

Laster & Bagger

English text at lasterundbagger.net

Ausgabe 3-2022

Modelle von Lastwagen, Baumaschinen

Mit Wettbewerb

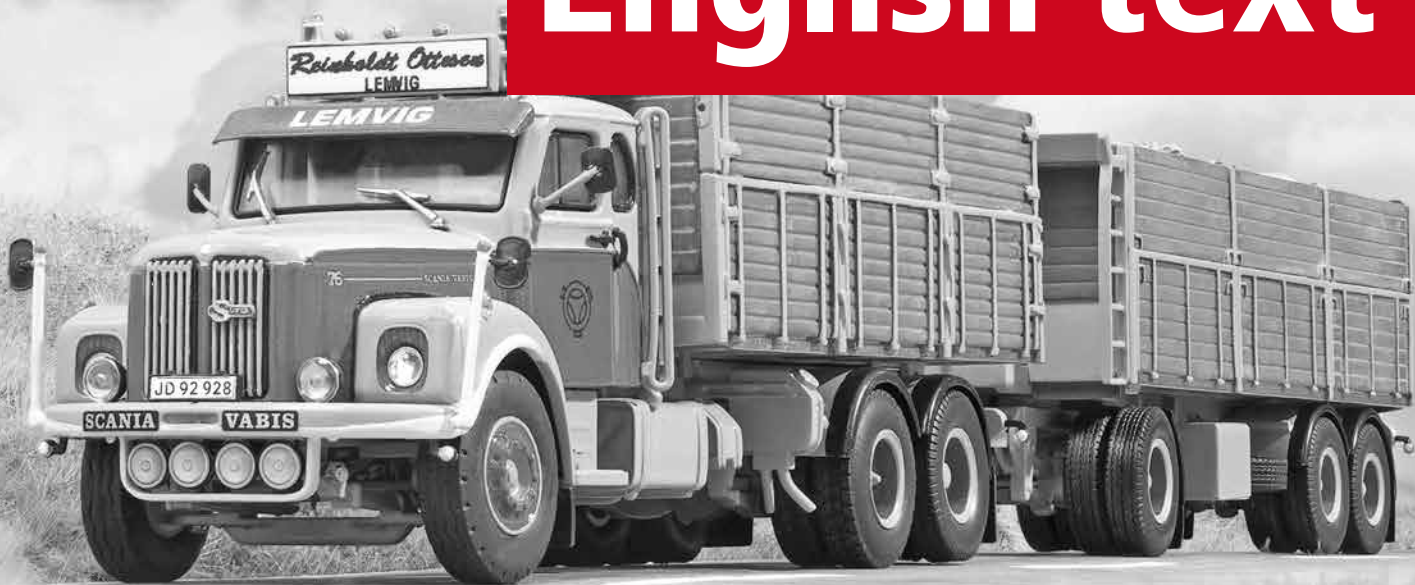
IMC 1:50

Doosan DX 165WR-7

Eigenbau 1:50

Scania LS 76

English text



GMTS 1:50
Mercedes-Benz NG 1632

Sammlerporträt
Martin Hefti's Umbauten

Conrad 1:50
Bauer BG 28 H



03
4 191830 312008

Editorial

Slackness versus professional pride



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".

One never stops learning! For me personally – and I speak only for myself – one of the weaknesses of lorry models is the way the canvas covers are modelled, in particular the almost non-existing wrinkles. As with a good wine, I really only like a lorry a lot if it shows that it has reached a certain age, and shows the many effects of the years. Of course, dirt can be wiped off, but I much prefer a canvas cover which sags at the corners and the end, and whose boards of the canvas cover frame show through to one which comes along all new, tight and shiny. Tom Blase, our trucking log book author: "For me, as a driver of a canvas-covered lorry and trailer combination, it was part of the professional pride to be on the road with a tightly tied down cover on my vehicle!"

The same goes with construction machines; saggy tracks are a sign of neglected maintenance while well-tightened tracks on a clean machine are part of the professional pride of the excavator driver. There are even some operators who

keep a spray can, in the original's colour, in the driver's cabin so that at the end of work they can conceal any scratches that the machine may picked up during the day. And here too, I hope I am forgiven because I love dirty construction machines with sagging tracks, or even groaning and moaning tracks, the best. Additionally, I am not bothered by bent steps on models. It is as if the damage which happened during the working life of the machine shows the hard use they have had.

But my love of saggy and dirty things is not endless. When I put an issue of the printed german magazine into a mailing envelope, I take very good care that it is a 'faultless' example – professional pride of the producer in this case.

But now, I wish you all a lot of enjoyment when reading this issue which I hope arrived free of wrinkles.

Daniel Wietlisbach

Laster & Bagger online:

- www.lasterundbagger.net
- www.facebook.com/lasterundbagger
- www.twitter.com/lasterundbagger
- www.youtube.com/lasterbagger

Martin Hefti collects and builds

Construction topics

by Daniel Wietlisbach

An only child of Swiss farmers, Martin Hefti was born in 1957 in Bilten, Canton Glarus. Life was not kind in the early years. Martin's father became very ill and died when his son was only two years old so the boy never got to know him well and has very few memories of him. Martin's mother continued to run the farm for a few more years but finally leased it out. Part of the leasing arrangement was that Martin and his mother could continue to live there.

On weekends, his mother liked to go on bus trips. As the youngest one on the bus, Martin was always allowed to sit at the very front. In this special location he was able to take in many details of parked construction machines, or lorries on their trips. When mother and son returned home, Martin tried to build the machines they had encountered using his Lego, Stokys (Swiss Meccano type construction set) and bits of wood. His imagination and creativity were boundless. It was very interesting to see how something made by him could actually function. For example, he whittled an Åkerman tracked excavator and created a boom from wood. For the crawler tracks he cut small wooden dowels to size and glued them on to fabric strips which he had cut. He was allowed to request the material from his

Martin Hefti loves variety in his profession as well in his hobby. The topic of his collection is construction. It contains many altered models ...

mother and he saved other suitable items. Even though purchased toys were rather scarce, Martin's passion for experimenting was satisfied by building his own.

He did not like going to school very much, in part because of the long distance to the school. The farm was a bit isolated outside the village and the trip to the village school took almost an hour. This may also have been why he seldom got visits from school friends. This is not a negative memory for him. His hobbies kept him quite satisfied with life as it was.

Martin was a teenager when in 1988 his mother sold the farm and they moved into a house in the centre of the village. At the road directly opposite them was the yard of a transport company and a large construction site where the house of the company's owner was being renovated. Excavators were at work and, of course, company-owned lorries were used for any transports. With Martin's increasing interest, there was much to be seen every day and when the owner asked him if he wanted to come along on a trip, Martin didn't have to think twice. It was not the last time this occurred, and in the

following years Martin spent the majority of his free time in the company's yard and in lorry cabins. The K. Lienhard Transport AG was mainly known for transporting construction materials and had several dumpers and 'Welaki' (RoRo bins) as well as lorries with cranes. Scania was the major brand used in the company's fleet, augmented with some four-axle Saurers and one Steyr. The teenager was often allowed to make a choice of which trip to go on. He preferred transports of construction material picked up from the nearby Eternit factory to be transported all over in Switzerland.

Apprenticeship and profession

It was almost a given that Martin would learn how to become a lorry driver, but his mother advised him to learn something 'more solid' first. His love of working with wood then lead him to become a woodworker. He liked his apprenticeship very much and so, after finishing, he stayed on with the company for a few years. When overtime hours became the norm, he began to look for alternatives. His friend, the com-

mander of the local fire brigade suggested that he work for the local garden construction company where he worked himself. The change of jobs took place from one day to the next and then began a 12-year-long work engagement. The company had several small excavators which Martin soon learned to operate. He then became the holiday replacement, filling in when needed. Finally, he took several courses to learn how to drive mobile and tracked excavators and other small machinery. He stayed for two years, working on the construction sites until he could no longer endure the chaos. Being a very orderly person, he could not tolerate the complete lack of organization of all the whole construction site storage facility. He took over looking after it and from then on, he was the first on the job and the last one to leave at night.

Because of the deliveries of construction material, Martin had more contact with lorries and lorry drivers and so decided to get his driver's li-

cense for lorries after all. The practical part of the test was no problem, but he had such fears of the theoretical part that even after three tries, he was unable to pass the test. When he wanted to throw in the towel his driving instructor motivated him to try once more. Martin took an intensive two-week-long evening course and counted on Chinese medicine against the fear of tests. He visited the acupuncture clinic the evening before the test and was able to pass it on the first try the next day. He could hardly believe it!

In 2009, with his driver's license in his pocket, he approached the transport company of his youth which was then managed by the son of the original owner. To his great joy, Martin was able to take over a four-axle Scania 113H dumper. This lorry was 2.3 m wide, according to the old regulations. He drove for more than four years before he changed to a new Scania G490 10x4 with exchangeable upper chassis and Thermo bin in 2015. He gene-

rally drove to road construction sites where he came into daily contact with construction machines from which he also got inspiration for his hobby.

When his mother died in 2016, Martin looked for meaning in his life and came to the conclusion that the work had become a bit monotonous. He happily took over the Scania P380 with a Welaki (RoRo bin) of a colleague who was retiring. The bin delivery and pick-up vehicle and, in winter time, even as a plowing and salting lorry provided a lot of variety but Martin longed to work more with his hands and have less time-related stress. Finally, five years ago, he changed over to maintaining the Autobahn where he travels mostly with a Unimog, cutting grass and vacuuming up garbage, doing winter service and clearing accident-related damage on guide rails and other places. Variety is guaranteed and he does not miss the constant stresses of being a lorry driver.

Collecting and ...

His passion for collecting started early, during his apprenticeship. The company he was training with organized a trip to the 'Swiss Bau' (Swiss Construction) Fair in Basel where Martin unexpectedly ended up at a sales stand for construction machine models. An Åkerman H7Mc mobile excavator from Joel found its way back to the apprentice's room at home. He was familiar with this Swedish brand of excavators from his childhood and the model was a starting point for his great passion.

