

Laster & Bagger

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Modelle von Lastwagen, Baumaschinen, Kranen

Mit
Messebericht

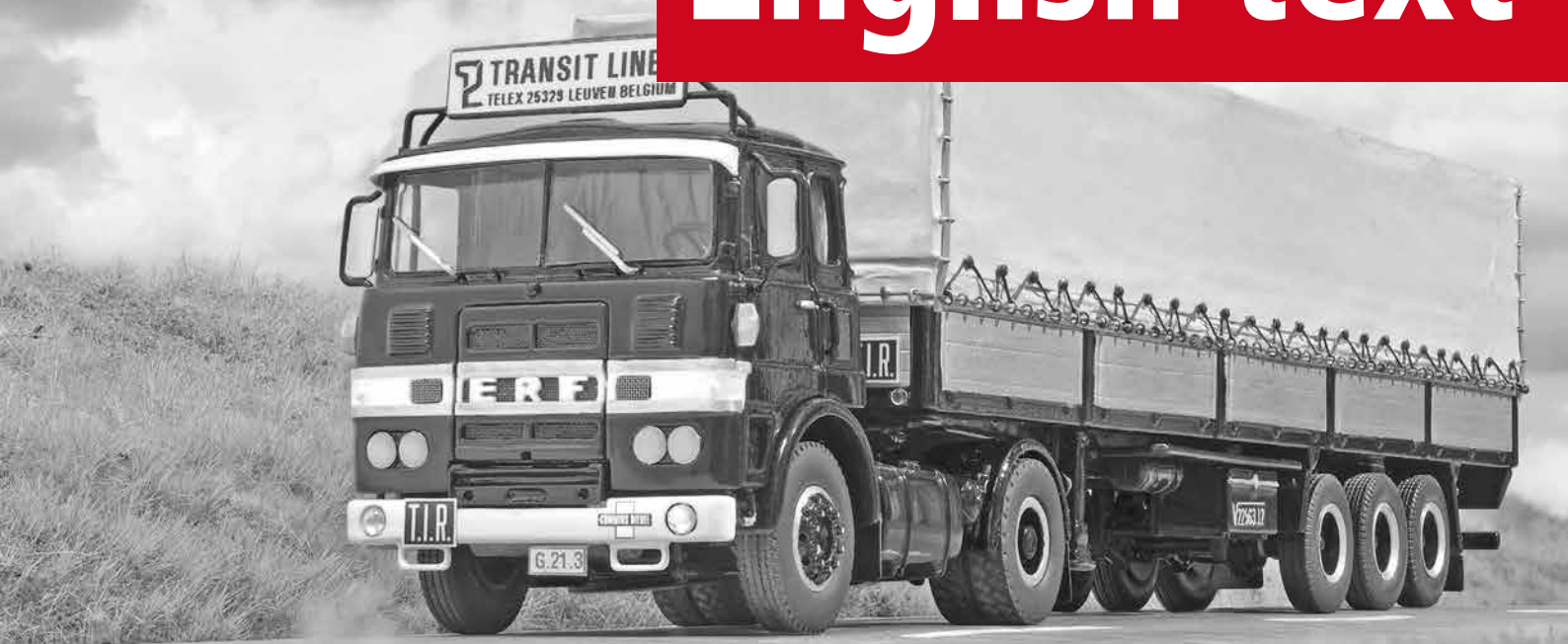
NZG 1:50

Liebherr R 9600

Eigenbau 1:50

ERF 5 MW

English text



IMC 1:50
Nootboom SWC

Sammlerporträt
Robert Haas

Diecast Masters 1:50
Caterpillar D5 und 315



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".

Use our Youtube channel!

Everybody around the world is talking about digitalization and those who do not join the trend are thrown onto the scrap heap of history. Like every new technology, the increased efficiency and lightening of workload ultimately produce increased profitability.

As a matter of fact, the production of this magazine would be simply unimaginable without the supporting use of digital technology. All large firms provide online prospectuses of their machines which in earlier days had to be ordered by mail. Communication is generally by email. As a final note, the whole, ready-to-print data folder from Trucks & Construction is sent to the printing house within 30 seconds so that finally, we can hold a printed magazine in our hands.

