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Ausgabe 1-2023

Modelle von Lastwagen, Baumaschinen u nen

Mit Wettbewerb

TMC 1:50

Hitachi ZX890LCH-7

Eigenbau 1:50

Volvo F12

English text

Conrad 1:87
Wolff 166B

Sammlerporträt
Roland Baumgartner

NZG 1:50
Wirtgen W 120 Fi

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Editorial

I would like to give a heartfelt thank you to all subscribers who have voluntarily rounded up their subscription fees. You are making an important contribution towards "unbiased reporting".

Treat yourself!

I wish you all the best of health and happiness in the New Year! Trucks & Construction has begun the year with the formerly announced price increase which, after some intense calculations, has been kept as small as possible. Wrapping the magazine in a plastic sleeve is a small cost-saving step. Rest assured that no compromises have been taken in the quality of the paper we use. Naturally, we strive to maintain the high quality of the contents so that it will always be a joy for our subscribers to read the articles!

To treat oneself in these difficult times is especially important. Enjoyment need not always be the acquisition of material things; in the throes of unrest and uncertainty in this world, a half-hour spent in the hobby room can be very restorative. To concentrate on building a model or just to sit and let the eye wander over models and dioramas, and discover new details is a sweet diversion for body, mind, and soul.

Body? In my mid-fifties, a new realization sinks in for me. Other than my daily non-competitive biking, I should treat my body a bit better so that I may remain fit and healthy as I age. I am not the type to use a Fitness-Studio so I took up running. Not excessively, about once a week. I prefer not to go out on cold days or when it rains. I confess, I chose 'Jogging followed by a warm shower at the end'!

In the beginning, whenever I propelled myself over the fields, my thoughts turned to the difference between Hobby and Sport. I wanted to isolate the very core of each in my life and found them. I am happy when my sporting activities are over, but during my hobby time and even afterward, I am always happy!

No matter what you are planning to do – treat yourselves!

Daniel Wietlisbach

PS. By the way, these lines were taking shape during a jog on a foggy Sunday morning.

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Roland Baumgartner's Collection

Less is more

by Daniel Wietlisbach

Roland Baumgartner's passion for both construction machines and lorries began in his infancy, almost in his cradle. Today, both themes are united in his nicely presented collection …

Roland Baumgartner grew up as the youngest of five siblings. He and his two sisters and two brothers lived in Oberriet near the Austrian border where he still works and lives today. His mother was a homemaker who worked hard with her young family. Only once all the children had left the home did she seek employment outside the home and then she worked in the warehouse of a large department store for 15 years, until her retirement.

Roland's father was a road builder and a demolition master. Early in his life, he worked with his younger brother in tunnel construction. Roland knew him mostly as a road builder and machine operator on a Cat 955 and Gradall embankment dredger, occasionally operating a Poclain Hydromac, or a Rheinstahl RH70.

By six years of age, Roland knew where his place was: beside his father in the cabin of the Cat 955. Overall, that was where loved to spend his free time! And on Saturdays, he helped his father service the machinery in the works yard. Often, the duo spent whole weekends on an alp in the nearby mountains where there was always a lot to do. Roland's parents worked constantly. They also ran a small farm with sheep and pigs. Of course, the kids sometimes complained when they had to bring in the hay in the summer while their friends went swimming, but looking back, Roland is very thankful for the all experiences he had.

His father was in charge of a small construction company specializing in road construction and also actively pursued new contracts for his crew of three workers. He made it possible for small Roland to get lifts with the lorries that transported the excavated material away, at that time in the legendary Saurer D330s and D290s.

The child then replicated his experiences in the sandbox with vehicles from Siku and construction machines from Joal which he played with until they fell apart. Joal machine models were available mostly on stands at fairs at that time. The very heavily used Cat 955 was replaced almost yearly. From Siku, there was a Volvo lorry and trailer set available with a crane and configured as a log carrier, as well as several different dumper lorries. Roland often played with a friend who had similar interests and also had quite a substantial Siku collection. Their construction sites alternated between his friend's sandbox and that in his parent's garden. Roland finished his schooling with little enthusiasm, but skipping school to follow his passion "would have had severe consequences from the parents".

Training

The young collector wanted to become a lorry driver and an apprenticeship spot had been promised to him but with a yearlong waiting period because the current year's place was already occupied. Yet another company offering an apprenticeship was too far away so a 10th year of schooling was considered. However, that did not happen and 16-year-old Roland began to work for Jansen. The locally situated company develops, produces, and sells steel systems and plastic products for the construction sector and industrial applications. Roland worked in the warehouse for small parts, helped out with the loading and unloading of lorries, learned to operate the indoor overhead crane, and went through company's intern training courses.

He did not have to serve in the military because of back problems and his height of 1.91 m (6'3") which made him unfit to serve. Instead, he

was sent to a civil defense course. At that time, this branch of the military was being re-oriented towards catastrophic events. In his construction troop, Roland learned to operate more machinery.

When he reached the age of 25, his boss advised him to take the lorry driver's license so that he could be more flexible and useful to the company. Initially, Roland was used as a 'fill-in' driver and drove lorries when the other drivers were sick or on holiday. Using a Volvo F7 tractor lorry with an F12 semi-trailer, he drove the products to the regional customers. At that time, the company still owned six lorries; later on, the number was reduced to two. Six years ago, all transports were done by external transport companies: for Switzerland by Emil Egger and Gschwend Transporte, and internationally by von Vögel.

Model construction in 1:24

Roland's enjoyment of models survived the sandbox playtime of his childhood and began to take on new shapes during his growing-up years. When he was about 18, he discovered model kits in the large 1:24 scale. After building his first models according to the instructions in the box, he soon began modifying the following ones according to the original vehicles. The model builder had no lack of new ideas and often built lorries that he had got to know during loading or unloading at Jansen's. His talents were soon noticed and he was approached by collaborated with a company which had a plotter that could precision-cut the foils. Over 15 years he created about 50 of his own models and approximately the same number for collector friends and other customers.

During this time, there was already a small wall display case with 1:50 construction machines because, as a young adult, Roland had visited the Bauma and acquired his first two models, a Liebherr 621 (Conrad 2802) and a Caterpillar 953B (NZG 223). The second machine was the last machine that his father operated until 1992 when, at the age of 54, ongoing health problems from his long and hard work finally caused him to change his profession. He then worked nine more years in the material supply warehouse at Jansen.

All of sudden, Roland sold his 1:24 collection when he was 33. "Suddenly it all became too much," he remembered, specifically mentioning space requirements. A hiatus of two years followed the sale of all of the models. Only the small wall display case in which the two tracked loaders got more company after every Bauma visit remained. Even when his father no longer drove to the Bauma in Munich, Roland went by himself as he did not want to miss these special visits.

1:50 Collection

Roland's interest in and fascination with construction machines continued. Today Roland can still "watch what happens on a construction site for hours". When in his mid-30s, he visited a specialized dealer in Central Switzerland where he happened to get into a conversation with Hans-Jakob Bärlocher who was then the event organizer and promotor of the first-ever model building exhibition and bourse on the grounds of the Dornbierer Company, located at Lake Constance. After getting to know each other and having a very interesting exchange of ideas, Roland was invited to visit the exhibition. This bi-annual exhibition quickly developed into the most important collector's event in Switzerland. It still occurs annually thanks to cooperation with the Eberhard Company at the Ebianum.

So far, Roland has not missed any of these events, be it as a visitor, or,

The collector

Roland Baumgartner (51) wanted to be a lorry driver, but unfortunately, that did not pan out; however, he has now worked for 35 years in a variety of jobs at the Jansen Company in Oberried. He did learn to drive a lorry a little bit later on.

In his spare time, he is a collector and shares his passion for horses with his partner Monika Hirt although not riding himself. They like biking and hiking and being outside in nature. He lives in Oberried and those who would like to visit him and his collection can contact him by email: roli-1971@bluewin.ch

for the last few years, as an exhibitor with his own table. There he gets to meet like-minded collectors and sells surplus models from his collection that has become too large. He is also a member of a group of four enthusiastic collectors that meets regularly and goes on their 'special trip' at the end of every year. They begin by going to the bourse in Wettingen, followed by a visit to Setec HTM (specialized dealer), and end up at Hans-Jakob where they talk shop.

The specialized dealer Setec HTM became the favorite spot for filling his display cases; he purchases about 90% of his models through them, mostly online, but he loves to pick them in person. It was there where Roland also discovered the first CCM models but found out that, depending on the type, they were hard to get without a pre-order. He also found his lorry models there. Initially, he concentrated on the theme of construction: dumpers, heavy-duty transports, and low deck combinations for construction machine transports. Most were in the colour schemes of well-known companies with which the collector had a connection, even if only because he regularly spotted them on the roads where he lived.

At the beginning of his collecting activities, Roland bought models from Caterpillar, Liebherr, Poclain, O&K, and other brands that were familiar to him from his childhood. Soon, the collection required two display cabinets he felt it important to always be able to view his models; even today a collection in cardboard boxes holds no interest for him. After a few years, the room became tight, and consequently, collecting themes had to be limited. He chose to collect models of only the two big brands; he sold all the others at the bourse in the Ebianum or over Facebook sales groups.

His current hobby room is of a generous size which is why when he moved a few years ago, he was able to install a few new display cases to present the collection in a coherent way. He feels that models should have enough space around them so that they can be viewed from all sides. Today Roland is very happy with his limited interest collection that contains mainly construction machine models from Cat and Liebherr.

The previously mentioned lorry models remain, very pleasantly breaking up the collection visually, and these have been augmented by freight transport models from Tekno and WSI. Here too, the models are mostly in the colours of companies or drivers known to Rolande personally. It is therefore not surprising that the colourful vehicles of von Vögel now share almost three shelves. Currently, the collection contains about 300 models of which about a third are lorries.

Model construction

When questioned whether the collector misses the model building of earlier years (after all, he built lorries in 1:24 over 15 years), he answers, " Actually not," because he hasn't got the time, but sometimes it does pique his interest. Ideas are already present, like further upgrading some older less detailed models or painting models in special company liveries and lettering them. For example, Roland recently found a Scania Streamline tractor lorry and trailer set as a kit from Tekno with which, one day he could make a lorry combination in the old colours of Müller Transports, St. Margrethen, as he knows them from earlier times.