Martin does not remember how and when he visited specialized dealer Setec-HTM, but he remembers very clearly how he felt: "Like

The collector

Martin Hefti (47) trained as a carpenter, worked in garden construction and then as a driver. Today he maintains the Autobahn in his Canton. Besides collecting models, he owns six restored Mo-fas (motor scooters) on which he likes to go on jaunts. He is also actively involved in the regional board for the Routier Suisse (Driver's Union) and in the volunteer fire brigade. For his second job he is the cemetery gardener and he also works as a school caretaker. He lives in Bilten in the municipality of Glarus North. Should you wish to visit him and his collection, please call +41 79 446 60 66 to make an appointment.



in paradise!” Only the size of his hobby budget prevented him from buying too many models at once. But it would not be the last time he visited, and even today Martin especially appreciates the very widely stocked parts department and that he may examine models very carefully before buying them. This is very important to the collector and why he can be often seen at swap meets.

Naturally, the focus of his collection was influenced by his professional experience. At first, construction machines dominated and there also came a few lorries. Later on, more lorries started to arrive in the collection. But the overall theme remained construction! Freight hauling models are few and far between.

... conversions

Of course, ‘his’ first Scania four-axle lorry was a must-have for his 1:50 collection but for a long time the search for the needed components was unsuccessful. The short Day Cabin of the Scania 3 Series was nowhere to be found. And so, he decided to shorten a 142er Sleeping Cabin from Tekno. To make cutting with the metal saw as painless as possible, the collector searched for a ‘not so nice anymore saw’ model at swap meets. Finally, the day had ar-

rived. The cabin had been purchased, was cut to size, sanded and glued back together with crazy glue. The chassis and dumping bin were from Conrad. The painting in the original colours was done with a brush, as it is common for first efforts in modeling, and no lettering was added as none was available. Nevertheless, the end product was very good and his joy over it motivated him on to new projects. Soon, the first chassis was sawn apart and the conversion became ever more ‘daring’.

The demands increased and soon an airbrush with compressor stood in the workshop. Paint colours were thinned down until they were of the right consistency for application because ready-to-use spray paint cans were not usually available, although sometimes they were.

For a few years now, Martin has belonged to a group of eight collectors who regularly travel to the swap meet in Houten in the Netherlands. On his first visit, he found a stand that sold mixed bags of parts sold by the kilogram. The model builder is still drawing from the stock that he purchased on that occasion.

Later, after the lorries, he cut up the first construction machine with his model saw and then airbrushed it. For this area of the hobby, the alternative tools with quick-change

couplers from GEM are of special interest to him. These fine-looking metal models are attached to many excavators making them into unique pieces.

Overall, about five or six conversions happen every year. In the beginning is always the idea which is usually different from the current model offerings and so it sometimes ignites an intensive search for a ‘donor’ model as the starting point. It is not unusual that models which Martin creates have no real prototype but they could possibly have existed. For example, a lorry with a roll-off bin and lorry-mounted crane.

Sometimes there are only small adaptations, because the collector, as a professional driver, does not like a detail that would not have been found in Switzerland. ‘No goes’ are also missing rear view mirrors or a lack of precision in functionality. For such details, the collector takes out his tools to get a smooth-as-silk functionality. The collection is presented in several display cases concentrated in one room. He does not like to have them dispersed all over the house because he pursues other hobbies as well. For example, he restores and maintains Mofas (motor scooters). He creates all his model conversions in an external workshop.

Scania LS 76 lorry and trailer combination «Ottesen Lemvig»

Clay from Danmark

by René Tanner

Maxi Models, an English small series producer, had two different Scania LS kits on offer in the mid-90s. One version was a 6x2 with day cab a typical tipper lorry, and the second was a tractor lorry, both in 1:50. The models were developed by Wayne Williams, a professional lorry driver himself and true a Scania fan. They were cast by Geoffrey Moorhouse a.k.a. Heavy-Goods. However, both kits were already sold out by the time I first noticed the ad in the British Truck Model World magazine. A few years passed until I was able to purchase a completed version from a Swedish model builder with whom I had extensive conversations over the Internet when the model was in its infancy. Since then, the model has sat in a box in my cabinet awaiting its destiny.

Later on, through the contact with Hans Witte, I managed to meet Wayne in person and a sort of curious story started to evolve. During the swap meets in Houten a large group of model builders gets together in the cafeteria to talk shop. The international group was always very witty. At the time, Wayne was deep into the development of the lorry and trailer combination introduced here which he

The story of the model's construction and also the almost adventurous story behind the Scania long-hood cabin from Tekno lie behind this mighty lorry and trailer set ...

wanted to re-release with the help of Henk Kemp's MOS (model-truckonderdelenservice.nl). Henk was looking for a model builder who was able to make a BeGe 1450 sleeper cabin using Wayne's Scania LS, and so, quite unexpectedly I became part of the project and all because of Hans. Having returned home, I began to work on both BeGe cabins; first I built a 1200 Day cab followed by the slightly longer 1450 Sleeper cab. Both were made from aluminum sheet and plastic sheet stocks. Wayne's kit provided the engine hood which I modified only it slightly. The fabrication process was a bit more difficult than had expected. The very fine and the quite small design was a challenge after all. Quite often I imagined flinging the partially finished cab against the wall where it transformed into powder.

After many steps of construction, the cabin was as finished as I could get it. Finally, it was in the condition that could survive scrutiny from several model builders at yet another swap meet. It turned

out that Henk Kamp now wanted nothing to do with my cabin as he had made an agreement with another model builder to build it for him. Hans then stepped in and negotiated with Tekno for the cabins. The cabins were measured in China by 3-D and improved by using a computer. Then the first pre-production sample was cast in resin and returned to Tekno to be checked. A discussion about the cabin led to small improvements and the removal of mistakes. Finally, the company was given the go-ahead to produce a series of the model in white metal castings.

During a longer vacation at Hans's, we were able to look at the parts of the pre-production kit from Wayne. The trailer had a pleasantly heavy feel, was marvelously designed and worked perfectly. The tipping bridge of the lorry was originally planned to be a short one but it would have to be replaced with a longer one. Wayne no longer wanted to tackle this task. One morning I found a parcel in my mail box

containing the whole kit, a prototype, with the request to please make it into something beautiful. Of course, my heart leapt with joy but it would take a while to build the model. The initial rough building took about five years, off and on.

Construction

A long Tekno chassis had a wheel spacing of 4.60 m so as to accommodate the enlarged 6.00 m tipping bridge. Accordingly, the base of the deck was enlarged and the bulkhead re-used as such. I made the new side board walls made from 1.5 mm Plasticard and, as it is my custom, I used 0.5 mm aluminum sheet stock to stiffen them a bit because the plastic sides tend to lose their shape during the scribing of the gaps on the planks. I made the side parts separately so that I could glue on the hinges, stakes, hand-grips and other details later. I glued the slip-on straps at a later stage. The typical sanders as well as a hydraulic tank were glued on to the chassis. As usual, the mudguards as well as the rear light brackets were

made from 0.3 mm aluminum sheet stock. Both of the diesel tanks got a 0.3 mm aluminum wrapper to make them look larger. I also replaced the somewhat chunky straps with fine aluminum strips. In addition to the obligatory extra headlights, the cabin was equipped with ladder, roof rack and light board and a glued-on decorative strip made from 0.3 mm wire. The lenses in the headlights are from the details offered for the 1:43 Motorsport.

The trailer receives new mudguards and a tool box. In addition, I made a spare wheel bracket. The light carrier at the back which I fashioned from 3.0 mm plastic sheet stock is from a part I first made for Bemomodels, today Tekno Parts. The final white metal castings of the part were done by PKC. The very authentic-looking rear axle and trailer rims are from the same supplier while the front wheel axle rims are from Heavy-Goods. The tires are a mix of Tekno and WSI.

I really liked the grey-red colour combination of the Danish transport company haulers Reinholdt Ottesen from Lemvig but they

operate only refrigerated vehicles. I painted the model using the very good Motip RAL spray can paints. Once it was completely dry, I painted the side board walls with a mix of brown tones using Humbrol paints. Once again, the lettering was made on the label printer; number plates and further decals came from my decal collection.

The load is made from a broken roof tile. I placed the tile in a cardboard box and with a hammer smashed it over and over again until the broken pieces reached the desired size. I didn't take time to consider that this would create a lot of flying dust and splinters. Nevertheless, the load fits very well and the tone of the brick colour makes for a harmonious picture. After I had finished the model I experienced a certain strange emptiness within me, a let-down, as if there was nothing else to do. Ultimately, I these feelings stirred me into action to finish the Henschel HS 26. But more about this in a future issue.

Pictures from page 15:

These five photos document the making of the BeGe cabins which finally ended up as the current Tekno ones. The sleeper cabin was originally made by René Tanner on order from Henk Kamp who unfortunately dropped the project later on. After that, the prototype went to China to be scanned in 3-D and refined under Tekno supervision. Finally, the casting molds were made. The day cabin, bottom right, was made 'just so', without a specific goal. It finally ended up at Tekno for shape designing. The pictures clearly show the impressive amount of work needed to correct the model.

Mobile excavator by IMC in 1:50

Doosan DX165WR

by Daniel Wietlisbach

The original weighs 17.3 t and has a bucket volume of 0.64 m³. The machine, powered by a Perkins four-cylinder 1204J engine which produces 102 kW (139 hp) fulfills the step V exhaust controls.

The model of the DX165WR-7 is the second that Doosan has asked IMC to make. Like the well-received DL420 wheel loader, this mobile excavator feels heavy in the hand. Constructed mostly from white metal castings, it is true to scale.