But there is more! Readers with Tablets and Smartphones can get extra value from Truck & Construction. By this, I mean access to our YouTube channel which you absolutely should take advantage of. www.youtube.com/baggermo-

delle because there you can find a playlist that matches every issue with supporting video material. The very carefully collated clips show the original machines or lorries at work. We take great pains to ensure that the material we use is of high quality and is kept short because there are too many postings on YouTube that are hard on the eyes and ears.

For most of the models introduced in our magazine, there is a 'the model at a glance' box which includes a QR code box that gives you a direct link to the film clips. The cameras on Smartphones and Tablets recognize this code automatically and make the connection to the films on our YouTube page.

Have a lot of fun with this additional feature, and don't forget to subscribe to our channel.

Daniel Wietlisbach

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Robert Haas builds and collects lorries

The bespoke model builder

by Daniel Wietlisbach

Robert, or Röbi, as he is known by all, was born in 1957. He is a farmer's son from Jonen, in the Canton of Aargau. He was the middle child of eleven siblings, eight sisters, and two brothers. For his first two years, he grew up at his uncle and aunt's place. They lived only 100 m from the farm and since they could not have any children themselves, they gave all their love to little Röbi. The uncle was a lorry driver and, even after Röbi lived with his parents, he was allowed to accompany his uncle in his small Borgward B622 lorry anytime he wanted. At the end of the 60s, the uncle got a Ford D series and ten years later switched to a Volvo F6. Even though the lorries increased in size, for Röbi they were the greatest thing.

He was never short on toys and remembers one set in particular. It contained tinplate vehicles including a VW bus with four different upper bodies that could be swapped, as well as two other cars. The joy of his playtime was endless and the very robust set survived being played with for a long time. Robert also found some friends in the neighborhood with whom to share his passion. All five met in each other's homes, taking turns, and

Robert (Röbi) Hass owns a nice collection but most of his altered vehicles stand in other collector's display cases which delights him even more than if they were displayed in his own home ...

bringing along their own vehicles to play with.

When it became time to find an apprenticeship, Röbi's mother organized a trial apprenticeship at a bakery and pastry shop because she knew that her son liked to eat sweet things. When the young man stood in the bake shop for the first time, he knew that "This is for me!" The working day began at 4:00 a.m., and on Fridays at 3:00 a.m. This was no problem for him; even the 4 km distance to his workplace was easy to handle with his bicycle. The apprenticeship took three years and was followed by his 'journeyman years' with seasonal jobs in several tourist areas and finally ended with work in a large wholesale bakery.

Driving finally

In 1979, Robert wanted to 'have something to do with machines and engines.' Having a driver's license only for motorbikes, he found a job

as a driver on Volvo A25 Dumpers. Initially, he learned to drive the articulated machines in the gravel quarry pit. Later he changed over to a highway construction site and then moved to tunnel construction.

During his three years on the dumpers, Röbi managed to take his driver's license exam and was able to become the driver of a 3.5 t delivery van for a nursery. He clocked up to 700 km on some days. He liked the distances, the independence, and getting to know the geography. At the same time, in 1986, he achieved his license for heavy lorries. Two years later he wanted to drive a 'real lorry.' He started on a Saurer D330B 8x4 dumper. Later he was assigned to a Volvo CH230 6x2 dumper but the trips were short and local, which did not match his expectations.

He changed employers and was given a Mercedes-Benz NG 1628 with a spherical silo semi-trailer. The special engine produced 300

hp and the transport job was for trucking silica sand from Strasbourg. The daily distance to be driven was around 600 km and Röbi's contentment meter was again in the green sector. There were various trips and as well as silica sand, the driver also picked up vegetables from Italy, took machine parts to Bordeaux, and furniture to Hamburg and up close to the border with the GDR.

In 1979 he and his girlfriend Esther became parents of a daughter, Nicole. The young couple moved in together and became a family. Röbi found building 1:24 lorry models a suitable hobby for a family man. For example, he made the popular Mack R600 that was featured in the popular movie 'Convoy.' Others followed, generally based on pictures of the originals. The 'crowning glory,' as he calls it, was making a scale copy of his own tractor truck with reefer semi-trailer. Overall, he made about 15 models; after that, there was just no more room in the 3.5-room apartment. His hobby came to an end in 1985, after a separation and his move to a small flat

although his interest in lorry models remained high, even without any modeling activity.