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Volvo F12 Globetrotter with Andres Jumbo trailer 'Krummen Kerzers'

'Paulchen' on the road

by René Tanner

After the mighty DAF 3300, René Tanner presents a further jewel from the workshop of Patrick Kyburz. The Volvo F12 in the colours of 'Krummen Kerzers' clocked over a million kilometers, and not only on trips to the high north …

Patrick Kyburz found the inspiration for the building of this model on a very interesting blog of Paul Friedli (www.routeexpress.ch) who worked at Krummen for twenty years as a long-distance driver driving several vehicles in international traffic. The model introduced on these pages depicts Friedli's Volvo with which 'Paulchen,' as he was called, drove around a million kilometers without any big problems. His long-distance trips were meticulously recorded with receipts, business cards, and a heap of pictures. From there, the idea emerged to create a blog that allows interested readers to re-live the good old long-distance driver's times.

Because of his friendship with Thomas Wyss, also a driver at Krummen, and an enthusiastic model builder himself, a connection to the lorries from Krummen was made. Krummen lorries were on the road all over Europe. They were not especially beautiful, but well-known and very typical. Krummen banked on the brands of Scania and Volvo but also had a few Steyr, Iveco, and Mercedes lorries but disposed of them over time. Typical for the Krummen vehicles were the upper chassis superstructures and trailers, most built by 'Andreas Lyss' who was known across Switzerland. The common Trilex rims as well as the Clear-Pass mud flaps were also used on the lorries. The colour scheme remained unchanged for years; only with the new generation of the Volvo FHs did more colour and graphics emerge.

Drivers who wished to drive far and experience much went to work with Krummen where week-long trips were not a rarity. Scandinavia as well as Great Britain, Ireland, and the southern part of Europe were weekly destinations and in the early 80s, Krummen sent its lorries loaded with freight all the way to Syria. In other words, Krummen drove everywhere. Today, the company is run by the Krummen brothers Hans and Peter. The company is a top logistics provider with three platforms and operates Swiss-wide. As innovative solutions, LNG-powered vehicles are used for food transports and, as an alternative fuel source, Krummen is also investing in Volvo brand electric-powered vehicles. In addition to food logistics, other areas that they are active in are container, special, and construction site transports and, of course, they continue to offer international transport options.

Model construction

Patrick used the Volvo F12 from WSI as a starting point for his model but it is currently only available as a tractor lorry. After dismantling of the model, he removed the original paint using nitro thinner. He sanded the cabin lightly using the rough side of a pan-cleaning sponge. There was minimal change to the driver's cabin, only in the area around the lower front lights. Following pictures from Friedli's blog, Patrick equipped the interior with curtains and bedding and coloured it accordingly. He simulated the cult-like tiger stripe seat covers using some hand-mixed paints. Additionally, on the freshly made bunk bed with covers made from crepe, there is a traveling bag shaped from an old rubber eraser.

The chassis was extended using

brass U profiles to reach the usual 4.8-meter wheel spacing. Accessory parts like the very conspicuous fire extinguisher, snow chains, and toolbox were added on the left side. On the right side are the 500-litre diesel fuel tank and the scratch-built 'Swedish cage' (spare wheel carrier) for the spare tire.

The construction of the trailer was a bit more extensive. The chassis frame was made from plastic sheet stock and profile, and the left-over chassis hardware parts from a WSI semi-trailer were carefully fitted and glued onto the frame. Rims and tires are from the Meusburger Jumbo semi-trailer from Tekno. Also added was another fire extinguisher and a spare wheel carrier on the right side. Both upper structures are made using wooden blocks as a core. This is the easiest way of making an authentic tarp-covered upper structure. Side walls, stanchions, planks, and beams made from plastic profile stock can only be glued on. The model also gains a pleasant weight when held.

The canvas covers are made, as we have so often described, from pre-shaped printer paper which was glued on after the painting of the upper structures. The painting of the cabin and both of the chassis was done using the Motip car paints in RAL tones which, very conveniently, can be ordered online from Lachenmeier Farben (www.lachenmeier.ch). The canvas covers were coloured with Rayher brand satin-style hobby paints that are available from well-stocked artists' stores. The decals were made by René Kohli (www.lastwagenmodelle.ch).

Again, a very successful and authentic model from the time of the Swiss long-distance driving era. Parallel to this, the model builder also made a companion piece, the Krummen F12 tractor lorry with one of the most common Jumbo semi-trailers. We will introduce it in a future issue.

A long time coming project from TMC in 1:50

Hitachi ZX890LCH-7

by Daniel Wietlisbach

It is very seldom that a promised model has required so much patience from waiting collectors. We take a closer look to see if the wait time for the large excavator was worthwhile …

The Hitachi Zaxis 890LCH-7 is the successor to the Zaxis 870LCH-5 and is a nicely shaped, mighty machine. Its working weight ranges from 84.6 and 87.5 t and the bucket's capacity from 3.5 to 5.0 m^3 . The Isuzu in-row six-cylinder 6WG1 engine produces 382 kW and is compliant with the EU's step V exhaust controls.

The development of the new model from TMC is a never-ending story. Changes to the original also had to be made to the model. Lockdowns, closed factories in China, and delays because of container shortages, all adversities of the last years seemed to manifest themselves particularly in the production of the model from TMC.

To make it possible to even sell the first models at the Bauma, they models were flown in directly to Munich. After such a long wait time, expectations for the new model were naturally especially high. The model had to measure to its predecessor, the ZX870LCH-5, a model with which WSI wrote model history in 2010. Previously, no producer had reached such a high degree of detailing. It was not only very finely designed, but also functional and stable because most of the details were made from metal; therefore, the bar was set high for the ZX890LCH-7 and the collector community waited, full of suspense.

The completely assembled model arrives well protected between two Styropor half shells. It is notably heavy, very stable and exudes value. All main measurements are exact and the excavator looks very powerful with the LME equipment option, the shortest jib and boom.

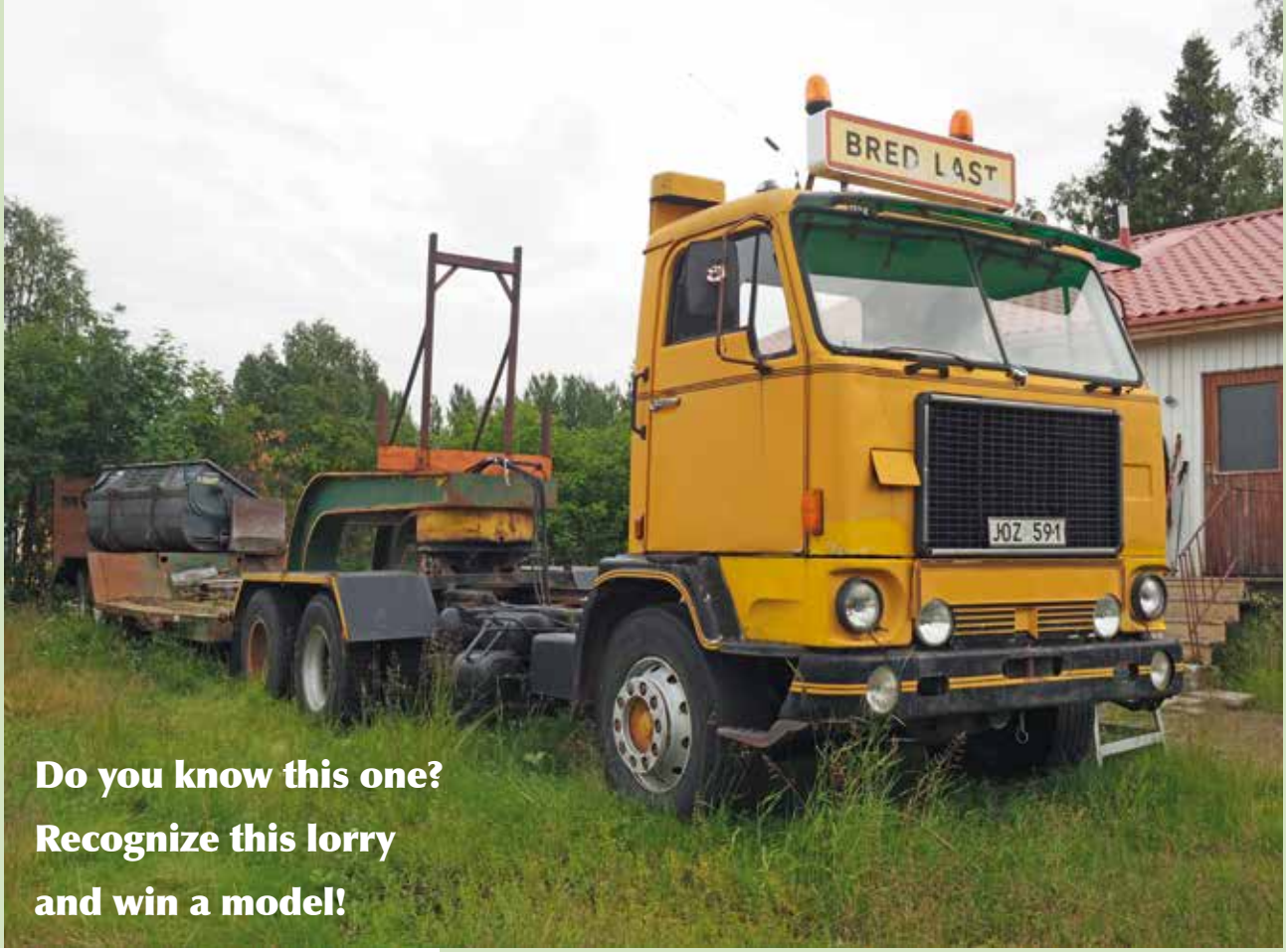
The lower chassis is modeled in working position with the track carriers fully extended. These are very nicely engraved and have separately applied footboards. The three support wheels are functional while the nine running wheels are mock-ups, hidden behind the full-length bottom roller guard. The sprocket wheel has been modeled in detail and the lightly sprung idler wheel allows the tracks to turn relatively easily. The dual grouser track shoes on the model correctly replicate the 650 mm prototypes. The tracks look correct even at the bends and at the guide and idler wheels contribute to the correct, complete picture of the original.

The massive upper chassis is nicely replicated and finely engraved. This is evidenced not only at the gaps, door locks, screw heads and anti-skid surface but also at air exhaust grilles that are hinted at on the driver's side. The pierced air intake slats on the right-hand side are separately inserted plastic castings behind which the radiator is visible. The Hitachi logo is located on the two air intake pipes and the mighty exhaust has a simulated opening. Furthermore, all cameras have been modeled and all hand and safety rails, and rear-view mirror holders are fashioned from solid, soldered wire. A flap beside the exhaust stack opens to reveal a detailed, grey mock-up of the engine beneath it. The running board on the driver's side was very finely made with model perforated sheet metal.