The excavator is encased between two transparent plastic clam shells which show off a special new feature: both end modules, with a blade for the front and two brace supports at the rear, are packaged separately. Each can be plugged in at the lower chassis. When they are unattached it is possible to transport the mobile excavator correctly. Because these plug-in modules have only one opening in the middle, care must be taken to align them exactly horizontally during attachment; two openings would have created a more stable solution. While the bolts at the support legs are very discrete and barely noticeable, those at the shield are rivets with large, round, unpainted heads which serve to detract from the overall look.

Otherwise, the detailing on the lower chassis is very convincing, especially the tool boxes and the steps with the non-skid surfaces. The tires

One of the few excavator models of this year's crop, which we already knew about, comes from Doosan. Previously, IMC made the DL420 wheel loader and has now created this model ...

on the finely engraved rims display the profile of the originals.

The shape of the upper carriage has been well copied and it has all the correct doors, gaps, hinges and locks. While the radiator grille on the driver's side is only printed on, there are numerous separately applied detail parts including work spotlights, rear-view camera, exhaust, and rear lights. What collectors will like in particular is that the very fine safety railings and rear-view mirrors are made from metal. The middle part of the engine hood opens to reveal the detailed mock-up of the engine.

The cabin looks great and has clear plastic glazing flush-fitted at the front of the cabin structure. The plain black interior is detailed. On the outside, window wipers, rear-view mirrors, work spotlights, antenna and a warning beacon round out the cabin's details.

The mobile excavator, equipped with the adjustable 4.99 m boom with a 2.5 m jib reaches the maximum piercing height. This is more relevant for display in a showcase than for the digging depth which is slightly over the original's maximum. All parts used in the model's construction are well done shape

wise, and, thanks to the many individual parts, come close to the original. On top of that, the bolts used in the assembly are mounted very discreetly except at the adjustment kinematic for the bucket. The supply lines are present in the correct number and run free-standing all the way to the hydraulic cylinder which adds markedly to the model's overall impression. There is even a separate hydraulic circuit which is especially nice to have because once the bucket is removed by loosening two screws, it is possible to attach alternate tools. The front bucket is made from a single casting and looks great with the side cutters which show the simulated steel sheets including the attachment screws.

The paint has been cleanly applied and the lettering is sharp and very easy to read. Many, sometimes very tiny warning labels, make the model even finer.

At a glance

- + Metal content
- + Detailing
- + True to scale
- Distracting rivet heads



Rotary drill rig from Conrad

Bauer BG 28 H

by Daniel Wietlisbach

Rotary drill rigs from Bauer are considered the ‘Rolls Royce’ among the specialized drilling machines; the series of drill rigs goes from BG15 to the gigantic BG 72. The H series begins with the BG 15 H and ends with the BG 36 H. The ‘H’ means that thanks to a special Kinematic, the mast can be stowed away at the rear. This requires less effort when dismantling the unit for transport and makes more flexible use possible.

The BG 28 H is usually combined with the BT 75 carrier. Alternatively, it is available with the slightly more powerful, BT 85. The original on which Conrad’s model is based is the BT 75, which, with a Cat C9.3 B engine, produces 310 kW and fulfills the requirements of the exhaust protocol of Step 4 final. The drive produces a torque value of 282 kNm and can handle a drilling diameter of up to 2500 mm. The maximum height is 24.9 m and the maximum drilling depth is 65.7 m. According to the model from Conrad, the weight of the prototype, including the 2.0 m hydraulically-folding mast tip and

It was a big surprise when the model of the BG 28 H appeared in Bauer’s web shop. It was also a surprise to find that it was made by Conrad ...

the equipment for 1200 mm bored piles, would be around 90 t.

The model

Following many long years of co-operation between Bauer and Bymo, this new model from Conrad is a great surprise. Because it is not the first model of such a specialized civic construction machine from the makers in Kalchreuth, the developers have mastered the challenge superbly. The BG 28 H fulfills all the expectations of the collectors looking for ‘Conrad core competencies’ like metal content and functionality. It arrives well protected in a compact box with several layers of foam inserts and, thanks to the included instruction manual, is very easy to assemble and to add a few remaining details. The model was made true to scale and feels pleasantly hefty.

The lower chassis telescopes in and out prototypically and does not kink even a bit, even at the maximum extended working position. Instead of the usual standard 700 mm track links, 900 mm ones were used on the model thus ma-

king it exceed the transportation width slightly. The two track carriers are nicely done and the four silver-coloured steps complete the great look.

The correct proportions of the unpretentious-looking upper chassis have been nicely replicated. Five counterweights and the exhaust stack are packaged separately. The two-part safety railings fold up correctly and look good despite being cast in plastic. A discreetly located compartment in the centre section houses the winch key.

The cabin is glassed in with a flush-fitting plastic glass casting that has cast-on window wipers and rubber seals. Two colours of paint adorn the detailed interior. Work spotlight and the pierced roof protection cage are one unit. Handholds and rear-view mirror are included, to be mounted by the collector. The steps on the sides are pushed inwards for transportation of the unit.

The massive Kinematic of the drill rig with its four hydraulic cylinders stabilizes the heavy mast with its extension, the power unit for the drill, the Kelly bar and the drilling box, in any position. All

At a glance

- + Metal content
- + Functionality
- + True to scale



parts are exactly engraved. The support at the foot of the mast can be extended by unscrewing it. All of the three winches are functional and are operated with the key. The Kelly bar and the power unit for the drill have been given a specially de-

tailed finish. The guide for insertion of the 1,200 mm-long bored piles which are made from a thin metal sheet looks very fine and filigree-like. The drilling box which even opens to reveal the drilling chisels is especially nicely replicated. And,

as a final detail, the extensively modeled rubber supply lines give the whole model the correct 'drilling rig feeling'.

Paint and lettering on the faultless model are superb.

Evolution-Set from Diecast Masters in 1:50

Cat D7 with Scraper

by Daniel Wietlisbach

The Evolution-Sets follow a certain building-block-like pattern. The modern machine is found in the Standard Program while the historic model is the addition to the set. In the Scraper Set the Scraper No. 70 from Caterpillar is a completely newly developed item; the D7 is already well-known from an earlier Evolution-Set even though in a different configuration. There it has a hydraulic blade, and here it is a plain pulling tractor with a double rear winch to operate a variety of machinery.

The set comes in the usual presentation box and the models are screwed on to the black plastic base plate. Interesting once again is the booklet included with the set which details the development of the Scrapers at Caterpillar, in English language. Historically, it is correct because it states right at the beginning that 'Caterpillar did

For the second time we find the D7 in an Evolution-Set, this time as a tractor pulling the No. 70 Scraper. A nice combination with an interesting history ...

not invent the Scraper, but no other company has done more in the past 70 year to promote Scraper trains.' After the co-operation contracts with LeTourneau and LaPlant expired in 1944, Caterpillar started to develop its own tools and trailing machine attachments for its dozers' tractors. The first Scraper, No. 70 which appeared in 1946 was intended to be a good match to the D7. The capacity was 8.4 m³, heaped. The maker then offered a matching Scraper for all its tracked dozers, starting with the D6. The last trailing Scraper left the assembly lines in 1973; it was a 435G, matching the D9. Today, the models one sees are mostly re-builds by contractors using retired motor scrapers.

Instead of the powered head, a home-built dolly is attached and a powerful tracked tractor is used to pull the affair.

In the leaflet mentioned above, the development history changes to the self-driven models which together with the DW10 have been available since 1947. They need assistance when loading, but are definitely faster on transport roadways than dozers with trailing scrapers.

Models

As mentioned, 621K is the machine from Diecast Masters' current program. The D7 was also taken over from the program, correctly without a blade. It is a pity that

the idea of representing the headlights with glass lenses has been abandoned; they are only painted silver and no longer have glass lenses. However, the No. 70 Scraper is completely new, made from a combination of white metal castings and plastic parts. Dolly, goose neck with support frame and the bucket are made from metal while the remaining parts are made of plastic. The tires which have the profile of the original are very nicely done. The functionality is satisfactory, especially when taking into consideration the complexity of a Scraper. All work positions can be simula-

ted on the models but the expelling pusher's reach ends at the center of the bucket. The whole mechanics of the steering function which would mean the replication of several sheaves, has been modeled in a simplified way, perhaps because of production costs. The cables are made

from a black rubber and so look more like hydraulic lines. They are inserted into two drilled holes in the winch of the D7 to connect to each other. The two drums for the spare cables have been replicated and are mounted on the frame, one at the front and one at the rear. Apparently, the cables had a high degree of wear and tear on the real thing. So that the bolt on the dozer's hook-up box is not lost, it has been cast in place; the draw bar just clicks in place.

The paint on all models is faultless, and the lettering is sharp when looked at with a magnifier, and is correct everywhere.

At a glance

- + Functionality
- + Choice of prototype
- Replication of the towing cables



Franz Meersdonks Truck from GMTS in 1:50 "On the road"

by Tom Blase

In hard numbers it would read like this: a naturally aspirated engine with 10 cylinders, able to get 320 hp from 16 liters of displacement, and notorious for its immense thirst. A company lorry without comfort, blaspheme the jokers. For them, the typical marked rattling sounded of engine sound was like one nearing breakdown, just before seizing up completely. Comfort for the lorry from Wörth was dished out in minuscule doses. Perhaps, after export market production ceased it might have slowly faded away and been

Gentian blue cabin with blood red chassis from the assembly line in Wörth – "On the Road" fans already have wide grins ...

forgotten and only once in a while would some old long-distance drivers reminisce about its legendary reliability and the quality of construction.

But fate had another destiny in mind for the NG series. An early evening TV series on the ARD German television network in 1979 called "Auf Achse" (On the road) would bring the 320 Mercedes fame and

immortality. Georg Feil had the idea of taking on the myth of the modern cowboys who drove the roads of the Near Orient and North Africa. Manfred Krug and Rüdiger Kirschstein, two completely opposite characters, played the drivers Franz Meersdonk and Günter Willers.