In 1992 the young driver took over the DAF 95 of a contract driver for Transex. Robert then transported Ricola cough drops to Scandinavia and also construction machines on occasion. The truck and trailer set was sold in 1994 and Röbi changed over to a bin service, where he stayed until 2001. There he drove a DAF 3600 and an SK 1729 with drop-off bins and another SK with roll-off bins. In the last twenty years prior to his pension age in 2022, he also drove bin transports. His last vehicle was a Volvo FM9 4x2 'Welaki' (special lift-off bin upper structure).

Hobby

Röbi met his wife Therese in 1986. She worked in a restaurant that many drivers frequented as did his best friend Rony (Ronald) who was a lorry mechanic at DAF, collected 1:87 models and build them as well. With him, Röbi visited

his first model fair where he discovered a model of 'his' lorry and semi-trailer as a 1:87 model. The builder was Alex Demme, and after long negotiations, Röbi was able to purchase it on a visit with him. As is usual when one is infected by a special interest, the model builder discovered models and possibilities in 1:87 everywhere. He joined the model building club which he knew of from Alex and began to collect models from Herpa, AWM, and Albedo, and especially to alter them. At that time the canvas covers were made from reduced photos of the original vehicles. Röbi was particularly interested in Swiss models, but following Alex's suggestion, the two friends undertook regular photo trips to the Tyrol where they were able to take pictures of heavy international lorry and trailer combinations as inspirations for their model building.

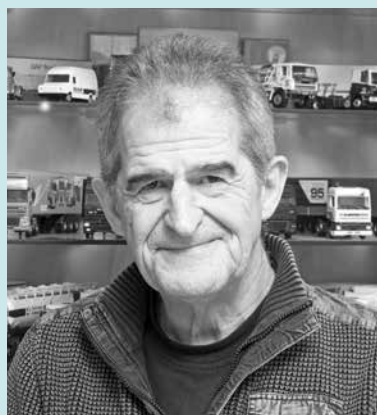
Scale 1:50

The change-over to the larger scale happened at the end of the 90s and was spurred by outside events. Vacationing with his wife Therese in the Bregenzerwald, Röbi discovered the mighty DAF 95 XF Super Space Cab from 'Kobras' (today Transkona), a contract driver for Vögel. In order to paint a model in the original paint scheme, they visited the owner who was very open to the proposition. Kobras had dreamt for a long time of having its lorry in model form, but in 1:50. They trusted their Swiss visitors instinctively and gave them the job of painting and lettering them in the original colours. On the one hand, Röbi felt 'ambushed,' but really liked the friendship and contact that

The collector

Robert (Röbi) Hass (66) trained as a baker/pastry chef and later became a construction machine operator and finally, a lorry driver. He was pensioned last year and enjoys his retirement. Besides his model construction hobby, he likes to spend time in nature with his wife, Therese. They both like to spend holidays in Austria.

He lives in Berne and those that are interested in him and his varied collection can contact him by email at robi.haas@bluewin.ch or call +41 79 473 56 65.



brought with it a new challenge. Back home he started to work on the project and when he handed the lorry over, Kobra was overjoyed. In the end, the whole fleet was created, and an enduring connection established. The move to the larger scale was completed and Röbi's 1:87 collection, about 150 models, a third of them altered, stands today in the display cases of his collecting friend, Alex, who took over the whole lot at that time.

The abilities of the model builder spread very quickly amongst the Tyrolian transport community and during the next sojourn there, Röbi met with four other companies for which he was also allowed to create models. The numbers increased steadily and the fact that the finished bespoke lorries stood in the display cases of customers and not in his own home didn't bother him at all. On the contrary, the models were extremely well displayed and viewed by many more people than would have been possible in his own home. His unique pieces got places of honour, even though far away from home, and this appreciation and of course the connection and friendships that ensued are his greatest joy.

In addition to his commissioned models, he also made some for himself and created other Austrian ones from photographs. When Röbi's Austrian wife gifted him a holiday trip to Austria with his friend Rony, he took all his altered lorry models with him. The two visited every transport company, got to know many of them personally, and Röbi sold about half of his models.

About twenty of his models are on display at the well-known transport company Vögel. Orders for

them only diminished once companies were able to order special paint schemes directly from Tekno or WSI. However, the model builder still got sufficient orders. His customers came more typically from inside Switzerland because smaller Swiss companies and private collectors love unique, individually-made pieces.