The very well-made cabin has an openable door which swings out 180°, as on the original. As anticipated, the modeling of the is very detailed; it is finished in four colours. Even the yellow 'Vorsteuer Absperrhebel' (pre-steering shut-off lever) is there and the Hitachi logo sits proudly on the back of the driver's seat. The windows are flush fitting and correctly show the gaskets and window separations. The rear-view mirror is reflective, and handholds and the antenna are made of metal. The protective grille over the front window is a very finely cast plastic part and shows the four LED work spotlights at the top. Disappointing and at odds with the rest of the model is the roof protection grille that was made un-pierced.

The equipment for the machine consists of a 7.10 m boom and 2.95 m jib each of which is closed in at the bottom with almost invisibly fitting parts. Very nice to look at are the metal free- standing hydraulic lines made with the correct hook-up points and connections at the cylinders. The moveable rubber lines have prototypically correct metal spirals to protect them. The hydraulic cylinders too have been exactly modeled; they are currently the best made. All bolts at the joints are coloured so are not distracting. The short boom and jib combination allows for a high-performance bucket that is a metal casting which has cutting and wear sheet metal detail. The engraving of the five teeth could use a bit more detail.

The paint job is faultless and the sharply-printed lettering includes the tiniest labels on the lifting hooks on the lower chassis. And how does the new ZX890LCH-7 compare with the 13-year-older ZX870LCH-5? Both are superb models with but a few minus points. The lesser-detailed engine area of the newer one is made up for by the openable cabin door and the closed look of the tracks.



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

by Remo Stoll

High up in Northern Europe, in a small village surrounded by endless-seeming forests, is where I found this rarity. It is becoming increasingly difficult to find a three-axle tractor lorry with a short cabin. The long chassis hints that this classic lorry was once on the road with a different upper structure.

Recognize the lorry? Please send us the name and exact designation. The contest deadline is February 10th, 2023. We will hold a draw to select the 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 correctly mail out the models that have been won.

This time the winners will receive a prize chosen from these models: The weathered Caterpillar 966M and with the diorama from Diecast Masters, the Wirtgen W 120 Fi cold milling machine from NZG, and the Liebherr L 546 wheel loader from Conrad.

The solution from Trucks and Construction 6-2022

The well-preserved bulldozer in question is a Dresser TD25G and the winners are: Dietmar Reichelt (D) who won the Kobelco SK210LC, Markus Thalmann (CH) who won the Liebherr 36 XXT mobile concrete pump from Conrad, as well Markus Hänggi (CH) whose prize was the Renault T High 6x4 with Nooteboom Euro-PX from WSI. Our very heart-felt congratulations to all the winners!

Translation of page 21

A demolition set from Conrad in 1:50

MBI tools

by Carsten Bengs

This set of MBI tools by Conrad certainly was a surprising and exciting new release ...

The set comprises the Combicutter CC25R, the Pulverizer RP20 IT, and the scrap shears SH250R. The Combicutter is used to de-construct concrete and metal and combines the functions of demolition tongs and a pulverizer.

Mantovanibenne is among the leading makers of demolition equipment tools. In 1963, Alberto Mantovani founded the company that is situated in Mirandola near Bologna, Italy. Initially, their products included excavator buckets. Twenty years later, their success lead to the development of a line of hydraulic demolition tools under the MBI brand name.

Conrad has made these detailed tools true to scale. On the originals, the parts that will wear, such as teeth or cutters, are picked out in red paint and they are easy to swap out for maintenance. Conrad had made this special feature stand out with fine, prototypical, plastic parts. It is easy to make out all the hydraulic cylinders.

The extensive, printed-on lettering is very nice and the type designation, including the MBI logo, is recognizable on all the tools. The 'Eagleshears' logo has also been printed on the SH250R; the tool belongs to the third generation of this kind of shears which were presented for the first time at the IFAT in Munich in 2022.

All three tool attachments mate with the Conrad quick-coupling system, for example, they can be attached to the Liebherr R922. They look really classy with their black paint job. The MBI accessory set is a welcome model addition.

Translation of pages 22 – 23

Cold milling machine from NZG in 1:50

Wirtgen W 120 Fi

by Daniel Wietlisbach

Since 2010, NZG has offered a model of a Wirtgen cold milling machine. Until now it was the W 100. The completely new model of the W 120 Fi was released for the 2022 Bauma ...

It is partially thanks to the high quality collectors' models that cold milling machines and where and how they work are better known today. They are employed

when the road surface must be replaced. To do so, they mill the top layer or the whole road surface away. The Wirtgen Compact Cold Milling machines are available in three milling widths, from 1,000 mm to 1,300 mm; the Fi is the middle one and has a working width of 1,200 mm. The maximum milling depth possible is 330 mm and the average working weight is 21 t. All three models are available tracked or with the optional full rubber wheels. The built-in John Deere six-cylinder 6090HD-S5-PVR produces 265 kW (360hp) and fulfills the EU step 5 exhaust regulations. The machine is newly available with a cabin, but most commonly they are seen with open platforms.

As usual, the model arrives completely assembled between two Styropor half clam shells. Replacement bolts to secure the side cover are included. Considering its size, the model is pleasantly heavy and being constructed primarily from metal, radiates high value. The machine has been correctly reduced to scale in all measurements. It runs on four drive units which, prototypically, are different at the front and rear. They are exactly engraved, run on yellow rubber tracks, are height-adjustable, and steerable. The right rear drive unit be can brought into the correct side-working position beside the milling unit with the use of hydraulic cylinders.

The model can show the whole operating sequence beginning with the very detailed milling drum which comprises 12 discs with 14 chisel heads each. It pivots and can be removed thanks to the openable side cover. The milled material goes initially by conveyor belt under the machine room, diagonally to the front to the material transfer funnel and so to the expeller conveyor belt. To cut dust emissions, the belt is in a housing which opens only at the bottom. Its position can be adjusted with two hydraulic cylinders that operate wire cables and adjusts to the bin height of the dumper lorry. For special conditions, the expeller conveyor can be turned 65° to either side. The model achieves 50° which is close enough to set up a lorry on the side of the cold milling machine model when displaying it in a case. The front section of the expelling conveyor belt folds down by 180° and tucks away under the rear part during transport. This can only be done in a limited way because a fully-functioning replication of the delicate kinematic is clearly impossible. The housing of the conveyor has been exactly modeled and the perforated sheet metal covering on the underside is convincing.

The very finest perforated sheet metal imitation is found on the steps leading up to the operator's platform where all handholds, safety railings are made from metal castings. The floor is made from exactly engraved anti-skid surfaces, and the working space of the operator is very detailed. Steering wheel, joystick, as well as the control and operator's panels are exactly replicated. The printed-on lettering on the panel even shows some of the operation information, which is probably based on photographs. The sun roof can be lowered for transport. Unfortunately, it is not very precisely guided and kinks in forwards a little.

The engine room is a treat to see and can be inspected in its entirety. As well as the multi-coloured, nicely-detailed John Deere six-cylinder engine, the horizontal, finely finned radiator is especially noticeable. Peeking through the air slats on the left side, two cooling fans covered with photo etchings are visible. First class! The two small panel surfaces which printed on in two colours represent honeycomb grilles.

The paint application and the colour separations are flawless. The lettering, from the logo to the aforementioned panels is sharp and very legible.

At a glance

+ True to scale
+ Detailing
+ Functionality

Multi-User from Conrad in 1:50

Liebherr R 954

by Daniel Wietlisbach

Of all the exhibitors at the Bauma, Liebherr showcased the largest number of new items. We begin our introductions with a new release from Conrad …

Multi-User at Liebherr is a designation for excavators with Long-Reach equipment. Based on the R 922 up to the R976, these are available in seven sizes. The R 954 is the third-largest on offer; the basic machine is from Generation 8. The power plant is from the in-house four-cylinder D944 A7-25 with 220 kW (299 hp) that fulfills the requirements of the protocol V exhaust controls. The working weight of the Multi-User varies between 44.4 and 49.7 t and the reach from 15.4 to 19.5 m. Track carriers on the LC-V lower chassis retract for transport.

On the original, Conrad's mode would weigh 46.8 t. It arrives well protected in the familiar space-saving package. It is a heavy weight and at first sight looks well proportioned. Underlining the first impressions are the correct-to-scale measurements. All parts have been made from new molds. The lower chassis is designed so that it can be shown in work or transport mode and the tracks do not kink in any position. The metal tracks are made with the 600 mm wide grouser shoes. The driving wheel is finely engraved and is made from plastic like the somewhat stiffly sprung idler wheel. The four individual silver-coloured steps are also made of plastic. The shape of the upper carriage has been well copied. All gaps, door locks as well as the anti-skid surfaces are integral to the shape. The radiator grille on the driver's side was made as a lightly profiled plastic part while on the right side, it is printed on in two colours only. Safety railings and running board come factory-attached. The cabin is made from a single metal casting with very flush-fitting glass. The divisions of the window and the gaskets are modeled raised and are coloured in black, but front and rear ones are only printed on. The tinting of the windows has been duplicated from the original but on such small surfaces it looks rather dark thus the only printed-on window wiper is almost invisible. The antenna has been modeled, and the separately packaged rear-view mirror for the handrail clips on. The problem with the hydraulic cylinder hitting the roof protection grille has now been corrected. Models from the faulty, first series are being exchanged. Buyers only have to fill out the customer service form on their website (see QR code), a first-class service for customers.

The model is equipped with an 8.70 m Monoblock boom, a 5.70 m jib, a quick coupler and two different 1.25 m^3 buckets. Caution is advised when setting up for the first time because in transport mode, as delivered because the jib cylinder will pull apart if pulled too hard. The danger exists that the grey cylinder will bend upon reinsertion into the cylinder. This can be prevented by pushing gently with a finger.

All the main components of the equipment are exactly engraved diecast metal. Well-fitted parts close the bottom of the boom and jib. The hydraulic lines have been replicated correctly and are free standing; depending upon their position, they are made from silver-coloured plastic or black rubber material. The hollow bolts at the joints used by Conrad for many years copy the look of the current Liebherr excavators pretty well. For once, the model design approaches that of the original. A work light completes the

At a glance

+ Metal content
+ True to scale
+ Bucket for swapping out

boom and both transport protection hangers on the jib have been modeled. The quick coupler is of the Conrad type of construction. Both the buckets, each made from a single casting, are nicely engraved. The front bucket has five teeth and wearing metal sheets; the trench-clearing bucket swivels; hydraulic cylinders are hinted at.