The GMTS Brinkmeier's Daimler, as driven by Franz, really looks great sitting in its decorative acrylic

glass display case. It is a real joy to carefully examine the cast resin lorry and trailer combination from all angles. I must confess that I do not have all the measurements of the original in my head, but since I drove a similar lorry for the first three years of my driving career and am still allowed to operate it as an Old-timer, I can only say that the proportions are very well done and if the headlight castings had been a little bigger, then the view from the front would be perfect.

The prototype for the model was probably the vehicle from Burkhard Ziegler who has perfectly restored his 1632 including the matching Blumhardt semi-trailer and made it into a 'Meersdonk lorry'. There are some things that one or another hardcore fan would criticize on the 1:50 replica saying,

"Franz didn't have any snap ring rims on his vehicle, he had tubeless tires. Ramp mirrors and a second ..."

Such griping does not bother me at all. It shows that during the research for the model, details of the 'Zieg-

ler- Daimler' were duly noted and then replicated. The paint job of the tractor and semi-trailer leaves a good impression. One can really enthuse over the details, be it the high-placed air filter snorkel at the front or the first NG- generation sun visor. Even the small brackets on the two sides were picked out in colour. You may think that I am crazy but I am easily impressed with something like that.

Engine and gearing in the blood-red chassis are mocked up and look as I remember them from all the small maintenance work I did on them. Tank, air reservoir, battery box as well as the really fine exhaust plant cannot be faulted. The front axle is rigid on this model. The windows fit flush and are clean but must be handled with caution as the material chosen for them is very thin.

Dashboard and door lining have been correctly modeled but it would have been nice if the seats and the floor plate beneath them were not painted the same as the chassis and I would have been glad to give Franz a bed in the cabin for his trips.

There is nothing to criticize on the semi-trailer. The canvas top is very nicely modeled and the side board walls look tremendously realistic; they are heavy as lead and massive. As on the real thing, there is the storage locker which Tommy broke open, in episode 4 in order to sell Franz's tools. The slanted Blumhardt mudguards are a treat to see.

What would have made the synergy between the tractor unit and the semi-trailer perfect would have been a set of air hoses such as those offered by many of the competitors. But in my opinion, these are a welcome challenge for handy model builders.

Deadline cargo to countries around the globe can now be driven in style in 1:50 scale. Several other colour variations have already been announced. In addition to the Ziegler's vehicle mentioned earlier, the lorry trailer combination will also come with a yellow canvas tarp from 'Willy Betz' and, on top of that, tractor and semi-trailer will be offered separately.

Laster & Bagger

U1-publishing GmbH
Postfach 135
CH-3322 Schönbühl
+41 (0)78 601 74 44
www.lasterundbagger.net
redaktion@lasterundbagger.net

Redaktion Daniel Wietlisbach (dw)

Ständige freie Mitarbeiter
Carsten Bengs (cb), Tom Blase, Ulf Böge, Robert Bretscher,
Markus Lindner, Urs Peyer (up), Wilfried Schreiber,
Remo Stoll, René Tanner, Erich Urweider (eu),
Thomas Wilk (tw), Hans Witte (hw)

Druck D+L Printpartner GmbH, D-46395 Bocholt

English translation

Daniel von Kaenel, Canada, Steven Downes (sjd), UK

Erscheinungsweise / Bezug

Laster & Bagger erscheint alle zwei Monate – 6 Ausgaben pro Jahr. Bezug über Abonnements, den Fachhandel und Bahnhofsbuchhandel.

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

Bankverbindung

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

Copyright Nachdruck, Reproduktion oder sonstige Vervielfältigung – auch auszugsweise und auf elektronischen Datenträgern – nur mit schriftlicher Genehmigung des Verlags. Namentlich gekennzeichnete Artikel geben nicht die Meinung der Redaktion wieder.

Haftung Sämtliche Angaben (technische und sonstige Daten, Preise, Namen, Termine u.ä.) ohne Gewähr.

ISSN 2504-0405

Imprint

Tom's driving log

by Tom Blase

Sascha's big day – or, the story of one who went in search of 'Papa's lorry'.

They have become a rare sight on our roads, the SK-models from Daimler-Benz. Sometimes one can find one at a small construction company or a landscape gardening firm.

My buddy Sascha Schwiertnia has his own SK story to tell. As a small boy, he was allowed to drive along his father in a brand-new SK 1772. As so many among us, Sascha was smitten and from then on, he spent every free moment he could in the co-driver's seat of Papa's lorry.

Many happy days and years followed until the moment in the year 2002 when father Schwiertnia was found to be very sick. Once a while he was still able to drive as a fill-in driver for the old company but four years later Sascha's father passed away. The Mercedes with roll-off bin was to be sold off.

Sascha picked up a few souvenir pieces like the operating manual and a few old freight documents from the cabin. These were impor-

tant treasures for him. He thought about buying the lorry but at the age of twenty he didn't have enough confidence in himself to make the purchase. Once in a while, the vehicle made an appearance on some sales portals. He lost track after the lorry was sold by a dealer near Bremen. Very sad, Sascha put away the thoughts of owning Papa's lorry himself. But this 1722 was deeply ingrained in his memory and he never forgot it.

One day, the 'Daimler phantom' appeared in a Belgian For Sale advertisement but, once again, Sascha was too slow. Sadly, the lorry was lost again and untraceable; nothing could be found out about the new owner.

Many of us knew the heart-rending story of Sascha and the Mercedes roll-of bin lorry and thought that the most logical thing was that

like many other old lorries it was probably in Africa enjoying its 'third spring'.

One day he was approached by Peter, a friend from the Old-timer circle. While on holiday in Belgium, Peter had seen a 220er roll-off in Meeuwen. Along with his message, he sent a few pictures. He asked Sascha to take a look at them because the vehicle in question was very similar to 'Sascha's' SK. There was even a very noticeable scratch on the driver's door. This was the moment when our friend became a bit nervous.

Peter was still on site and checked out a few other details. For Sascha it was clear that "I have finally found Papa's old lorry!"

However, he didn't have it yet, and was not at all certain if, when or how he would be able to get the lorry and bring it back home.

Excavator from VDM in 1:32

Volvo EC350D

by Daniel Wietlisbach

Weighing between 34.8 and 36.9 t, the Volvo EC350D belongs to the upper middle class of excavators and appeals to buyers who prefer a robust and economic machine with reduced electronic gadgetry. The built-in Volvo D8 six-cylinder diesel engine produces 286 hp (210 kW).

Previously, the Dutch producer VDM was not known to make construction machinery but had made some car models and even a lorry in several scales. Thanks to distributor IMC, the 1:32 model of the EC350D is now readily available and joins the rank of models from MarGe and AT in the same scale. It is well protected in its package between two Styropor half-clam shells and securely fastened with tie-down cables. With its high metal content, the excavator feels pleasantly heavy and exudes high value. All the model's measurements correspond correctly to the original.

The lower chassis looks good but has been detailed to the degree of a 1:50 model. In 1:32 one would at least expect the running wheels to be mock-ups and not just flat backdrops. On the other hand, the metal crawler tracks with the three-part grouser shoes are very nicely cast; the running boards are separately attached parts.

The design shape of the upper chassis has been very well replica-

There has been much activity in 1:32 scale over the last few years. With the Volvo EC350D, the largest excavator model in this scale has now been released. The manufacturer is a new one ...

ted and here the maker takes full advantage of the large scale with several fine, individually attached parts. For example, on the operator's side are two very finely-etched honeycomb railings in front of the radiator and in the area behind the cabin anti-skid surfaces that are very thin, filigree-like etchings. The air intake is separately attached as are the exhaust, steps, plastic rear-view mirrors, and the metal safety railing. Unfortunately, the upper cooling vents are not pierced, but when the hood is open, the engine is easily seen. It is painted in various colours, has numerous cables and lines, and even sports the Volvo logo. The housing for the slewing motor, complete with supply lines, is in the middle of the upper structure.

The cabin, painted completely in grey, has a finely detailed interior and a printed-on monitor. All windows are individually flush-fitted and have printed-on rubber seals. The door opens to 90°. It is made from a single printed-on transparent part. Unfortunately, it seems to have been forgotten that the door frame should have been painted dark grey

because the rubber seals look a bit 'lost' at that location. While the handholds are metal, the window wipers, rear view mirror and warning beacon are all plastic.

The model comes equipped with a 6.45 m boom and the 3.2 m jib both of which are exactly engraved and completely closed on their undersides. The functionality is satisfactory and is a good compromise as both maximum positions of the bucket are only slightly under what the correct measurements.

The hydraulic cylinders, correctly modeled with all the glands and screw attachments, keep the equipment stable in any position. Free-standing supply lines are mounted throughout and are especially nicely done at the joint between the boom

At a glance

- + Metal content
- + Functionality
- + Overall detailing
- Detailing on the bucket



and the jib where the hose line protection is made from a very fine, flexible metal spring. An additional hydraulic circuit has been installed. There are four work spotlights at the boom, and the bolts at the joint have

been painted grey. The replication of the bucket is a bit plain; it would look great with finely the addition of detailed ‘teeth’. It is attached on both sides with two Phillips screws making it easy to remove.

The application of the paint is very clean and correct, and the lettering is sharp and legible. Several warning labels as well as the logo on the cabin door are visible.

Demag CC8800 from Conrad in 1:50

Boom Booster

by Carsten Bengs

Already a great success in 2003, the huge model was given an award a year later at the Toy Fair. In 2020, Conrad upgraded the crane once more and now is re-releasing it with new details, in particular, the Boom Booster.

The approximately 30 kg model was produced true to scale and excels with perfect functionality. It comes packaged in two large boxes and contains both the Boom Booster as well as the jib. The very detailed instructions make it easy to choose the different option in assembling the tracked crane which has 1,600 t lifting capacity. Overall, the following five assembly options for the crane are possible: main boom, main boom with jib, main boom with Boom Booster and assembly jib, main boom with Boom Booster and jib.