Heavy-duty transports

The basis for his alterations these days are the 'White-Line' models from Tekno and WSI. Detail parts like tanks and so forth are found in the excellent parts service at Setec-HTM. The original paint in spray cans he orders from Lachenmeyer as custom-mixed paints. Initially, he made the lettering from carefully cut-out stick-on foil but nowadays he orders decals from Decalprint.ch. He always orders in duplicate with the idea that they will eventually be used on his own projects.

His interest in special transports developed after a visit to an exhibition at the specialized heavy-duty transport company, Affolter. Even though models of the company were available for purchase, he used them only as a starting point for many alterations because they were not correct in many of the original details.

The greater public got to know Röbi's models because of the spectacular Wipfli cable transporters. The transport with the four new steel cables for the Bavarian Zugspitze cable cars spread like wildfire on social media sites and made cable transport popular. For his alternations, Röbi got the original blueprints from Wipfli; without them, he would not have been able

to build the units correctly. "It is important that the basic chassis is right. The correct wheel spacing of all vehicles is a pre-condition for the prototypical look of the models," says the model builder.

There aren't many power tools available to him but a model drill press and a small milling machine are sufficient for his requirements. Despite all the advances in 3D printing, Röbi still prefers to build certain details from scratch using plastic profiles while sitting at his work table in the hobby room. When we visited him, there were about 80 models in the display cases, but the majority of the models crafted here are now owned by other collectors. Röbi is not able to say how many there are.

There are also two display cases with 1:87 models hanging on the wall, they showcase the collection of his friend Rony who, sadly, passed away too early. Rony lived in the same block of flats, and when he got sick with cancer it was natural for Röbi and Therese to look after him as well as they could. His death was a profound experience for Röbi, and his collection is a lasting memory of his friend.

ERF 5 MW & LAG semi-trailer Transit-Liner / Delcon Leuven

by René Tanner

At the 1971 Brussels Motor Show, ERF introduced the newly developed 5 MW thus providing the manufacturer the opportunity to market its heavy-duty lorries abroad. While competing brands were busily selling their products all over the British Isles, one thinks here in particular of the legendary Volvo F 88s and Scania LB 110s, the Brits in Sandbach looked for a solution to satisfy the demand for lorries for international freight traffic. They promoted the 5 MW that was specially designed to fill this gap. However, with only 28 units built, the Export version 3 MW with the front axle moved forwards, and the right-hand steered 4 MW with the smaller headlights are not included in these statistics. It definitely did not become a market gap filler although it heralded its larger brother, the NGC or 7 MW, or 'European', itself the predecessor of the very successful B Series which appeared in 1976.

English historians, among them Robert Hackford, called the 5 MW a 'mine field' because it was quite impossible to give the lorry a unique designation. The production and construction parts were of such

The ERF 5 MW of the Belgian freight hauler Delcon N.V. – Transit Liner is yet another alteration from René Tanner's workshop. And even though the model builder is very critical of his work, we find it worth more than a quick glance ...

great variety that even today it is extremely rare to find the right type designation for a unit.

Let us concentrate on the essence: the predecessor, godfather, of the 5 MW was the ERF A Type from which the chassis was taken. The cabin was supplied by Motor Panels which coded the ERF as 'MW'. The '5' is the designation for a pure export version for the European Market. The choice of motors was either a Cummins (335 hp), a Gardner (240 hp), or Rolls-Royce (220hp). The matching gear systems from David Brown (8 Speed + Overdrive) or Fuller (9 Speed), and Kirkstall 13-ton rear axles gave the smart Belgian Sleeper a total weight of 38 tons. The exported vehicles were so-called CKDs (completely knocked down kits, packaged in wooden crates) which were sent to Brussels in order to avoid the horrid

import taxes because at that time England was not in the then EEC (European Economic Community).