The paint has been cleanly applied. Due to the skillful design of the individual parts, colour separations have been almost excluded. The faultless lettering is easy to read.

Container long chassis from Tekno in 1:50

D-Tec Combitrailer

by Daniel Wietlisbach

Tekno releases D-Tec's fascinating, well-executed model of the Combitrailer long chassis container ...

The quest for optimal energy efficiency and fuel reduction in particular is as old as the transportation business itself. One solution is practiced in only a few countries; one example is the Australian Roadtrain where one tractor truck pulls up to three times the load of a local lorry. The European 'Lang-Lastwagen' (Long-Lorries) or 'Eurocombis' with lengths of up to 25.25 m pull a quite respectable 1.5 times more than a standard lorry but does not use very much more in fuel. Depending on the merchandise to be transported, fuel savings of up to 30% have been talked about.

These over-length vehicles with total weights of over 60 t are not yet allowed in all countries and in the ones they are allowed they must be used only on specified roads and operate under strict regulations. For example, there are special regulations for braking and the axle load systems, and special signs at the rear must warn of an over-length vehicle.

In 1959, Jan van Vlastuin founded D-Tech originally as a smithy in the Dutch city of Maarsbergen. Soon it began to create custom work for individuals and, by 1978, increasingly for the transportation sector. Because of a lack of space, the company relocated to Kesteren at the beginning of the 80s and soon thereafter the first so-called 'Combitrailer' left the factory halls. D-Tec announces that it is the sole producer offering a solution for long lorries for container traffic.

The basis is the 'B-Double', a trailer that has a trailer coupling for an additional semi-trailer at the rear. But why does the transport of containers require such a special solution? It is all about the loading and unloading of sea cans; these have to be loaded from the back at a ramp. To load three 20-foot sea cans, the trailer combination has to be separated into two units. This is the reason why the chassis combination introduced here constitutes four parts!

Model from Tekno

Tekno has made this complex and elaborate construction in a very detail-loving way, and so delivers an exact replica of the D-Tec Combitrailer. It is delivered in two boxes in the attractive colours of 'P. Visser' and comes with three rearview mirrors, to be attached. The three Maersk containers are a good choice because their colours complement the model.

The whole train measures 480 mm or 24.0 meters on the original. The torsion-free connections of each of the individual two-part B-Doubles and its trailer are done correctly over a long 'tow bar' of approximately 1.5 or 2.1 m inserted in the hollow section of the part in front. This happens without jamming or the loss of the paint, and it fits exactly, down to a tenth of a millimeter! Of the seven axles of the Combitrailers, only

the third and second to last ones are mounted rigidly. All others are steerable, even though only in a limited way. The lifting axles are not modeled.

The front part of the B-Double has a mock-up of a dumping cylinder. The main frames of all four parts are made from metal, and most other parts that are attached are from plastic. Besides the compressed air cylinders that are modeled, there are also storage boxes and control desks for steering the individual units. Most of these details, however, are not visible due to the continuous side paneling and can only be seen from above. Side position lights are modeled and also the stylized container brackets. All four end beams are replicated, and every unit has its own registration plate. The unit at the very back is the most lavishly detailed one. The mud flaps are made from real rubber and the warning sign for the over-length vehicle is of course also modeled.

P. Visser Transport BV in the Dutch city of Beemster was founded in 2000. Today, their fleet comprises three vehicles. The company specializes in container transports and was noticed in truckers' circles because of its nice livery. The manner in which the tractor unit is kitted out indicates that the owner is also a fan.

The Scania R 650 V8 Next Gen 6x2 has many extra features which are also duplicated on the Tekno model: bumper, additional headlights, chromed vertical exhaust stacks (mock-ups), divided V8 exhaust and copious cladding all combine to make the vehicle a Show Truck. The interior scores high because of its blue fabric covers and the very noticeable white Vabis steering wheel. Last year, driver Martijn Kuipers received the 'Transport Wereld Dikste Truck Award 2022' (World's biggest truck). RTL Truck Wereld is a Dutch YouTube channel. The applied paint is of excellent quality, and the fine decorative stripes are as finely printed on as is the lettering.

At a glance

+ Choice of model
+ Functionality
+ True to scale

Tom's driving log

by Tom Blase

Saturday, early morning in Frankfurt. "Let's have a quick drink".

You will recall from the last issue of this magazine that I had before me my first lifting job with a mobile crane. My colleague, whose unloading time was before mine, pulled his empty lorry and trailer combination past the crane and over to the right side of the road. He had to re-assemble the canvas cover frame and then throw the canvas tarp over it. While he was engaged in that activity, I drove my semi-trailer into the correct position. Right away two fitters climbed onto the trailer and attached the lifting gear to the first box. That left me some time to take some pictures to document the procedure. After half an hour, the whole thing was over.

Then it was time to push everything together again and thanks to penetrating oil it went relatively smoothly. It was not as easy with the canvas cover because a pinboard had to be used to get the canvas moving back into position. When the construction site supervisor saw me struggling to get this done he and one of his workers came to help me and after 10 minutes everything was closed up again. But it did not go as smoothly every time.

A few months later, when I had to load a heat exchanger, I definitely made a mistake. It was fall and the weather was stormy. I stood with my tractor lorry at the front, and just when I started to thread the customs' cable through the canvas eyes, the unavoidable happened. A gust of wind came from behind, got underneath the canvas cover, and in an instant, removed the canvas. Unfortunately, the heirloom cover

was now draped completely over my cabin. Moving the top back in the other direction was difficult and sweat-producing and took much more time. "Again, I have learned something for life," I thought, grumbling to myself. It riled me up a lot that there were a half dozen brand new trailers with sliding covers sitting in the yard of our freight forwarder but their drivers were not usually called for these time-intensive jobs because they had a low cash return.

Using a small deception, I was soon to be rid of this number. I am not very handy with a welding rig but I managed two or three welding seams on strategically important points! Since there were so many repairs on the ancient trailer, my deed went unnoticed. To cut a long story short, my next crane appointment went south because all of a sudden, my canvas body frame refused to be disassembled! And with some 'Schadenfreude', I noticed that now my colleagues whose vehicles had sliding canvas tops also had to take on trips to the cranes. So, my old Van Hool trailer was good for something after all.

Stationary transfer crane from NZG in 1:50

Baljer & Zembrod LBX II

by Carsten Bengs

The biggest model surprise in 2022 came from NZG with the Baljer & Zembrod stationary transfer crane LBX II ...

The mid-sized company from Altshausen near Ravensburg is a leader the manufacture of wood processing machines for the log storage yards of saw mills as well as electric-operated transfer technology for the scrap and recycling industry branches. It is the first model from B&Z a company which, until now, has been completely unknown. B&Z was founded in 1951 as an agricultural machine shop in Ebenweiler. 2006 saw the development of the heavy-load crane LGX and the second generation LGX II with knee levers followed in 2016. This latter unit has been now made in model form.

Included in their successful product line of log sorter and transport trolleys are de-barkers or root trimmers. Their core products are stationary cranes. Because of the high demand for them, the company moved into a new production hall for final assembly in 2020.

The stationary heavy-duty cranes are often used in tandem when sorting rail trolleys in various wood processing industries and are also found in recycling and scrap material transfer applications.

NZG has produced a detailed, functional model of the LGX II (Second Generation) crane from their extensive crane program. The model comes on a plinth and is semi-mobile. This makes it easy to move the prototype around usings a mobile crane. Small support feet with threads ensure that the crane always stands straight.

The huge cabin is markedly larger than an excavator cabin. The size allows for both the operator and a trainer to stand in it. NZG has replicated the interior with seat, levers, and a very detailed mock-up of the control computer screen which is not legible because of its size. Window wipers are present on the cabin.

A special feature of the B&Z LBX crane is notable here: because the cabin has the option of remaining on the crane it provides optimal view of the workspace. The cabin can also be removed to a separate operating stand from which the whole machine park is centrally controlled. NZG has solved this feature perfectly because the cabin sits securely on the

crane with three small lugs and three small magnets. After removing the cabin, the area that is now bare can be closed in with the included cover plate.

The whole crane boom has been modeled in very detailed manner. The very extensive runs of supply hoses, including some very dainty-looking simulated pipes, run along the whole lifting and jib arms. These arms on the prototype are not made from square box profiles but from two U profiles. With this technology, longer boom and jib systems are possible since there are no welding seams on the stress points of the arms.

The knee levers between boom and jib are modeled. Different from loading cranes, these give more power to the jib arm when extending and a more even speed during retraction. All hydraulic cylinders hold the outrigger arm in any position and are equipped with fine hydraulic hoses. The boom has a length of 18 cm or 9.0 m, and the jib arm of 17 cm or 8.2 m. In this configuration the model achieves a reach of 32 cm or 15.6 m. In this latter position, the maximum carrying capacity is still 4.0 t at a 15.0 m reach.

The model comes with a log tong and a multi-tine grab which can be exchanged using the small bolts included. This way the crane can be shown working in either scrap transfer or wood industry settings. Both tools are convincingly heavy and open and close easily using the cylinders. There is also a massive counterweight at the rear of the crane; on the original this weighs 8.6 t. The slewing motors are easy to make out. They are situated just below the slewing ring at the slewing column.

The detailed and functional Baljer & Zembrod LBX II stationary transfer crane from NZG is a fun and exciting addition to the model offerings. As we are used from NZG, the model convinces with its many fine details and perfect functionality.

A 40-tonner from IMC in 1:50

Tadano AC 2.040-1

by Carsten Bengs

The 40-ton AC 2.040-1 is IMC's new release for Tadano. The original is the first all-terrain crane developed jointly by the two facilities in Lauf and Zweibrücken ...

This crane is the start of the future Tadano AC family and with it, the brand harmonization of the Demag AC and Faun ACT models is now complete.

IMC has produced this crane true to scale. The extensive instruction leaflet included provides the uncomplicated assembly of the model plus the original's measurements. The model rolls smoothly on the two sprung axles and the turning radius of the front axle is sufficient. The powertrain and tanks are nicely replicated. Due to the bright chrome colour of the anti-skid surfaces, the lower carriage looks great. Prototypically, the recessed steps allow for safe access. Located at the rear, a mounting ladder is hinted at.