The massive model is impressive in any variation. The Boom Booster consists of the two connecting segments as well as a further five seg-

Conrad showed the basic model of the CC8800 previously at the 2003 Toy Fair but only since last year has the CC8800 been available with the Boom Booster ...

ments. The side connecting frames are attached by plastic bolts and braces. One advantage of this system on the prototype is that the segments can be transported in a saving-space container.

The Boom Booster is connected to the connection segment with larger bolts. The assembly of the complete outrigger ought to be done on the ground, just like the original, and then, with the help of another person, it can be lifted and attached. A cordless screwdriver makes all this relatively easy. The place where the model will stand has to be chosen with great care because the completely assembled model cannot be carried.

The carrying capacity with the Boom Booster increases substan-

tially: on the 96 m boom with a jib length of 14 m the crane can lift 775 t (800 t with the Superlift counter weight). With the Boom Booster, this value increases to a remarkable 1,094 t.

The massive lower chassis is made from five castings assembled with five bolts which keep it very stable. The track carriers on each side weigh 90 t on the original. All running wheels on the model are moveable and the track chains are tightened over the sprung drive wheels. Each set of track chains consists of 55 individual segments. The running boards have non-skid surfaces and the ascending stairs are made from metal. This rounds out the details.

The machine room, weighing 30 t on the original, houses the two

Mercedes-Benz diesel engines, each capable of producing 390 kW. On the model, small hydraulic hoses run from there to the winches in their frame on the upper chassis. The roomy operator's cabin has a sliding door that opens to allow a good look at the interior.

The modular hook block is designed for a maximum lifting capacity of 1,600 t and is made up from four crane blocks each with five easy-rolling sheaves. It is also modular on the model and can be deployed as a set of two for 800 t capacity or with a single block for 100 t.

The massive counterweight wagon has four large wheels and carries 800

t of ballast on the prototype; its total weight is 953 t. In the Boom Booster version, an additional attached frame extends its length to just under 66 cm.

On the now almost twenty-year-old model, details have been extensively upgraded and look significantly improved. Photo-etched walkways have been mounted on all boom segments. This is done with small clips

on the standard segments but on the walkways of the Booster they are in a frame that just plugs in. On the Superlift jib they are even mounted on both sides of the lattice frame and all joints of the boom as well as the head pieces have running boards.

The realistic looking guying is very pleasing to look at. Small holders are attached to clips as well into the Booster running board lattice then a thin steel cable is threaded through them which looks really cool.

Overall, the model is fascinating. This, the largest model that Conrad has ever built massive and, combined with loads of details and functionality, is a truly exciting model.

At a glance

- + Functionality
- + New details
- + Detailed instructions



Shoemaker, Transportation Company

Spedition Hugelshofer

by Erich Urweider

Johann Caspar Hugelshofer grew up in Illhart, Canton Thurgau. After he could stand on his own two feet financially, he moved to Frauenfeld, the canton's capital. He took up residence in the Löwen Inn beside the castle and ran a shoemaking business beside the restaurant. In 1877 he acquired some horses which he used as front helper teams to help other freight haulers' horses up the steep climb into the city. After three years, the former inn and its stables were too cramped and so he moved down to the Kasernenplatz. Soon, almost a

Today, the white vehicles of Hugelshofer are often seen loaded with the yellow Post containers. In the first part of this report, we shine a light on the beginning, around 1877, when Caspar Hugelshofer founded the company, and up to the end of the Second World War in 1945 ...

dozen horses were in his stable. He summoned his two sons who then had to work hard. As before, horses were put in front of Chaises, flat deck wagons and coaches. The business developed into a carriage

company and soon began dealing in lamp petroleum to supplement the main business. Often, owner-father and his two sons were on the road for days. They sold the much sought-after petroleum oil

by the liter directly from their barrels. As payment, the Hugelshofers took not only cash but often bills of exchange or payments in kind. As the clouds of the First World War became darker and darker, Johann Caspar Hugelshofer's strength left him. In 1915, after a short illness, he died surrounded by his family.

The next generation

The oldest son, Jean Hugelshofer then took over his father's business. The times were hard, but that was nothing new for Jean. The textile industry was still going strong while other branches of the industry languished. As a freight hauler, it was important to be flexible and to transport what was available at the time, therefore, they drove wedding and baptismal parties as well as the sick and they even transported corpses. Several merchandise transports and furniture removals were still done with horse and coach. The company was also responsible for garbage collection in the town of Frauenfeld. Shortly after the patent for the garbage wagon was filed by Ochsner, Jean vehicle purchased the horse-drawn vehicle. After the end of the First World War the drive towards mechanization in the hauling trade was in full swing. At Hugelshofer too horses were quickly displaced by lorries. In 1918, when the first lorry was purchased, there were no reliable products of Swiss origin available so Jean Hugelshofer decided on a Horch 25 with 42 hp of power. This lorry had solid rubber tires and its upper chassis could be swapped out so that during the week it worked as a freight lor-

ry and on the weekend as a bus. Other commercial vehicles from Saurer followed which greatly improved reliability. In 1924 the company purchased its first heavy-duty lorry from Saurer. It also had an exchangeable upper chassis because coach travel was becoming more and more popular; the average person did not yet own a car. Individual and Club trips increased the business steadily and so, early on, the company decided to install a telephone in their office. The firm could be reached at number 223. In 1925, the first vehicles were equipped with balloon tires which increased the driving comfort.

Hugelshofer operated a gravel pit in the Erzenholz. In addition to furniture removals, the company expanded, and together with several construction jobs it was able to survive the financial crisis of the 30s. The largest problem then was insufficient payments made by their customers. Soon it became normal to visit a customer two or three times reminding them about the outstanding payment until at least a part was paid.

In 1932, Jean Hugelshofer's wife Emmy died quite unexpectedly. Prior to her passing, Emmy took care of all the paper work and bills. Jean (called Schang) was known as a popular driver. Following the death of his beloved wife, the 'Chef' was missed in every corner and money became tighter and tighter because Emmy had also taken care of collecting any outstanding amounts. Jean's health began to suffer and so it was only natural that he decided his two sons, Hans and Max, should give him a hand.

Hans, who had done an app-

renticeship as a vehicle mechanic at FBW in Wetzikon joined his father's business in 1930. Max was still an apprentice at Adolph Saurer AG when he was called home by his father. Both sons started to work in the family company while father withdrew more and more from the operation of the business. The sons both got SFr. 40 per month as pocket money plus 'room and board' as well as a clothing allowance. Just as the sons considered how to divide up the parents' business, the Second World War broke out. Both brothers were called up for military service. Max was fortunate to be stationed in Warth, not far from Frauenfeld which made it possible for him to at least see to the most urgent business during days when he was on leave.

Max takes over the company as the third generation

While his sons were in the active military service, Jean became ill and could no longer take care of the company. Fortunately, in 1936, Max had married Anita Mitteregger having met and fallen in love with her during his apprenticeship at Saurer. She was now called upon to join the company so that at least one family member was at the reins. On the 11th of November 1939, Jean sold the company to his younger son Max. Hans, his other son, and wife Emma were not happy about the sale of the company and fought for two years against the transfer agreement. According to it, both siblings were supposed to be compensated in cash, while Max would take over the company by writing a bill of exchange and among other things would

pay his father out. This inheritance squabble ended up by both sides seeking legal advice. Hans und Emma would not accept that the youngest of the family had been favoured.

At the same time, Jean received the diagnosis of an untreatable illness and he passed away in Frauenfeld in 1941. After over two years of fraternal fighting, a court protected the inheritance with some small adjustments. Max became sole owner and his sibling was paid out.

In 1942, the way was clear for Max to be the entrepreneur. His

wife Anita continued to work in the business, took care of the household, looked after room and board for four drivers and soon raised a family of three children. Not an easy challenge, especially during war times. Nevertheless, food shortages were relatively easy to cope with when compared with the total lack of fuel. In consequence, several vehicles were converted to use wood gas. For the company to survive, they re-activated the Erzenholz gravel pit and the sale of gravel.

The Second World War finally came to an end in 1945 and the

business was revived. Two sets of lorries with trailers were occupied for month in Red Cross convoys transporting urgently required food to Hungary, Czechoslovakia and Poland in the war-ravaged east. The contracts for builders started to grow again and even coach travel made a recovery. The trips across the border were a hit all over Eastern Switzerland and one of the customers created a slogan: “Der Hugibus ist weit und breit, die beste Fahrgelegenheit!” (“The ‘Hugibus’ is far and wide the best kind to ride”).

(To be continued)

A legend for over sixty years

Poclairn TY 45

by Ulf Böge

The robust TY 45 quickly found many friends because of its power. Together with other hydraulic excavators it led the change-over from previous small, cable-operated excavators to hydraulic ones. Even today, almost every construction machine fan knows the TY 45, lovingly called ‘the triangular file-shaped machine’, from the early 1960s, which has become a legend in its own right.

Introduced earlier in 1956 by Georges Bataille, founder of the company, the Poclairn TY 45 was developed from its predecessor the TY which was also a mobile exca-

The Poclairn TY 45 is considered to be the world’s most successful mobile excavator. The ‘small Frenchman’ was once the key machine on many international construction sites ...

vator with six tires. Bataille did pioneering work in the 1940s in the area of hydraulics and at first developed small loading machinery for the agricultural sector. Characteristic for the first Poclairn mobile excavators was the three-point lower chassis which gave the machines their distinctive look. The reason for this kind of construction was

its simplicity and practicality. Initially, Bataille didn’t build the chassis himself but placed the excavator on top of the Trirou three-wheel trailer already in use in farming. After further development steps with the excavator types TYA and TYB, the first TY 45 rolled out of the factory assembly line at Plessis-Belleville in France in 1960 on its own three-point chassis. The

longitudinal and cross beams used gave this construction needed stability. On it was the easily accessible upper chassis with all power units. “The exterior and interior of this aesthetic excavator was designed to be beautiful,” gushed the constructors at its introduction.

