozer will be observed at work. Historic tippers and lorries as well as a light railway with skips will demonstra-

te how materials were transported 50 years ago but modern machines will also be seen live and admired in motion. There will be the opportunity to operate a mini excavator. For the kids there will be a sandbox. Refreshments will be available. Entrance is free. Further information at www.weiachhistoric.ch

New on the market

Diecast Masters 1:50

Caterpillar is offering the GX line of excavators without ‘technical fripperies’ but robust and, therefore, more affordable. The 323 GX and 320 GX (no pictures) models of the current originals are now available. Even though the upper chassis reminds us of older models, they are all new constructions which reflect the characteristics of the originals very well. Lower

chassis, cabin and equipment are existing stock parts.

MSM-Modelle 1:50

The tireless folks at MSM-Modelle always have new functional accessories from their 3D printer. This time they have a whole container system with which complete modern construction site accommo-

datations can be made. 13 (!) different types of containers are available either as single units or in five different sets for site accommodations. The necessary accessories like stairs, single and double foundation pieces as well as bolts to connect the containers with each other are available. Of course, all the parts are very suited for use as loads.

Scania / Tekno 1:50 / NZG 1:18

Exclusively in the brands shop, this Tekno Scania 6500 XT for the

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
Kubota KC300HR-5 minidumper	1:24	Universal Hobbies	Dealers	www.universalhobbies.fr
Liebherr R950 (R960) demolition «Hollinger»	1:50	Conrad	Exclusive	www.giftmodels.it
Liebherr R924 «Casutt»	1:50	Conrad	Exclusive	www.toys-planet.it
Poclairn TY2P «Sofrat»	1:50	Conrad	Exclusive	fmb-shop.de
MAN TGS NN 4x4 dump truck / low bed trailer white	1:50	Conrad	Exclusive	www.man-shop.eu
MAN TGX GX 8x4 red	1:50	Conrad	Exclusive	www.man-shop.eu
MAN TGS NN 4x2 Meiller set-down skip loader green / red	1:50	Conrad	Exclusive	www.man-shop.eu
MAN TGE blue	1:50	Conrad	Exclusive	www.man-shop.eu
Demag AC 700-9 «Franz Bracht»	1:50	IMC	Dealers	www.imcmodels.eu
Scania R Next 8x4 SLT «Van der Vlist»	1:50	IMC	Dealers	www.imcmodels.eu
Scania 770S 6x4 «Brink Staalbouw»	1:50	IMC	Dealers	www.imcmodels.eu
O&K RH200 in 5 versions	1:50	KPS	Direkt	www.kpsmodels.co.uk
Liebherr R970 grey «Colmar»	1:50	WSI	—	—
Liebherr LTM 1750-9.1 «H.N. Krane»	1:50	WSI	Dealers	www.wsi-models.com
Scania S 8x4 / Scheuerle Intercombi «Arjen Kandt»	1:50	WSI	Dealers	www.wsi-models.com
Scania P 10x4 / lowloader «Holtrop van der Vlist»	1:50	WSI	Dealers	www.wsi-models.com
Scania 113M 6x2 / semi lowloader «Holtrop van der Vlist»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x2 flatbed / Palfinger/ container «De Gier»	1:50	WSI	Dealers	www.wsi-models.com
Scania R Next 8x4 / lowloader «Aertsen»	1:50	WSI	Dealers	www.wsi-models.com
Scania R Next 8x4 / hooklift system «Ekdahls Gräv»	1:50	WSI	Dealers	www.wsi-models.com
Scania 143E 6x4 «Nordbø Maskin»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH5 6x2 / lowloader «Nordic Crane»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH5 6x4 / Nooteboom MCO-PX «Haegens»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 8x4 / Nooteboom Telestep «Laso»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 8x4 / windmill transporter «Silvasti»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 6x2 / lowloader «Klomp»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 8x4 / Broshuis 100 Tonner «Vindelsbaek»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 8x4 wrecker «TJ Bjergning»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 6x2 wrecker «Viking»	1:50	WSI	Dealers	www.wsi-models.com
MB Arocs MP4 SLT 8x4 / semi lowloader «Schot»	1:50	WSI	Dealers	www.wsi-models.com
Renault T 4x2 / lowloader «Gruber»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF 6x2 «Mark Hoek»	1:50	WSI	Dealers	www.wsi-models.com
MB Actros 6x4 / Nooteboom Telestep «Mammoet»	1:50	WSI	Exclusive	store.mammoet.com
Liebherr LTM 1450-8.1 «Franz Bracht»	1:87	IMC	Dealers	www.imcmodels.eu
GMB windmill container power station	1:87	IMC	Dealers	www.imcmodels.eu

heaviest of duty in construction and mining industries is now available. All-terrain tires, re-enforced chassis and the huge dumping bin from KH make the dumper fit for any hard work. The fully-detailed model transposed into model form is true to the original and has great functionality. For example, the rear gate opens automatically, the headlights have protective grilles and the enlarged steps are painted in the yellow safety colour. By the way, in the Scania-Shop one can also find the huge model of the 770S in 1:18 from NZG. This tractor lorry looks especially dignified. It is a version of the 730S in which NZG has

made all the changes including the new ‘heart’ of the unit, the currently most powerful V8 from the Swedes.