The stable supports hold the model securely; the support plates can be displayed in either working or transport mode, however, the screw threads on the AC 2.040-1 are visible. The area around the engine has been accurately modeled. On the original, a 231-kW strong Cummins engine would have been installed. Exhaust and air filter are easily made out. Anti-skid surfaces all over the lower chassis as well as radiator covers are made from photo-etched parts.

The roomy cabin has been convincingly modeled with mirrors, a warning beacon, and a finely detailed interior. Of course, window wipers are included in the details. There is

a small hook and chain on the front bumper where the hook of the cane can be attached during travel time. The upper chassis looks compact and visually attractive and is enhanced by the side-mounted cable winch. In this configuration, the outrigger sits directly in front of the ballast. Using a guide sheaf and a holder, the twist-free lifting cable is guided from the winch to the mast.

The upper chassis' tilting cabin also has a finely detailed interior with window wipers, handholds, and work spotlights. It has many warning signs and labels which look convincing. It is gratifying to see that the step on the side can be pushed under the cabin when the unit is in transport mode. The central lubrication plant is easy to spot behind the cabin. The nimble 40-tonner is ballasted with 6.5 t and has four individual elements on the model, all of them with lifting rings. On this model as well, the four-part boom is constructed from aluminum. The well-proportioned sections of the arm are great and it scores high because of being visually attractive. The boom is kept safely in the desired position by a small grub screw in the lifting cylinder. All telescoping sections can be arrested in 45% and 100% positions. The side length indicators are also easy to recognize.

At a glance

+ Functionality and detailing
+ Installation tip and boom extension
+ Cargo hook

The model is delivered with the three-sheaf wheel hook for a maximum carrying capacity of 25 t. It is rigged by the factory with three strands. It should be noted that despite its small dimensions, the hook swivels. When the boom is extended to its full height of 35.2 m and extended 8.0 m, the crane is still capable of lifting 7.6 t, a unique achievement in this class of cranes. The functionality of the model is impressive because it comes with an installation tip for use in halls and an extension piece for the boom. Attachment of these parts is done with small pins.

The model of the new Tadano AC 2.040-1 perfectly illustrates the compactness of this nimble all-rounder. Functionality and perfect detailing fulfill all wishes.

luffing jib tower crane from Conrad in 1:87

Wolff 166B

by Carsten Bengs

Wolffkran introduced the new luffing jib tower crane at the 2022 Bauma. The unique feature of the model is the fact the boom adjustments are done hydraulically ...

Hydraulic luffing jib tower cranes will become more important in the future because their assembly is decidedly simpler and quicker than others. For example, the use of an A-frame and the time and effort demanded of rigging or the boom adjustment block will be a thing of the past. With its 12-t carrying capacity at the 20 m boom extension or a maximum load of 1.6 t when extended 55 m, the 166B covers many applications.

Conrad has made the model true to 1:87 scale and in addition to the many great details and the perfect functionality that we expect, Conrad has also used some new and clever technical solutions. The 166B is particularly eye-catching because the model is the only crane model to date which stands on a Cityportal. When this device is employed, the crane can be used easily on in-

ner city construction sites without impeding traffic. The assembly of the portal is straight forward when following the illustrated, detailed instructions. The tower segments are assembled on top of the portal. Here again, the new system with its tiny plastic bolts is employed; Conrad used it for the first time on the Wolff 700B and 7534 crane models.

The tower consists of up to a total of seven tower segments reaching a height of 80 cm or 70 m at the slewing ring. It sits very stable on the portal which even has some small crane foundations on its side. Ladders and platforms are exactly replicated. Ensuring a solid foundation on the portal are a total of four massive ballast blocks each with a printed-on Wolff logo. The easily recognized slewing mechanism of the original would ensure carefree movements. Here too, the differences between the 700B and others are clearly visible because the boom of the 166B not only contains the lifting winch but also the ballast and there is no A frame to be seen.

Using the small hydraulic cylinder, the boom can be seamlessly adjusted. Here Conrad has chosen a really impressive and clever solution: thanks to invisible and internal threads, the hydraulic cylinder can be turned and so holds the boom securely and stable in every position. The lifting winch sits on the boom and the twist-free scale rope is guided over metal sheaves to the boom head. Using the single sheave block, the maximum weight of 12 t can be lifted; a simple hook and block for 6 t is also included with the model.

The side-mounted operator's cabin has a detailed interior including the seat and levers. Even the floor window has been nicely modeled. The simulated window wipers and the control desk are also easy to recognize.

The boom made by Conrad is really great. Just like on the prototype, it can be assembled up to a maximum length of 55 m. The total of six segments are held together with only one bolt each. As on the other two models, segments have an easily assembled quick-coupling system. The segments are held by hooks at the lower girder belt and as soon as the upper belt is fixed into place by the small plastic bolt, a solid and wiggle-free connection is made.

Very exciting too is the extensive number of additional parts included with the model. Four small erection baskets are to be attached to the portal assembly and little handholds, and safety railings to the cabin. If more railings were included, especially for the area around the lifting winch and the ballast, it would make for a more secure working space. There is even a small refuse basket at the tip of the boom. The perforated steel plate running boards on the boom that go all the way to the first guide sheaf are very convincingly modeled.

The massive ballast is made up from six elements of 5.4 t each. The individual elements are just hooked into the ballast frame and guarantee secure balance in all boom positions on the model.

With the Wolff 166B, Conrad has finally convincingly modeled a hydraulically-operated luffing jib crane. It is functional, super detailed and has the usual massive Conrad quality plus cleverly designed technical solutions.

At a glance

+ Functionality
+ Boom cylinder
+ Tower and boom connectors

Service-Truck from DM in 1:32

Kenworth T380

by Daniel Wietlisbach

This new truck in the large scale of 1:32 is a new item from Diecast Masters' 'Transport Series' ...

The Kenworth T380 is a medium-heavy lorry for local deliveries but in its heaviest version, it is also promoted as the T480, and as a dumper or concrete mixer lorry as a 6x6 with all wheels powered. The T380 built-in Paccar PX-9 six-cylinder, 8.9-liter engine can produce between 260 to 450 hp and the automatic gearbox TX-8 offers eight gears.

The 4x2 chassis with a wheelbase of 4.85 m is well-suited for the addition of service platforms. In the US, the Altec AA55 is considered the 'ideal workhorse for electric power utilities. The very robust fiberglass boom is long-lasting. The maximum working height is 18.3 m and it extends up to 11.5m. The telescoping auxiliary crane has a 907 kg lifting capacity. This comes in handy when a transformer situated at a lofty height must be exchanged.

The models from Diecast Masters have exclusively US truck prototypes and are offered in various colour schemes. All of the completely assembled trucks from this series are packaged in a specially designed Styrofoam insert, not unlike the way in which construction machines are packaged here. For the model under discussion, the only parts to add were the exhaust pipes; one can choose between a straight or bent stack. The model is heavy because all basic components are made from white metal castings.

The sides of the upper chassis reach far down, therefore, not much of the chassis is visible. However, looking at the underside upside down, mock-ups of many components such as the engine and gearbox as well as the stylized prop shaft can be made out. The chromed parts of the wheel rims are well replicated even though the wheel nuts on the original definitely protrude more. The rubber tires have nice fine profiles.

The rendition of the cabin shape is good and its openable doors close flush. The tanks and exhaust scrubber are a single unit and are well made. Exact copies of the window wipers, rearview mirrors, handholds, and door handles are all separately applied parts. The multi-coloured cabin interior is very detailed. The gauges are exactly printed on and the steering wheel and backs of the seats display the logo.

The engine hood has a very nicely replicated head and indicator lights but the perforated sheets on the radiator grille are only printed on in black which makes them look a bit flat. Under the hood, there is a detailed mock-up of the engine to be discovered. Some parts are painted in different colours.

The upper chassis is finely engraved, and all gaps around the doors are correctly modeled. The four supports extend. Sometimes that happens involuntarily because the locking mechanism is somewhat unstable. Each side has two shelves with simulated crane pads but they are non-functioning.

The bottom of the platform has a realistically looking matt black anti-skid pattern and the same can be found on the chromed material boxes. Many details complement the base of the boom: fire extinguishers, rotating safety beacons, work spotlights, and further back, a cable roll, and the yellow drinking water container. While the modeling of the rear is detailed, the lights are only printed on.

At the foot of the boom, the slewing motor is visible. Both outrigger parts are well replicated and are closed in all around. Using three hydraulic cylinders, the basket can be lifted to the maximum height of the original. The maximum reach can also be shown but at that point, the last cylinder has

At a glance

+ Metal content
+ Functionality
+ Lettering

the tendency to subside. The basket and platform are made from plastic as is the additional crane boom. The non-functioning cable is only glued on. All paint application is faultless and the lavish, printed-on lettering is especially appealing. Even the round water vat at the back has sharp lettering on it; without the lettering, we would not have known what it was.

Nurse, long-distance driver, and mother

Jrène Liggenstorfer

by Erich Urweider

Today, a woman in a cabin as a long-distance driver barely raises an eyebrow, but in the 1970s she had to fight for a place behind the large steering wheel. Conditions for women in those days were not easy …

Jrène B. Liggenstorfer was born in Spiez 1955. After the obligatory schooling she did a year in the French-speaking part of Switzerland as a household help where she looked after five teenagers and, in fact, ran the whole household. As an acknowledgement of her hard work, she was permitted to go Geneva twice a week for swim training. To make her way from Choulex to Les Vernet, she used a 1962 vintage 'Velosolex', a bicycle on which a motor powered a roller on the top of the front tire.

After a working a year in the household, she went to a business school for a while but actually, she wanted to become a mechanic. Unbeknownst to her parents, she took a two-day work experience in a garage in Spiez. When it turned out that the owner was a business friend of her father her plan for apprenticeship fell through. Then she decided to train as a nurse, an honorable women's job, according to her parents. This training would prove to be useful all of her life.

Long-distance driving virus

It was in 1973, when Jrène was just 17 years old, that she met Ulrich 'Bäzzi' Liggenstorfer. Ueli, (Swiss shortened name for Ulrich), was a long-distance driver who had driven regularly to the Near East, to Saudi Arabia, Kuwait, Afghanistan and all the way to Pakistan since 1968. At that at a time, there were no cell phones nor GPS. Nevertheless, communication among truckers functioned well if one stopped on the open road or in other encounters with colleagues. They exchanged valuable tips about the route and what to look out for in the next few hundred kilometers. Long wait times were filled with repairs on the vehicles. Brake shoes were re-lined or, on one occasion, a whole gear box was changed in an open field near Belgrade.