From then on, the success of the compact and versatile 11-ton excavator was unstoppable. A four-cylinder Deutz diesel engine produced 45 hp; later on, 48 hp at 2,000 rpms was the energy required to power the strong three-cylinder pump. Like all of the Poclain hydraulic excavators, the TY 45 had a high-pressure hydraulic system with pressure of up to 300 bar (30,000 kPa) as well as a hydraulic powered slewing motor developed by the factory. The steering was also supported hydraulically and the control slider had reverse pressure recycling.

Despite all of this, the TY 45 was not a fully hydraulic excavator since the drive unit was mechanical having four forward and one backwards gear. It was very maneuverable because of the small, steerable front wheels and it had a tight turning radius of only 4.85 meters. The controls for the ‘so-called’ three-wheeled TY 45 excavator made it a unique specimen. The ‘piano key’ controls were made up of four levers and a ‘steering bone’. This lever arrangement, which was found on all Poclain excavators of the ‘l’ancienne gamme’ (the old range), demanded the highest degree of concentration from untrained operators but this feature did not impact the popularity of the small

excavator at all. Already by 1964 Poclain had built the 10,000th hydraulic excavator at its main plant in Crépy-en-Valois. Both the TY 45 and, beginning in

Great versatility

1962, the newly introduced TC 45 tracked version, were used around the world. Poclain sold licenses to overseas countries which meant the excavators were also built in Argentina, Australia, Brazil, Iran, Mexico, South Korea, Czechoslovakia and also, beginning in 1962, in Yutani, Japan, therefore, it can be said the TY 45 is the originator of today’s Kobelco hydraulic excavators. “The International endurance of Poclain on the world’s markets, the quality of production, the construction that is designed to withstand the hardest and multifaceted demands, guarantee every TY 45 owner a high degree of profitability,” was the official quote heard everywhere.

But, there was more! A so-called ‘auto excavator’, a rather rare construction variation, was offered for the small excavator and marketed under the designation of TP 30 and later TP 45. They sat on a GMC lorry chassis and could be equipped with all commonly used attachment tools like front and backhoe buckets or grapples. If, however, the excavator was going to be exclusively stationary, for example inside a hall or on material transfer sites, an electric variation, the TP 20 sitting on a pedestal was available. Overall, numerous uses of the TP 45 are

impressive. Four basic equipment packages were available and, by the end, there were around 40 different attachment tools that offered solutions to all imaginable challenges on a construction site, among them were a hydraulic tree feller and a crane boom. The very clearly laid out cabin equipped with all the comforts of the time had large windows and a heater with fan.

The TY 45 was followed by several other successful hydraulic excavators from Poclain like the tracked excavator GC 120 developed in 1964 which had a bucket that could hold over one cubic meter, and the excavators of the ‘nouvelle gamme’ (new range), introduced in 1974, which produced excavators that exceeded 150 tons working weight. The company needed additional capital to expand, particularly into the North American market. In 1977, J.I. Case of the US Tenneco concern, acquired 40% of Poclain. At that time, the TY 45 was no longer produced in France. Case-Tenneco took over the complete manufacturing of excavators from Poclain and in 1989, the typical red and white colours disappeared. Today, Case is part of the Italian Fiat conglomerate and for a long time now no excavators have been produced in France. Poclain does still exist today. In 1976, Poclain Hydraulics was founded as an independent producer of hydraulic drives and components. Poclain drives may be found in many construction machines of renowned makers.

Das grosse Buch der LKW-Technik

by Joachim Hack, published by Motorbuch Verlag, 280 pages, about 230 pictures, Format 18 x 25 cm, Hardcover, ISBN 978-3-613-04412-8

This is an updated version of the 2010 book. It would have been better for the book had the picture material also been checked, in part because the quality of the pictures is no longer up to today's demands. The images are fuzzy and out of focus. The overall concept of the book as an information source for interested lay people is otherwise not bad at all. A variety of themes are shown including the basic construction of a lorry, the design of modern driver's cabins, and the way transportation challenges are handled. Alternative power source technologies are also included. The book is meant as a first look at the technology behind lorries. (eu)

Die Eroberung der Taklamakan

by Ralf Koch, 368 pages, around 1,200 pictures, Format A4 vertical, Hardcover, no ISBN, www.truckbook.de

Once again, Ralf Koch has written a fantastic book; it looks at vehicles used in oil exploration. This time destiny took him to China, more exactly to the Taklamakan desert which has many rich reserves of oil and gas underground. To access these resources, Chinese companies needed special vehicles which they sourced from Europe. The king of the book and of the desert is the Unimog which found its way into the desert in many configurations. Vehicles from MAN, MOL, Iveco, Kenworth and Titan were also introduced. The author explained what worked and what did not. A truly fascinating book which can be broken down into three parts: Exploration, Oilfield vehicles and International Projects. (eu)

Die Saurer-Nutzfahrzeuggeschichte

by Hanspeter Huwyler, published by the Saurer Club Schweiz, Format 28.5 x 23 cm, 591 pages, 412 pictures, bound, ISBN 978-3-033-04500-2

As massive as a Saurer spare part, this book weighs in at around 2.7 kg. The history of Saurer is very detailed and thoroughly researched from the company's beginning to its end in 1982. Each business year is reported on individually. Projects are described in the year they began. At the end of each year there is a precis of the annual report. Over 400 pictures, most of them never previously published, illustrate this valuable book. To read it requires a lot of concentration because not only is the type of lorry noted but also the chassis and engine numbers. Certainly, this is a very helpful book for the enthusiasts for whom it was designed. (eu)

Deutsche Bahn Schwerlastgruppe

by Thorge Clever, published by Podszun Verlag, 221 pages with about 600 pictures, Format 28 x 21 cm, Hardcover, ISBN 978-3-7516-1031-5

Thorge Clever's newest tome looks at the Heavy Transport Group of the German Federal Railway (Deutsche Bundesbahn) and begins with the story of the Culemeyer Road Rollers which were developed by the railway for the house-to-house business. The story continues from the Heavy Transport Group to the Daher-Group and finally to Kübler's take-over of this kind of rail transport. Themes of the book contain multi-modal transports and also the new construction of heavy-duty rail cars. The pictures from the early years of special heavy transports are particularly fascinating even though photography was then still in its infancy. The more recent the pictures of better quality, as one would expect. (eu)



by Remo Stoll

These pictures are now already 16 years old. With its age of at least 26, even then it was almost an Old Timer and hard to find. Today, the 17-ton Italian truck would be a real rarity. Unfortunately, at the time it was already on the For Sale lot of an exporter. Nothing further is known about where the vehicle ended up.

Recognize the lorry? Please send us the exact name and type designation. The contest deadline is June 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 Mercedes-Benz Arocs Streamspace 6x4 with the Fassi F32A from IMC, a Liebherr R922 V with adjustable boom from Conrad, and a Bobcat T76 in 1:25 from Wan Ho. 🇩🇪



The solution from Trucks and Construction 2-2022



The cable-operated excavator in question was a Nobas UB 1254. The winners are: Simon Schaeren

won the Kobelco SK210LC-11 from Conrad. Ralf-Ulrich Scholz won a Caterpillar 323GX excavator from Diecast Masters. The winner of the limited series set containing 'HKL Baumaschinen' (HKL construction machines) from Siku was Vincenzo Paradiso. Hearty congratulations to all winners!

Sugar beet transport from Holland

DAF 2600

by Hans Witte

Some readers may recall an article about another DAF 2600 which was published in issue 4-2020. It was about the very heavily altered and detailed Miho FAS 2600 tractor trailer unit kit which I built for René Tanner; this time it is about a 2600er tractor and trailer.

The basis for the conversion was a kit of the FT 2600 DKA of the last construction series which was between 1969 and 1974. The trailer is 12.20 m long which at the time was a standard size. The 2600 is my absolute favorite vehicle especially because of the typical design and its unique character. I built my first DAF 2600s in the 60s; more followed and all were based on the famous model from Lion Toy. I still have some on hand just in case I want to build yet another one. But, at the turn of the millennium when Miho announced a kit for the 2600, I simply had to build one. Miho belonged to Dirk Miedema, who unfortunately has passed away. He worked in co-operation with Geoffrey Moorhouse from Heavy Goods who also produced the Miho kits.

I was asked by Dirk to build a 2600 as a test so that I could report on the 'buildability' of the kit. As expected, the report was very good. In the end, I just could not resist adding a few extra small parts and making some small changes. After

The sugar beet season in Holland takes place every year from September to December. I wanted to show a really dirty tractor and trailer combination with a load of sugar beets ...

I test-fitted axles, rims and wheels under the chassis, I decided to lower the tractor lorry by about 2 mm to give it a heavily loaded look. To achieve this, I cut into the drilled-out axle holes and adapted the springs and brackets. I altered the motor sump slightly and mounted two oil lines beside it then built in the steering gear housing and the linkage rod.

In the left side of the interior, beneath the dashboard, I added a radio and, at the steering column, a lever for the trailer emergency brake. The dashboard was augmented with the two levers right and left beside the steering wheel. These operate the high beam lights, horn and indicators; another characteristic detail of the 2600er. I fashioned the radio antenna from guitar wire and attached it with a small eyelet directly underneath the eaves gutter so that it would not clatter against the driver's cabin. At the rear of the cabin, a work spotlight as well as the air and power lines for the trailer were mounted. They were made from fishing twine which was tied 26 x around a 1 mm staff. To keep its shape, it first had to be heated

using a lighter, but only to a degree that it did not catch fire. After it had cooled off and been tidied up a bit, the result was some really nice, flexible spiral cables. I glued one end of each cable underneath the cabin. Some pieces of isolated wire lengths glued to the other side could then be hooked up to short 0.5 mm eyelets at the semi-trailer.

The semi-trailer

When I build a model, I like to follow the construction sequences of a real lorry: after the chassis comes the upper structure; the application of paint comes before adding a load; the small parts are added and the last of the details.