The kits were then assembled by, Cummins and White 'CBD' (Cummins Belgian Distributor), the general importer of ERF, and distributed by them. According to historians, 25 units were assembled in Belgium while in the English Sandbach factory, only three units designed for export were produced. At least two of these export models were restored and a third one, a later version with a higher radiator grille), was found in a dilapidated condition and saved from the scrap heap. An MW 4 stood for years in the fishing port of Penzance, unprotected and slowly rotting away. After long and tough negotiations with the owner's family, it was saved from its 'Sleeping Beauty' state. Currently, an MW 3 with the

forward-moved front axle is being restored in the paint scheme of the well-known Leicester Heavy Haulage livery. According to drivers, the 5 MW was a really agile, 'happy' lorry that did its work reliably. Delcon N.V. – Transit-liner in Leuven had ten units of this type for international long-distance freight traffic with destinations in Sweden, Italy, Spain, and France. Clocked weekly distances of 3,000 km were not exceptional. The 5 MW was so trustworthy that they were often seen on the roads in the Middle East. It was also offered as a 6x4 dumper; however, it remained a single unit.

The model

My model introduced here is like the Transit-Liner from Delcon, but I did not want to build an English version even though there are enough examples of well-known freight haulers like Richard Read or Beresford. Mine is a typical European representative. For a long time now, Alan Smith, or ASAM-Models www.asam.com, has listed the 5 MW and its larger brother, the NGC. It is always worthwhile to look for model builders who are interested in handcrafted British or European models. I started with this project about ten years ago and used the 1:48 FTF Mark 1 kit from Alan Smith because FTF and ERF as well as other producers used the same cabin from Motor Panels. However, altering the cabin was very time-consuming because the existing shape was far from the result I was hoping to achieve. I covered the front with 0.2 mm aluminum sheet stock and inserted the radiator panel made from 0.3 mm sheet stock separately.

The roof is a completely new build since the part that came with the kit was too large. The rear wall is a resin casting, made from a homemade mold of a Corgi Scammel Crusader. The upper parts of the side and rear walls were cut out and inserted into the cabin. Much more work than is visible was done on the cabin. I made many corrections and did much sanding of parts until they finally acquired the desired shape. The cab floor plate was made from different heights of plastic sheet stock and the edged fenders, including the front bumper, were again made by forming and sanding 0.3 mm aluminum sheet stock.

The chassis, engine block with air filter, and the matching axles including the spring-loaded brake cylinders and the steering gear are partially scratch-built items or taken from other kits. They were all fitted flush and glued. I paid special attention to the exhaust system because the exhaust pipe is directly beneath the radiator. Pipes were fabricated from aluminum welding wire of 1.5 and 2.0 mm diameter to attach the construction directly to the turbo. I made the interior by made by mixing commercially available parts with a scratch-built dashboard and an adjusted Fuller gear shift stick. The rear axle mudguards are once again made with 0.3 mm aluminum sheet stock. I also created the tank and spare tyre holder with the integrated air compressor.

Trailer

I used a Lion Toys Model for the trailer. To match the Belgian LAG prototype, I gave it a new axle power unit and the necessary toolboxes, and I improved the slanted spare

tyre carrier. The new rear light cover is from 0.3 aluminum sheet stock. The framework for the canvas is made from several shapes of plastic sheet stock with 0.5 mm aluminum strips for detailing. These strips also form the side stakes and the side boards. The canvas itself was made from the oft-described method of using normal writing paper folded and glued onto the framework with contact cement.

For the creation of the obligatory customs seal, 0.4 mm fishing line was threaded through hand-bent clamps and eyelets made from 0.5 mm flower wire. The drilling of the 0.5 holes for the eyelets demanded a high degree of concentration and endurance. I went through several drill bits during the process which explains why the eyelets are not exactly the same as each other and the clamps are not all correctly glued on. The paint coat gave the ERF its special 'face'. The silver-coloured wheel rims suit the model very well and the yellow-orange canvas softens up the overall picture, however, I am not completely convinced by the canvas. I am rather critical of the model even though it is very special and with it, I, as a stalwart ERF enthusiast, created a connection to its historic background.



Are you familiar with this one? Recognize the construction machine and win a model ...!

by Remo Stoll

The highlight of my visit to this construction site was going to be two Wabco Scrapers, however, the little grader shown here was a bit like a 'side attraction' on my excursion. This little bucking bronco at work proved to be something rather rare to put in front of my lens. With a working weight of 9.5 tons and a length of about 8 meters, it had just the right dimensions for this construction site.

Recognize the machine? Please send us the name and exact designation. The contest deadline is April 10th. 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 mail out the prizes correctly.