Jrène was almost finished with her business school when Ueli got another job driving to Iran. In order for her to go along on the trip, she had to bring forward her finishing examination. It was fortunate that her teacher was very understanding even though he found the reason to be a little odd. The only stipulation was that Jrène report back to him upon her return. Jrène was an excellent scholar thus the exam was almost only a formality. The adventure of driving to Teheran with her friend beckoned.

Finally, the day arrived. Ueli drove up to Belgrade and then put Jrène behind the wheel. He gave her some short instruction on how to gear up and down with the 16 gears. He taught her that when overtaking she needed to keep in mind that she was pulling a trailer and the whole combination was 18 meters long. After 2,000 km of practical driving in Turkey and Iran, Jrène was able to operate the Volvo F89 quite well. The practical driving experience was there but she still had to obtain a driver's license. The problem was that her father had to give permission because she was not yet of age.

Jrène takes her driver's license

Following the maxim that there are no unsurmountable obstacles, Jrène applied for an A-category learner's license (then for cars up to 3.5 t). There were some heated discussions until her father agreed that a driver's license was useful, even for a young woman. Before Jrène sent in the application form, she added 'and category D' (which then was the category for heavy lorries) to the top line. She never had a guilty conscience about the little bit of cheating because she could not agree with the old-fashioned ideas of her very conservative father. She took the driving test in record time and with it, Jrène was able to begin formal lorry-driving lessons. Driving instructor Hans Bischoff was enthusiastic about the driving prowess of his female student. On the 9th of November 1976, a few months after receiving her nursing diploma, Jrène successfully passed the lorry driving test.

On the weekend after the test, Ueli returned from a trip to the Near East; he tossed Jrène the keys to the lorry with the words, "Now you drive to your parents' house, park the lorry and trailer combination in front, then tell your parents that you are going to be a long-distance driver!" As bidden, she drove to her parent's house where she parked in front. Her father and the village bobby watched and could not believe their eyes as she climbed down from the driver's cab. With tears of joy in her eyes, her mother joined them. Jrène didn't spend a lot of time on explanations but hopped back into the driver's seat and took off.

Jrène married her Ueli on a Tuesday in September of 1976, the day of the 'Fulehung', a traditional holiday in Thun. From then on, her last name was Liggenstorfer. Between the beginning of 1976 until the end of 1977 the pair drove the Europe to Teheran trip eight times for the international transport company 'Wüthrich'. Often, other drivers joined the cavalcade because Ueli could converse in several languages and even knew some Arabic. He also knew all of the Near East routes. Jrène was very popular among the drivers as a nurse and a good cook, and was highly valued in the convoy.

Savior in distress

In the middle of summer in 1977, as the two arrived at the customs compound in Teheran, Jrène was called out to aid a very sick driver from the Tessin. The driver by the name of Goldhorn lay on a blanket in the sand, burning with fever. No doctor could be found, nor an infusion which he desperately needed. Jrène and other helpers gave the patient water and broth to drink by the milliliter because his swallowing reflex, though still working, was very weak. Jrène demanded that all the drivers bring her their Schnapps reserves. She diluted the alcohol with water and used the mixture to dampen two large terry cloths to make cooling wraps for the driver. With this she slowly managed to cool down Goldhorn's body. Dramatic hours followed during which there was always someone giving the patient liquids and changing the alcohol wrap.

By the next day the driver was over the worst but was not capable of driving. He had to leave Iran by the overland route because his lorry details were entered into his passport. His employer in the Tessin was contacted via the Swiss Embassy and Bäzzi volunteered to drive Goldhorn's lorry, including the patient, to Istanbul, 3,000 kilometers distant, while Jrène would pilot the Wütherich lorry and trailer combo. A replacement driver who was waiting for them at the Londra-Camp parking place took over the vehicle and patient.

Long-distance driver kitchen

Lorries were well equipped for feeding oneself on the road. Food supplies were stored in a large tin box under the cargo deck., Vanilla cream and fruit salad for improvised birthday desserts, tins with peas and carrots, rösti (Swiss hashbrowns) and much more were always included in the stores were. A 20-liter can of drinking water and a 50-liter drum of water for handwashing and dish cleaning had to suffice. A gas cooker and a 'Bialetti' coffee maker were found in every long-distance driver's kitchen. Fruits or eggs were bought at regional markets.

Once, some kids offered apples and eggs for sale at the Turkish-Iranian border. The fruits did not look that good but fresh eggs would be a great thing. "Today we are having fresh omelets with apple sauce for all," announced Jrène to all her driver colleagues, looking forward to enjoying a good feed. She bought all the 30 eggs from the boy. The fat in the pan was already sizzling. When she went to crack the eggs, she was shocked. They were hard boiled, to the point of being blue, so that even making egg salad from them impossible. Nobody would have eaten them. The kids watched from afar and laughed so much that they almost fell over, and so did the drivers. That day, the cook went on strike.

Suddenly alone on the road

The Shah of Iran was deposed in January 1979. Civil war broke out and trips to the country became very risky. Trips to Saudi-Arabia boomed. But Jrène could not get a visa. Her forward-looking boss, Willi Wüthrich, gave her the great opportunity to drive all over Europe. Her destinations were mostly in Germany and Italy. Many times, her load was exhibition goods, but cookies, tires, machinery and also ladies' stockings were included. During many customs inspections, she responded to questions from the customs agents about women's clothing sizes. Most had no idea about the size of their wives' clothing. She frequently gave them 'good' tips, such as 'XS or XXL'. The officers were allowed to help themselves generously, but not Jrène, because that would have been theft.

Right from the outset, she was paid the same as her husband Ueli. When commenting that she did not have the long years of experience of her husband, her boss replied succinctly, "It only causes problems at the kitchen table when in the marriage one earns more than the other!"

In 1981, Jrène's wish was to make one last trip to Iran, despite the risk. It was not only her boss who needed convincing, but also the Iranian Embassy in Berne. They did not want to give Jrène a visa because they suspected that she was an undercover journalist. Jrène picked up her lorry and parked it in front of the embassy, blocking the road. Finally, she got her visa and high-tailed it out of town. Two tractor truck and trailers full of 'Bahman' cigarettes were the load and Ueli and Anton Müller were the crew. Jrène wanted to document the whole trip. Today, these pictures are valuable records. From our point of view, she should have taken many more pictures and taken more time about it, but photography then was an expensive hobby.

Settling down

In 1982, Jrène and Bäzzi decided to settle down. The shared a job driving a postal coach and Ueli did the ham radio operator course on the side which he completed successfully as HB9CUB. Ham radio and Morse code transmission were always his passion and he was able to do it as a profession until his retirement. Jrène continued until 1988 as a substitute driver. Their three boys, born in 1983, 1987 and 1990 completed their family. Klein (small) Ueli, the oldest was frequently allowed to share a ride. He was quiet but curious and asked a thousand questions or gave a running comment to what was happening. It is no surprise then that today he is a radio show moderator and TV reporter but also has a lorry license in his back pocket. The middle son, Andreas, wanted to come along on a trip to Italy, but shortly after leaving Worben, he asked his mum if they would be back home in the evening because he wanted to sleep in his own bed. At the next truck stop Jrène stopped and Andreas's grandmother was waiting to pick him up. It was a very short long-distance drive of only 30 km. Today he drives professionally for a gravel and concrete company and is always home in the evening.

Humanitarian trips

After the end of the cold war in 1990, the Children's Hospital in Basle bought a former Wütherich lorry and trailer combination to drive relief supplies to their partner hospital Pascani in North Eastern Rumania. They were looking for volunteer drivers. A doctor remembered a newspaper article about a lorry-driving nurse and asked Jrène if she was willing to make a trip as a voluntary driver? Timing was not very favorable as she was pregnant with her third child but she helped to organize and quickly found some driving comrades, and her husband Bäzzi joined too, of course. In April 1991 she drove Rumania herself for the first time, without any children, but with a Natel A (a cellphone of the first generation) which a ham radio operator gave her to use on the trip.

In 1992, after some disagreements with the project organization (money for relief transports was in short supply but cash for flying in doctors was not), a doctor purchased the lorry with the stipulation that a society be founded and would continue to bring the desperately needed relief

supplies to Rumania. So the 'Region Thun hilft Rumänien' (Thun region helps Rumania) Society was founded with Jrène Liggenstorfer as president. The lorry received a new coat of paint on the exterior and was named 'The Green Angel'. A total of 37 transports to Rumania and six to Byelorussia was organized by Jrène and her helpers. 17 times she drove on her own. Most of the time, her youngest son, Christian, came along; today he is a machine engineer. Material from hospitals in Heiden, Herisau and others, as well as hospital beds and other supplies from the army pharmacy found their way to Rumania. Only selected articles which were not available in Rumania were transported and then were checked on to see that they were used correctly.

Soon the society had over 1,000 members all over Switzerland, in Germany and also in Austria. In 1996, a 'Carnet TIR', which required a deposit of 50,000 Swiss Francs became law, the lorry, which then had over 1 million km on the odometer, was sold off. Relief supply transports were soon no longer required as it had become possible to purchase the articles needed for a much cheaper price in the country itself. The society currently supports children of 40 very isolated villages in the hinterlands behind Schässburg (Rumania). For their humanitarian work Jrène and Ulrich Liggenstorfer were made honourary citizens of Sighisoara (1993) and in 1995, Jrène was similarly honoured by the city of Caransebes. From 1997 to 2015 she was a fill-in driver for the public transport company and from 1988 to 2019 was an honorary bus driver for the army even though, as a nurse, she was in the Red Cross service of the army as a Sargent Major/ Duty manager. Organizing and human resources were a perfect match for Jrène. During the Pandemic in 2020 and 2021, Jrène wrote two books for the Unik Kulturschreibeproject (Unique culture experience writing project) with the title 'Als es noch Schweizer Fernfahrer gab' (When there were still Swiss long distance drivers). Some of the stories told here are from these books. In every book are ten portraits of well-known Swiss long-distance drivers from that time. It is illustrated with many pictures. The books are still available for SFr 44.00 (pick-up price). All books are signed and numbered.

Models from Peter Veicht

Menck M154

by Robert Bretscher

During the 60s and up to the 80s, subway construction sites in Munich were an Eldorado for cable-operated excavator fans …

The most wonderful excavators, some with diaphragm wall grabbers or with the imposing Calweld drilling rigs stood lined up side by side for kilometers and greatly impressed the people of Munich. Many missed their lunch or evening meals to watch them, or even worse, school kids arrived late at school with blushing red faces after dallying to view the rigs.