The semi-trailer is a three-axle TIR trailer model from Lion Toys (#70). It is a very good and affordable starting point that is altered, rebuilt or changed to obtain a totally different look. A further example is the Danish Scania 140 lorry with semi-trailer (Buscar) by René Tanner in issue 2-2018.

My trailer was going to be a typical Dutch one with high wooden side extensions. After removing the

tarp from the model, I removed the king pin and filed the thick, round fifth wheel coupling down flat then fashioned the new king pin from a 2.0 diameter nail. The twin tires on each axle of the semi-trailer are made of 12 plastic inner rims from Lion Toys. The outside rims were reworked and got new hubs made from 3.0 mm brass tubing which was glued over the axle ends. Just like on the original, the 10.00 x 20 tires are one size smaller than the 11.00 x 20 tires of the tractor lorry.

The axles from Lion Toys are held in place by a very plain, undetailed 'box' which I upgraded to look better by installing the hangers of the springs in front of the first axle and thin 'false' hangers between the other axles. Later, I checked the height of the trailer when coupled on; luckily it was spot on the first time. However, the chassis had to be made to look more authentic. Using Lego stones and plastic sheet stock, I made a large tool box and, using brass wires, soldered together the spare wheel carrier.

To extend the height of the wooden side walls, I first glued a plastic strip to the inside to stand about 10 mm over the side walls. This gave a stable base on which to glue the extensions for the side and front.

The new upper parts of the side walls are made from 0.5 mm plastic sheet stock and its total height was 18.0 mm. The surface of the individual boards were scribed using the sharp end of a file. After that, I fitted a piece of wood on the deck. The top of it was already roughly shaped for the future load of sugar beets. Besides the block of wood and the upper boards of the extension, a strip of 0.5 mm plastic sheet stock was inserted on both

sides. It bends the uppermost set of boards slightly outwards to reinforce the impression that a very heavy load is on board. The hinges and locks were made from small strips of 0.3- and 0.5-mm plastic sheet stock. New rear lights and triangle-shaped reflectors were cut from plastic strips.

In order to prime the trailer together with the load, I decided to change the order of construction above. To simulate the 'sugar beets' I used the sugar pearls normally used in decorating cakes and pies. Lentils could also be used as a load. In both cases, it looks more authentic if a few broken ones are among them. To glue the pearls on, I used white glue, thinned down with water which I applied in small doses so as not to dissolve the sugar pearls. To seal the load, I applied a final coat of thinned wood glue. I know that Juweela sells sugar beets, but these are designed for 1:32 scale and, for my taste, they are too large and too coarse.

Painting and weathering

After checking again that all parts fitted correctly, the model was now ready for applying the lacquer paint for part of which I used rattle-the-can spray paint. After the primer coat, I applied the DAF chassis paint, sand-beige (RAL 1019). I was very fortunate to find some of the 'Nautica Blue' colour in a paint store; it was also a factory paint for DAF. To paint the cabin blue and the rims matt black, I used my trusty Badger 100 air brush. It goes back to the early seventies and, except for a new needle and a new head, it has never needed repair. After 50 years it still works problem-free. I applied the paint with a brush to the rest of the surfaces.

To simulate the colour and structure of the wood I chose two different brown paints. The painting of the stanchions and ledges works best if one moves the brush vertically along the edges of the ledges along the direction of the painting. Everything had to be done twice which was a lot of work.

As I already mentioned, the sugar beet transport was supposed to be very dirty. First, I used a small brush to highlight all lubrication and leaks at the chassis with matt black paint. Some old diesel spills were simulated along the filler neck for the fuel tanks. The weathering was done with the air brush with a mixture of 40% matt Anthracite black and 60% Benzene (thinner). When I apply weathering, I always remember how the spray from a wet road blows onto a lorry, especially along the sides. On the model one can see the dirt at the sides of the trailer directly behind the powered axle, over and under the three axles and at the rear. The cabin also got some dirt, but not as much. After everything was dry, I used the tip of a pocket handkerchief and clear thinner to wipe some of the dirt from the driver's door and the area below it to simulate traces of the driver's overalls left when entering or leaving the cabin. Of course, the driver of the DAF is a professional who he regularly cleans the rear lights.

Tunnel construction in 1:50 – part VI

Mühlbergtunnel

by Markus Lindner

The first batches of the concrete were needed for the concrete barrel shell which is an arch-shaped umbrella to protect the future tunnel entrance from rock slides or material that could otherwise penetrate the excavated ceiling. It was designed to be an extension of the tunnel axis as the last step before the actual beginning of the tunnel excavation. For this purpose, a steel rebar cage was formed. Then, with the help of a Putzmeister Sika PM500 tunnel construction mobile concrete spraying unit, the steel frame was sprayed with concrete on all sides. On the model, the framing was constructed from plastic parts and 0.8 mm push-in wire as well some glass fiber tape off-cuts—the kind used for dry-wall joints on corners. All this was then covered with a layer of plaster. To get a more authentic looking rough surface like a real Spraycrete one, an application of fine sand structure paste followed before everything was painted in concrete gray.

Nothing further stood in the way of the next important milestone, the first tapping of the tunnel. Following tradition, this took place as an official ceremony with several guests from both politics and public life. In addition to the usual celebratory speeches heard on such occasions, there was the traditional blessing of a statue of Saint Barba-

The mobile concrete mixing plant and its assembly, which we followed in the last issue, has now begun production to provide a reliable supply of concrete to the construction site ...

ra, the Patron Saint of miners. The statue was erected beside the tunnel portal to guard the work.

Also following tradition, at the beginning of the underground work a tunnel godmother was chosen to act as a worldly proxy; she then takes over the work of the holy St. Barbara. This office was assumed by the wife of the Mayor of Neukirch. Among the most important work of this honorary incumbent is the tapping of the tunnel with the excavator which, with professional help, she executed with bravura.

According to the ‘Neuen Österreichischen Tunnelbauweise’ (New Austrian tunnel construction model), following the official ceremony, the beginning of the tunnel excavations continued in a conventional manner with combined blasting and excavating methods. The basic thinking behind this technique, developed in the middle of the 20th Century, is to use the rocks that surround the tunnel bore as load-bearing side walls so that extensive supports and extensions during the boring phase can be avoided. The

securing of the tunnel bore is then done using Rebar anchoring and Spraycrete.

The construction is a cyclical procedure with mining and blasting followed by excavator work or jackhammering. At the end, the accumulated spoil is taken out and the tunnel ceiling secured with Spraycrete and anchors. Then the next cycle begins. Depending on the geological situation, the mining of the tunnel can be done as a full face or partial face dig which is divided into dome and tunnel floor sections.

In the case of the Mühlbergtunnel, due to the geologically sensitive areas with a higher degree of loose rocks such as at the tunnel mouth shown here, the excavation process is done in parts. Other places deeper in the mountain will be excavated in full bore. The pictures show several steps of the cycle as described and how the blasting is proceeding from outside the tunnel. In our next installment we will take a closer look on how the interior work of the tunnel is proceeding.

New on the market

WSI 1:50

The Volvo N88 was planned originally as metal diecast model in a 4x2 lorry and 9x4 tractor lorry configuration. Because the first client ordered only a small series of the model with a flatbed deck, the producer decided to make chassis and upper structure from resin castings. In addition to the version shown here, the vehicle is also available in

red and in white/blue. The choice of the cabin from the Swedish maker Nyström, in Umea, is the correct one from the manufacturer because this cabin producer integrated later on into the Volvo Group thus this cabin could also be considered to be factory-installed. The characteristics of this rustic veteran with the divided front window screen shows where the Swedes probably

got their inspiration; it came from the other side of the big pond in the land of unlimited possibilities where this design was very popular just after the Second World War. These design shapes in particular pose great challenges when transposing them into model forms. For example, the cabin lacks the real 'N88-Feeling'; it looks a bit too elegant and too cube-like. The engine hood should be longer and slimmer and the radiator grille narrower. Even the excellent solutions to the details cannot mask this feeling 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
Containerchassis EU or int. / 40 ft container, blue	1:18	NZG	Dealers	www.nzg.de
40 ft container, different colours and letterings	1:18	NZG	Dealers	www.nzg.de
Grove GMK4100L-1 «Dechant»	1:50	Conrad	Dealers	www.conrad-modelle.de
MB Arocs 8x6 SLT / Goldhofer THP 6+6 «Felbermayr»	1:50	Conrad	Dealers	www.conrad-modelle.de
MB Arocs 4x2 «Prajo»	1:50	Conrad	Dealers	www.conrad-modelle.de
MB Arocs 4x2 semi dump truck, blue	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS NN 6x4 tipper «Albers»	1:50	Conrad	Dealers	www.conrad-modelle.de
Load heavy box	1:50	Conrad	Dealers	www.conrad-modelle.de
Mack B61 6x4 tipper, 6 colours, resin	1:50	Fire Replicas	Dealers	www.nzg.de
Scania XT 6x4 / Nootboom MCOS «Kristian Ritter»	1:50	IMC	Dealers	www.imcmodels.eu
Scania S 6x2 / Nootboom MCOS «Braanker»	1:50	IMC	Dealers	www.imcmodels.eu
Volvo FMX / BAS Mining Truck 10x4, Resin	1:50	IMC	Dealers	www.imcmodels.eu
Mercedes-Benz NG 8x6 or 8x4 SLT, resin, «Paule», «Finn Hansen / Give», «Collett»	1:50	IMC	Dealers	www.imcmodels.eu
Scania Next R520 6x2 / low loader «Ronny Ceusters»	1:50	Tekno	Dealers	www.tekno.nl
Scania Next R540 4x2 / semi dump truck «Saxer»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH05 6x4 / semi dump truck «Ernst Jacobsen»	1:50	Tekno	Dealers	www.tekno.nl
DAF Tropic pantser 6x4 / semi low loader «Armee Holland»	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1750-9.1 «Jinert»	1:50	WSI	Dealers	www.wsi-models.com
Scania R6 8x4 «Tonerud»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4 / flatbed / Palfinger «Wood Trans»	1:50	WSI	Dealers	www.wsi-models.com
Scania 143E 8x4 SLT / Scheuerle Intercombi «van der Vlist»	1:50	WSI	Dealers	www.wsi-models.com
Scania 143H 6x2 «vd. Bel»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4 SLT / Nootboom Pendel X «Schoones»	1:50	WSI	Dealers	www.wsi-models.com
Scania S 8x4 / flatbed / Palfinger «John O'Neill»	1:50	WSI	Dealers	www.wsi-models.com
Scania S 8x4 SLT / Nootboom MCO-PX «Eljo Exalto»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 6x2 / Palfinger / low loader «Bostrand»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH5 8x4 / low loader «Skaks»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 XL 6x2 «Van Straalen»	1:50	WSI	Dealers	www.wsi-models.com
MB Actros 8x4 SLT / semi low loader «APB Plzen»	1:50	WSI	Dealers	www.wsi-models.com
MB Actros 8x4 SLT / low loader 3+5 «Torben Rafn»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF95 6x4 «Frank Norager»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4 / Palfinger / Euro PX «Nootboom»	1:50	WSI	Exklusiv	www.nootboomshop.com
DAF XF 6x2 / Euro PX «Multiwheels»	1:50	WSI	Exklusiv	www.nootboomshop.com