FBM-Bacheli/ WSI 1:50

The offerings of exclusive models from the specialized Swiss dealer WSI are continually growing. The most current example is the Scania R560 V8 4x2 with a curtain-side semi-trailer ‘Schilliger Holz’. The authentic-looking, shiny red model has many details of the original, right down to the license plates. The included certificate confirms that it is one of a limited series of 111 pieces.

AT Collections 1:32

Hobelman-Halle B.V. is a Dutch Company which produces tools; among them are some used for landscape maintenance. The MSL 620 is a mover for riparian areas. On the model shown there is a mounted extension stick which fits on to excavator models in the same scale.

Translation of pages 56 – 57

News in brief

64-ton E-Scania

Located in Northern Sweden, the Wibax hauling company specializes in chemical transports. For the first time, it has bought an electric-driven Scania 6x2 tractor and tanker semi-trailer with a total weight of 64 tons. The combination will be used regularly on the 80-km-long road between Piteå and Skellefteå. It is designed to help the parent company reach its climate control goals.

A substantially stronger electric motor was developed because of the vehicle’s high overall weight. Scania and Wibax have joined in a partnership with the long-term goal to further optimize the vehicle, especially in the areas of the charging process, battery life and route planning. This will give

Wibax additional data as they prepare to add more electric vehicles in the future. Another partner of the project, the energy company Skellefteå Kraft, is responsible for the infrastructure required for charging the vehicles. (dw)

New Komatsu Mobile Excavator

The redesigned compact Komatsu mobile excavators PW 148-11, PW 158-11 and PW 160-11, in weight classes between 14.2 and 18.6 t, are compliant with the step V EU exhaust controls. Komatsu double-particle filters are built in as a standard feature. The excavators offer the highest degree of comfort for their drivers, intelligent safety solutions,

intuitive ergonomics, first class all-around views thanks to KomVision, very noticeable advances in vehicle performance and controllability, as well as a high level of standard specifications. Despite the performance increase by an additional 20 kW for the two smaller models, the fuel consumption is lower and the speed uphill is faster. (up)

Liebherr LTM 1300-6.3

World record. No small achievement is promised by the new six-axle LTM 1300-6.3 90 m boom on with 12 tons of total load per axle. Up until now, no one could do it. This new model is a real all-round crane with short rigging-up times, high carrying capacity and wide

reach. Of course, Liebherr also goes all the way with the equipment on board: ECOmode, ECOdrive, VarioBase®Plus, VarioBallast®, AutoBallast, single engine concept, and Windspeed Load Charts are standard features. Environmentally, the new LTM 1300 can also be run with Bio Diesel fuel and so minimize its CO2 output. Using the 43 m lattice mast tip, the new 300-ton unit has a maximum reach of 94 m and a lifting height of 120 m. (eu)

Hydrogen truck at the Rally Dakar

The Gaussin Group is a pioneer in the development of clean, intelligent solutions for the transportation of goods and people. To demonstrate the reliability of their products, they participated at the legendary Rally Dakar with a hydrogen-powered Rally-Truck. The Dakar Rally is considered one of the toughest rally events in the world. Because of the pandemic, the event this year was held solely in Saudi Arabia. The starting point was in Ha'il; after that, the route went over Riad to the finish in Jeddah. The hydrogen-powered Rally-Truck from Gaussin is the

first truck with this technology to have taken part in a rally event. The truck was designed by none less than the Pinnifarina design studios. The expected range of 250 km was greatly exceeded, clocking at 400 km, and the top speed of 140 km/h was more like that of a race car. The Gaussin Team was sponsored by Aramco who are also partners of the Gaussin Group. (eu)

Liebherr wheel loaders

Liebherr redesigned the Compact Loaders L 506 and L 508, and with L 504 introduced a new model in this production series with weights between 4.6 and 5.7 t. Among the most important features is the newly designed driver's cabin. It allows the machine operator excellent all-round views, thanks to increases in the glass surfaces. The newly-designed lifting gear allows an unobstructed view of the machine's front attachments, therefore, allowing the greatest possible degree of safety during operation. As an option, the machine is also available as a High-Lift-Version. For the first time, the L 506 and L 508 as Speeders with a top speed of 30 km/h are available, upon request (up)

New Hitachi wheel loaders of the Series 7

Hitachi is launching their new wheel loader in Series 7. The ZW 180-7, ZW 220-7 and ZW 310-7 models with working weights of between 15.0 and 24.5 t are currently available. The built-in Cummins engines comply with the ESU step V exhaust controls and have more torque with lower engine speeds. The newly designed driver's cabin offers first class comforts with a very low noise level and improved safety features. The optional Aerial Angle Camera system is capable of creating a 270-degree bird's eye view of the immediate surroundings. The new ECOgauge program helps the driver conserve fuel and costs. The Payload Checker shows the weight in the bucket and of the load on the lorry in real time. (up)

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