Among the many cable-operated machines, numerous Menck excavators were in use. In particular, the very robust, approximately 50-ton M 154 excavators were popular universal excavators; these worked not only in their normal blue factory colours but in many diverse company liveries. Peter Veicht spent many hours on those subway construction sites where by chance he was able to meet some of the excavator operators. Once in a while, he was allowed to climb into a driver's cab where he admired the interior of the machines in awe.

The time was ripe for the building

of this type of construction machine in 1:50 scale. Veicht went to work with exact drawings and measurements of his favourite excavators. Luckily, among his close relatives, there was someone who operated a plumbing and metalworking shop from which he was allowed to take away some copper and brass waste and with these pieces, he was able to create his first excavator models. In the beginning, a tiny and dark corner in the cellar of his parent's home served as his first workshop. Over time, he equipped it with simple hand tools.

The Menck M154 shown here in the typical yellow company livery of Phillip Holzmann AG was soldered together completely from copper sheet material and had a (scale) 11-meter-long lattice mast made from brass. To make it possible to duplicate all movements prototypically, Veicht installed three cable winches in his model. One of them is situated in the bottom piece of the outrigger and is mostly used to reel in the dragline bucket. As a variation, the cable can also be routed over a separately installed sheaf at the tip of the boom so that, for special cases in below-ground construction sites, an additional lifting tool is available. For use with a clamshell bucket, a grabber calming attachment on the side is in action. It holds the clamshell bucket perfectly in place.

Of course, as on the original, it is possible to extend the boom with intermediate pieces. At the same time, the bracing on the machine housing is capable of adjusting securely in case of a possible manoeuvering mistake. Also to be found on the roof are the separately attached diesel fuel tank, the very typical exhaust stack, and the very discreetly hinted-at air filtration plant of the Deutz engine on the other side.

The somewhat Spartan operator's cabin which is separate from the engine room is very expertly modeled. Overall, the model looks very appealing. Many danger labels are located all over the whole machine and there are also company logos and spotlights. Even if not at first glance, a closer look reveals the ever-increasing amount of wear and weathering which was superbly applied by Veicht. It shows that the machines were not coddled on the construction site. Lastly, we must remember the very extensively crafted lower chassis which moves on self-cast wheels and track grousers which don't need to take second place beside a current scale model. It is hard to believe, but Veicht did the casting in the garden shed using a camping stove and a soup ladle.

Jahrbuch Kommunal Fahrzeuge 2023

several authors, published by Podszun Verlag,
size 24 x 17 cm, 144 pages,
280 pictures, softcover,
ISBN 978-3-7516-1053-7

In the third installment of the Yearbook of Municipal Vehicles are eight stories by six authors. In the beginning, we get to know the new MAN truck generation which was introduced in 2020. Then we are off to IFA 2022 and the exhibitor Bucher Municipal who makes compact and large sweepers, upper structures for drain cleaners and winter service equipment. Then to Bavaria where we meet the orange Fendt tractors. The U423 was especially developed to fight the oak processionary moth infestation. This was done by adding a specifically designed spray head. Next, we are told that electro mobility has been available for over 100 years but was not able to compete with the combustion engine because of that technology's lower cost. The history lesson concludes with the description of the DDR (GDR)-Multicar. (yu)

Faun / O&K 1952 – 2004

by Alfred Meyer, published by Podszun Verlag,
size 28 x 21 cm, 245 pages,
480 illustrations, hard cover,
ISBN 978-3-7516-1064-3

There are already books about the Faun vehicles, however, dumpers were at best always only a side bar. Although the last original Faun dumpers left the assembly line in 1993, they still can be seen in German quarries! Reason enough to dedicate a book to these vehicles. Alfred Meyer tells the history with countless pictures, tables and his great technical knowledge of this legendary dumper lorry. In 1952, the Faun factory built the K20, the first dumper. Similarities with the Euclid or Mack dumpers were recognizable. Significant facelifts were done in 1965 and 1974. In 1971, when it appeared at the Bauma, the K75, with its 75-t carrying capacity was the largest dumper then built in Europe. (up)

Jahrbuch Lastwagen 2023

by Bernd Regenberg, published by Podszun Verlag,
size 24 x 17 cm, 144 pages,
280 pictures, softcover,
ISBN 978-3-7516-1054-4

In this, the 26th issue of the yearbook, history is told in six stories by Bernd Regenberg. First stop is Munich where in 1958 the all-round company Ettengruber was founded. After that we are drawn up north to Hannover, to the vehicle builder Warneke, then a well-known name, but almost forgotten today. Pullman furniture removal vans were especially well-known for their roominess. In times past not everyone who had to move had their own car and so the family to be moved came along in the cabin at the same time. The transport company of Hans de Beyer moved coal, silica gravel and fine sands from Dorsten, at the beginning even with horse and wagon. (yu)

Altering a Caterpillar D11

Mega ripper

by Urs Peyer

The huge Cat D11T looks even larger with its Mega Ripper. A clear case for our alteration specialist ...

In September of 2012, we visited the gigantic Cortez Hills Goldmine located in the northern part of Nevada, USA. Using open pit mining, 320,000 to 360,000 tons of spoil and gold ore are moved daily. Ore containing a low quantity of gold is tipped by the dumping trucks into a 'leach pad' which is a huge, foil-lined pond. The ore is sprayed with a dissolving liquid that washes even the tiniest amount of gold out of the mined rock. Working on this ore pile was a D11T with a gigantic ripper, also known as the Giant Ripper. The huge three-teeth ripping attachment is available from Caterpillar. Using the middle tooth, a maximum ripping depth of 3.1 m is achievable.

That it took almost ten years for me to get to this model project was mainly due to the fact that no model of suitable quality was yet available, not even the earlier model version of the D11T dozer. Only when the last D11T version and the new D11, both from Die-cast Masters, were released was the right combination of suitable models available.

The alterations

After loosening the two screws on the bottom plate, it was possible to remove the platform and engine hood. Tracks I removed by pushing on the front wheel until they became unhinged and draped over the blade's pushing arms. I was then able to lift off the cabin platform base, the ripper, and the end drive in one piece. I drilled out the rivets and pushed them out with a pin punch. It was easy to take off the hydraulic lines because they were only plugged in. The two 'rubber blocks' to which all hydraulic and the fuel intake lines ran together were carefully pushed out from the inside. The dismantling of the teeth on the ripper was not entirely easy. One came off with no trouble but the remaining two had to be coaxed out using a hammer from the toolbox.

The new, middle ripping tooth has a total length of 82 mm and adjusts to three positions. The two outer teeth measure 72 mm each and adjust to two positions. I was lucky to receive new, 3D-printed legs from a model-building friend. However, using the measurement listed here, the existing teeth can be extended using plastic profile or can be completely scratch-built (picture 1).

New housing

I made the entire new housing from plastic profiles and sheet stock. The right and left brackets for the ripping teeth and the gaps between them are the same as on the existing ripper. The bracket for the middle tooth, however, had to be attached 13 mm further back. The overhang is identical on the left and right brackets. The new height for them is now 12 mm.

The two brackets on the ripper housing connecting to the dozer were reused from the existing ripper although the hole for the bolt in the middle had to be moved 3 mm further down (picture 2).

The two retaining brackets for the hydraulic cylinder which are used to adjust the ripping degree had to be moved 5 mm further up and 14 mm further back (pictures 3 and 4).

Material list

Plastic tubing	ø 3.2 and 4.8 mm
Plastic sheet stock	0.5, 0.75, 1.0, and 1.5mm
Aluminum rods	ø 1.6 and 3.5 mm

The bolt puller for the middle ripping tooth, including its hook-up lines, was taken from a single tooth ripping attachment of a Caterpillar D9T made by Norscot (picture 5). Anything protruding on the connecting frame between the ripper housing and the dozer which could hinder its free movement had to be filed off.

Adjustments on the dozer

By moving the steering points on the ripper housing, the two upper hydraulic cylinders had to be extended by 9.0 mm (picture 6). The brackets for the two 'rubber blocks' (where all the hydraulic lines converge) were moved backward using a 3.0 mm ø tube and raised so that they just fit under the diesel tank. The feeding tube for the fire suppression plant was also moved higher by 2.0 mm (picture 6). For those who are bothered by the 'loose' mounting of the tracks on the Turas (cog wheel used to power the dozer tracks), a 3.5 mm aluminum rod can be built in as an axle.

Tunnel construction in 1:50 – part IX

Mühlbergtunnel

by Markus Lindner

The inner lining of the Mühlbergtunnel is now completely finished and the installment of the technical components is proceeding …

Construction of the tunnel portal, one of the last larger construction segments before the start-up of operations, is in the area of the South Portal. These operations that are good to see from the outside also include the building for the tunnel venting plant.

A key machinery component here is a Liebherr 81K fast-erecting crane which is placed south of the tunnel exit. In this construction phase, it is needed for concreting using concrete buckets as well as moving large-size form work elements. With a maximum weight capability of 6,000 kg, and in comparison to a top slewing crane of the same size, the more cost-effective self-erecting machine is preordained for localized concrete jobs on infrastructure projects.

The clean coat made from lean concrete (concrete with a low level of cement) is a first step. Next, the foundation plate is concreted in, in several sections. For this procedure, the individual sections are surrounded by a system of form elements; the necessary support brackets to hold the form elements in position were scratch-built from plastic profile stock. At the end, to ensure steady progress and balanced application of concrete, a Putzmeister M38-5 concrete pump is used.

Once the base plate is complete, the next step is to construct the outside walls which support the land on both sites of the future road. The necessary forms are pre-assembled on site, including the working stages, and then moved into their places by the crane. Such pre-made form segments, as they are offered in standardized grid systems by the leading makers like Doka or Peri, are available from Zapf-Modell as laser-cut kits made from thin plywood and MDF parts. In practice, it has been shown that assembling large size components from segments for whole construction parts is not a trivial matter thus, instead of using individual form elements, complete large surface sized forms designed to be lifted by crane were used. They were created with CAD and then milled out on the CNC milling table.

The concrete parts of the tunnel portal are made of MDF parts of different thickness grades, painted concrete grey. To attach the visible connecting reinforcement bars and mats during the construction, small holes were drilled into the MDF parts. 0.8 mm florist wire was then inserted. Reinforcement mats were

made from cut-up metal wire mesh which is sold as basement window screen material.

The concrete bucket used with the crane is also scratch-built by using a plastic funnel (the kind used for filling perfume bottles) as well as from several milled plastic parts. It is made following a prototype that is sold by the Eichinger Company. The next step is the construction of the cover plate as well as access stairs and the outside walls of the future air circulation plant for the tunnel.