viewer. The etched Volvo logo, the rear-view mirror, window wipers, headlights and indicator lights are separately applied parts, the interior is done in several colours and the dashboard has painted instruments. There is even a window crank. The resin-cast chassis has come out a bit on the rough side but all tanks, containers and boxes are present and correct. The upper structure is very nice. Especially worth mentioning are the very finely made ladders and protective grilles on the cabin protection wall. The applied paint and decals are nicely done.

IMC 1:50

The Dutch surprised us with some interesting cargo loads and accessories for cranes and heavy-duty transports. The center section of a modern street car is suitable for a trailer load or to be lifted by a crane thanks to the two included lifting beams. It is nicely detailed inside and out, down to the automatic stamping machine. The 'Pool Car' is a car often used by the crane operators and seen on construction sites. It comes with a lifting frame and looks great on top of a ballast trailer or on the hook of a crane.

Conrad 1:25

Electric forklifts Linde X 20 to X 35 can lift loads from 2.0 to 3.5 tons but look identical on the outside, therefore, the lettering on the outside of the box stating 'X 20 to X 30' is a bit confusing, but not wrong. The higher lifting capacities are possible because of the greater weight of the prototype. The model, clearly lettered as X 30s, represents the original with

a 3.0 t lifting capacity. It is heavy, made mainly from metal and true to scale. The wheels have soft rubber tires and the oscillating rear axle with steerable wheels makes the tight turning circle the same as on the original. The battery compartment on the right side opens and the Li-Ion Battery is removable. The lid behind the driver's seat lifts up allowing a look at the drive components. They are also visible from behind when looking through the venting slits. A very nicely done solution. The two-part lifting cage functions like the original when the forks are lifted up but the forks are not width-adjustable. The degree of incline at the lifting cage can be exactly set using the two hydraulic cylinders on the roof. The work space of the operator has been minutely detailed. The steering wheel and back of the rear seat have printed-on logos. Paint and detailed lettering complete the successfully replicated forklift model.

First Gear 1:50

A first photo of the D51PXi-24, a Bauma new release, has reached us from Komatsu. It should be available in the Komatsu-Shop by the beginning of August. Looking at the picture of the prototype, it looks like the 15 t Dozer is a finely detailed model.

Setec-HTM/ Tekno 1:50

As a rule, emergency response vehicles are not a theme for this magazine but when a such an exacting manner Swiss model is releaseds we are pleased to make an exception. The fire department water tanker truck model was crea-

ted through co-operation between Tekno and Setec-HTM to celebrate the 100th year of professional fire fighters in Zürich. The special crew cabin as well as the TFL upper structure are made from resin and are exactly as on the original, down to the smallest details. The shape of the cabin is well executed as are the fine structural surface details on the upper chassis of the fire engine. The roll-up doors on the sides as well as the anti-skid surfaces are very nice to look at. The railings are made in part from etched pieces. Some yellow wheel chokes are found on the flat, open surface behind the cabin and the hook-ups for the hoses are also included. The colour coat and the clean lettering, including the 100th year Jubilee logo are both very well done.

Our partner page

Largest stone quarry in Europe

We recommended the so-called Belgian granite for a private home project. It is a very hard, black limestone from an area around Brussels.

Once we had received the contract, we visited the site to place the order. The quarry covers an area of

around 1 km² and currently has a depth of 120 meters. An impressive amount of 40,000 m³ of raw blocks are quarried annually. For our project, we ordered about 600 m² of floor slabs and about 200 m² of surrounding panels in 2/3 and 4 cm

thickness. These were built in by our installers in the wet areas of living spaces and in the garden. The 'Carrière du Hainaut' quarry delivered first class material. Many thanks for the super service.

Fully electric

The first electric dumper from Eberhard traveled 7,000 km in the first month and used 11,200 kWh of electric power instead of 2,800 liters of diesel. On peak days, this truck can drive around 400 km on one battery charge. Four batteries, each weighing a ton, are required to store the 680 kWh of electric energy. The 550 kW input power promises pow-

er without end. Going downhill and when braking, energy is recovered, which is excellent. The electric dumper is an item of great interest on construction sites. The only downside, when compared to a regular lorry, is that the load capacity is reduced by 5 tons. The electric concrete mixer lorry has also been on the road since the beginning of March. It has two batteries with a capacity of 450 kWh.

The power unit is the same on both units; they have four electric motors which can transmit 550 kW of power to the rear axles using a collective gear box. The batteries are charged with renewable energy from our own photovoltaic plant.

Translation of pages 56 – 57

News in brief

DAF tests distribution vehicles

Together with some of their leading customers, DAF is beginning a field test of new distribution vehicles. The completely new generation is supposed to get some of the DNA of the new XF, XG and XG+. The distribution lorries are built on the same platform as the award-winning heavier models. The new Generation XF, XG and XG+ smashed all

records of previous pre-orders in the history of 93-year-old firm with almost 20,000 ordered before production even started. As with their larger siblings, the new distribution lorries are expected to set new and higher standards in safety, efficiency, fuel consumption and driver comforts. The new cabin, visually adapted from the heavier construction series, looks really pleasant. The official presentation of the vehicles to the public is planned for the second

half of 2022. Additionally, the new, middle-heavy truck line will also be available along with the existing, extremely versatile DAF CH. (eu)

Sennebogen 6103E

In the most popular performance class of up to 100 t carrying capacity, Sennebogen is increasing its extensive telescoping crane portfolio with the model 6103E. The five-part Pin Boom reaches a maximum length

of 46.8 m; with jib and extension the reach can be optimized to 62 m. As a Pick and Carry crane, the tracked telescoping crane is also capable of driving with up to 100% load on the hook. The main and auxiliary winches with 100 kN traction allow for cable winching speeds of up to 125 m/min. Without ballast, the crane reaches a transport weight of 61 t and a width of 3.48 m. With this new telescoping crane, Sennebogen can look back on 30 years of experience. (up)

Caterpillar 651

Caterpillar stopped producing of the E-Series of the single engine scraper 651 in 2006, then they re-introduced the model at the end of 2021. As on the twin engine 657, the scraper's bucket capacity is 33.6 m³. With the support of a pushing dozer, the 46.7 t load can be taken on board in 30 seconds. To give the unit enough power, a C18 engine with 469 kW (683 hp) is used. It complies with the step V EU exhaust protocol. Together with the 8-gear transmission and a top speed of 56 km/h, quick turnaround times are achievable. If site conditions are right, scrapers are still the most powerful and efficient system for heavy earth moving. (up)

Volvo EC950F

At the Conexpo 2020, Volvo presented the update of the EX950E to the EC950F with a maximum working weight of 94.8 tons. The built-in 6-cylinder engine produces 449 kW and complies with step V EU Exhaust controls. Since March of 2022, Volvo's largest excavator has worked for the Famsa SA in a quarry located 1,000 m above sea level in Choëx, Switzerland. The large excavator is

equipped with a 7.25 m long boom, a 2.95 m jib and an 8.5-ton heavy rock bucket with a 6.55m³ capacity. The bucket has a wrecking ball attachment to allow a ball and chain attachment to smash rocks. The Famsa SA produces over 500,000 t of ballast and hard split annually from three locations.

Liebherr LR 12500-1.0

Liebherr showed off its new LR 12500 which with its 2,500 tons carrying capacity places below the LR 13000. It features new construction of the slewing platform as well as a new concept for the lattice mast but with the same carrying capacity as a Powerboom. Especially noticeable is the innovative transportation concept: only two parts are 4 m wide; the rest, in transport mode are a maximum of 3.5 m wide. The track carriers which weigh 150 t are freed of the tracks for transport and separated. The tracks fit neatly into two handy containers. The counterweight slabs weigh 25 t and can be loaded with a Spreader; they are identical to the ones on the LR 130000. The maximum height of 200 m at the hook is reached with a 100 m main boom and the 108 m flying jib. The latter can also be assembled in a Vessel-Lifter Configuration to erect columns without a helper crane. The Sarens Company has already ordered the first LR 12500-1.0 (eu)

110 Volvo VNR Electric for Maersk

The Performance Team (TP), a company belonging to the logistics' company Maersk, has ordered more 110 Volvo VNR lorries from Volvo Trucks North America. The order is additional to an earlier order of 16 ve-

hicles so very soon PT will have 126 VNR electric trucks to its name. The vehicles will be delivered by the first quarter of 2023. The Volvo VNRs with a range of 440 km and a battery capacity of 565 kWh will be used in California in harbour settings and on distribution routes. The battery pack of six batteries quick-charges in 90 minutes to 80% of capacity. The vehicles will be produced at the Volvo Trucks factory in New River Valley, Virginia where all the Volvo Trucks for the American Market are produced. (eu)