Our partner page

Excavated material transported by rail

The City of Zürich is building a new school at the Borrweg. In addition to being involved in the de-construction and the construction pit, Eberhard Unternehmungen is also handling the removal of the spoil by rail. According to the new rail transport regulations, the Canton of Zürich has to independently remove from the region, by rail, all materials having a volume greater than 25,000 m^3, that have been excavated from construction pits. The construction pit, with a rear wall of re-enforced drilled pilings, contains a volume of 38,400 m^3, 33,000 m^3 of which fall under the BTV regulations. Since the middle of November 2022, Eberhard excavators have been loading the excavated material into transport containers. Lorries take these to Dietikon where an SBB Reachstacker loads the containers onto railway cars. A blocked train contains 46 containers, each with a load capacity of 1,200 t. The transport containers go to Weiach. Once arrived, every container is unloaded and the 26.5 t of spoil removed. Articulated steered dumpers then move the material to the excavated material dump site.

New on the market

Conrad / Eberhard 1:50

The special birthday models of the Eberhard Company are exclusive and very sought after by collectors. This well-known Swiss Company commissions a special model annually and presents it to every worker on their birthday. Because of their special nature, the models are rarely just simple colour variations.

Last year's model was the Liebherr R922 for the 'river and riparian work' department. The models left over at the end of the year are now available for purchase at the Ebianum shop (mailed only to Swiss addresses) or through the specialized dealer Setec-HTM. The model is equipped with many extra details, the most obvious being the raised slewing ring which is designed to make it easier to work in the water. The longer boom of the R926 with the quick coupler and the three attachment tools as well as the walkway at the cabin are obvious differences and make an attractive variation from the otherwise standard excavator. The third hydraulic circuit for clamshell and humus buckets has been replicated and the work spotlights painted silver are also different. The model comes delivered in the usual packaging with a foam interior, however, the box has a picture of the original on it, so that eagle-eyed collectors can confirm for themselves that the original has been modeled correctly.

GMTS Golden Oldies 1:50

In December, Heinrich Brinkmeier published a letter in which he announced his

first step towards retirement and with that, the close of his business at the end of 2022. The series of Golden Oldies is about as old as this magazine and we have always watched their progress with eager anticipation. One of the first releases was the Krupp AK 1060, and the fact that later on Swiss lorries became part of the production program was very fortunate. The Saurer D330 8x4 short hood forward will be the last vehicle.

According to a release, negotiations with prospective buyers are ongoing. We would like to extend our best wishes to Heinrich Brinkmeier as he progresses toward his full retirement.

Siku 1:50

Among the heavy trucks sold in the US, Freightliner has the highest sales numbers. For those interested in modern US trucks, the Freightliner Cascadia stands out. It is already available in many different colours as a finely detailed model from Diecast Masters. Siku is now releasing a robust model with comfortable sleeper cabin in the attractive livery of 'Miami Blue', designed for hard play use. The overall shape has been well replicated and the chromed parts give the model the US feel. The engine hood opens to reveal the silver-painted engine within. Naturally, the tractor truck can be combined with all semi-trailers in the 1:50 and 1:55 programs.

Collector's guide

Here is a list in short form of all the new construction and heavy haulage models announced since our last issue. For truck transport models we recommend that you consult the newsletters of the manufacturers.

Type	Scale	Maker	Available from	Infos
Liebherr R922 «Lise & Fils»	1:50	Conrad	Toys Planet	www.toys-planet.it
Komatsu PC78US	1:50	First Gear	Dealers	www.firstgearonline.com
Tadano AC 2.040-1 «Wiesbauer»	1:50	IMC	Dealers	www.imcmodels.eu
Scania S 8x4 / Mammoet SWC «Ter Linden»	1:50	IMC	Dealers	www.imcmodels.eu
Scania R 6x4 / Nooteboom MCOS «Søndergaard»	1:50	IMC	Dealers	www.imcmodels.eu
MB SK Eurocab 8x4 «Cardan», resine	1:50	IMC	Dealers	www.imcmodels.eu
MB Zetros 6x4 / wrecker «army», resine	1:50	IMC	Dealers	www.imcmodels.eu
Volvo FMX 8x4 / Erkin ER-200000 «Mammoet», resine	1:50	IMC	Mammoet	store.mammoet.com
O&K RH300 diesel red and «NSM»	1:50	KPS	directly	www.kpsmodels.co.uk
Volvo A40D «Aarsleff», white	1:50	Motorart	Dealers	—
Volvo A40E black	1:50	Motorart	Dealers	—
Epiroc SmartRoc D65 drill rig	1:50	China	Dealers	—
Liebherr LB 45	1:50	NZG	Dealers	www.liebherr.com/liebherrshop
Liebherr LR 11000 «Sarens»	1:50	NZG	Sarens	www.sarensshop.com
Ljungby L-15, resine	1:50	Scale Masters	Dealers	—
Track Solutions 3630 / 33-38XL scraper	1:50	Spec Cast	Dealers	www.speccast.com
Scania R520 4x2 / stone trailer «van der Hoeven»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 6x4 / dumper semi trailer «Sejer & Sonnichsen»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 6x4 «Svenke»	1:50	Tekno	Dealers	www.tekno.nl
Scania 143H 4x2 / dumper semi trailer «Demets»	1:50	Tekno	Dealers	www.tekno.nl
Terberg Kinglifter, fork lift	1:50	Tekno	Dealers	www.tekno.nl
Volvo EC220D «Stangeland»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1050-3.1 «Auckland Cranes»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1090-4.2 «Universal Cranes», «Boutique»	1:50	WSI	Dealers	www.wsi-models.com
Scania S 10x4 / low loader «Nooteboom»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 6x2 / low loader «Broshuis»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 6x2 / semi low loader «Jan Hansen»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 6x2 / stone trailer «Edwin Salari»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 6x2 / semi low loader «FAS»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 6x4 / semi low loader «Simpson»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH5 6x4 / Nooteboom Euro-PX «Kübler»	1:50	WSI	Dealers	www.wsi-models.com
MB Actros SLT 8x4 / Scheuerle Intercombi «Silvasti»	1:50	WSI	Dealers	www.wsi-models.com
MB Arocs 8x4 / Falkom wrecker «Steil»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF 4x2 / dumper semi trailer «Sauerbaum»	1:50	WSI	Dealers	www.wsi-models.com
FTF F Serie 4x2 / stone trailer «Gebr. Greving»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1120-4.1 «Mediaco», «Kielstra»	1:87	WSI	Dealers	www.wsi-models.com

News in brief

MAN eTruck

At the IAA it stood in the limelight on stage; now the MAN eTruck will be driving the streets. Prepared with the Megawatt charging feature, it is ready to electrify long-distance transport traffic. First test drives in Munich have been very promising, but so far there remains one unsolved problem: charging points along European highways are still missing. This is a challenge for politicians because major manufacturers are ready. The MAN eTrucks look like the TGX. Currently, the prototypes that are configured as Mega Tractor lorries are employed in parts distribution for MAN. Their range with one charge is approximately 500 km. With the use of Megawatt charging, the range can be extended by about as much again. Charging can be accomplished during drivers' legally required thus extending driving distances to between 600 and 800 km. (eu)

Ford with their first Electro truck on the IAA

Ford introduced their first fully-electric lorry at the IAA Transportation 2022 in Hannover. The construction series named 'Generation F2' is touted to reach half of all of Ford's sales. The fully-electric Generation F vehicles will be available as 18 and 26-tonners and, according to factory sources, will offer a high degree of manoeuverability. Calculated over four years, running costs are acknowledged to be cheaper than those of a comparable diesel engine model. The huge Ford logo on the radiator grille is very noticeable. The cabin itself seems to be taken from already existing production models. Ford has set itself the goal of reaching all European Countries by 2024. (eu)

Caterpillar 793

Since the introduction of the 793 dumper truck in 1991, Caterpillar has sold almost 6,000 units making the mechanically-driven truck the most sold in the 240 sht class! While the carrying capacity of the A series was close to 218 t, the Next Generation Version it is close to 244 t. To provide enough power, the proven 16-cylinder C175-16 engine with 85-litre displacement produces 1976 kW (2650 hp). Having run for a total of over 21 million work hours, the C175-16 engine has a great reputation.

On November 22nd, Caterpillar presented the 793 Electric at the Tinaja Hills Test center. The battery-driven, above-ground mining dumping truck reaches a speed of 60 km/h when fully loaded. (up)

Kobelco SK1300C-10E

In mid-November, following the successful premiere of the new SK1300C-10E at the Bauma in Munich, Kobelco won the prestigious World Demolition Award in Vienna. The jury of the World Demolition Summit 2022 gave the prize for innovation to a producer in the section for attachments and equipment for the 130-t heavy SK1300DLC. Special mention was given to Kobelco which had taken into consideration the special requirements of the de-construction industry and had built the machine accordingly. The four-part boom quick-change system can be adapted for many different applications on the construction site. Both de-construction work at a height of 40 m as well as clearance of building foundations are possible. (up)

Volvo L350H

The reasons for Volvo not attending the Bauma are well known and the update for the largest Volvo wheel loader L350H was not to be seen in Munich. The Heavy-Duty Upgrade builds on the success of its predecessors, a proud tradition that goes back to 1985 with the first large wheel loader from Volvo, designated L320.

The improved drive train includes new axles and a completely new gearbox that makes it possible to include the proven 'OptiShift' technology. The integrated 'Reverse by Braking' function and the transducer bridge in the gears improve fuel efficiency by up to 15%. The new lift and dump cylinders as well as higher hydraulic pressure during work improve productivity. (up)

Renault E-Tech T- and C-construction series

The new Renault logo is proudly displayed for the first time on the Renault E-Tech vehicles of the T and C series. Beginning in 2023, both construction series will be produced in the Renault factory in Borge-en-Bresse (F). With the introduction of these two 100%-electrified construction series, Renault is the first manufacturer to offer a completely electric vehicle program that spans from the cargo bike with a total weight of 650 kg up to the 44-t construction vehicle. The design of both construction series was adapted to the current electro series. Stripes across the radiator grille and blue hub caps denote an electro-vehicle approaching. Additionally, there is an E-Tech logo at the front. The new type-designation plaque is constructed from blue Plexiglas. To improve safety, the front of the vehicles was pushed 115 mm forwards, and side radar was installed to give an improved all-around perception of any weaker traffic. (eu)