This time, winners will receive a prize chosen from these models: the Cat D5 from DM, the Vögele Super 1900-5i from NZG, and the Hino Profia SS 6x4 from Ken Kraft. 🚩



The solution from Trucks & Construction 1-2023



The lorry that was parked in the Swedish 'Pampa' years ago was a Volvo FB88. The winners are Urs

Sutter (CH) who won the weathered Caterpillar 966M with the diorama from Diecast Masters, Thomas Scholz (D) who won the Wirtgen W 120 Fi cold milling machine from NZG, and Marc Maly (D) whose prize was the Liebherr L 546 wheel loader from Conrad. Our heartfelt congratulations to all the winners!

Colossus from NZG in 1:50

Liebherr R 9600

by Daniel Wietlisbach

Colossal excavators have been produced in Colmar since 1971. In 1976, the first R 991 mining excavator left the factory hall in this French town. The mighty R 996 was presented to the public in 1995 and subsequently, the R 996B was developed from it. Australians are important customers and Liebherr has delivered over 115 units Down Under since 1996. According to the current nomenclature at Liebherr, the newest version is R 9600; it is the first mining excavator of the new Generation 8. The version with front bucket capacity of 37.5 m³ has a working weight of 663 t, and the folding shovel version with a 37 m³ capacity weighs 645 t. Two Cummins QSK-50 engines combined produce 2500 kW (3400 hp) and supply the necessary power.

Model from NZG

The parcel containing the model brings about 6 kg to the scale. It arrives well-protected between two Styropor half-clam shells. The model's weight is not by accident, but because of its high metal content. The mining excavator has been scaled down correctly in all of the main measurements and it looks valuable.

The lower chassis itself is an eye-popper. Despite the size of the model, we recommend the use of a magnifying glass so that even the

The greatest number of new releases at the Bauma was found at the Liebherr stand. Amongst them was the R 9600. We would like to describe what the model has to offer in addition to its impressive size ...

smallest details can be seen! Note that on both edges of the track links the raised Liebherr logo has been replicated in miniature! The prototypically plain track carriers have been correctly made with a few details that include screwed lids and lifting eyes. The six running wheels as well as the three load-bearing rollers function and the correctly pierced model of the sprung guide wheels keep the heavy tracks under tension. Also exactly replicated is the driving wheel, including all the screw connections and, not to be forgotten, the logo. Naturally, the housings for the driving engines were duplicated, and the bolt heads on the slewing ring are recognizable.

The huge upper chassis turns easily and precisely with no rocking motion at all. While the right side with the raised, unpierced air intake grills that are painted black looks a bit plain, the left side invites the eye on a discovery tour. Here, the pierced, recessed air intake grills together with the running boards, safety railings, and stairs combine, as on many mining excavators, to create rather ship-like architecture. The stairs at

the rear fold down with the help of a hydraulic cylinder and the three-part emergency ladder underneath the cabin folds out downwards, as on the original. All railings are made from metal and the stair treads have anti-skid surfaces. The anti-skid surfaces on the stairs and the running boards on the upper chassis are made from separate, photo-etched parts. These add a sense of refinement to the model, despite its overall brute-force look.

The deck furniture has been modeled very fittingly. Let us start with the paired air filters, then continue to look at the two cooling fan exhausts, both with photo-etched grilles and end at the four exhausts. All are very convincingly replicated in shape and detail. Of course, the set of fire extinguishers was remembered; the units give the model a nice touch of colour. The three fans for the hydraulic oil cooling are visible beneath the running boards in the front area.

The housing of the cabin is made from a single, nicely engraved metal casting studded with many, separately-attached detail parts, for example, the noteworthy dark-grey sun blinds.

To complete the details, a very dainty-looking window wiper decorates the front windscreen, and two work spotlights shine from just beneath the roof overhang. The flush-fitting windows of the cabin have black window gaskets.

Equipment

Boom and stick are made from highly detailed, engraved castings and are closed at the bottom by exactly fitted U-shape profiles. Modeled as on the original are silver plates with screw heads on all joints. No fewer than 24 hydraulic lines run from the distribution valve on the upper chassis to all the supply points

at the cylinders. These are fashioned from rubber and wire. The hydraulic cylinders are very nicely made, the screw connections on the cylinder heads are included, and the lines are made from solid wire. To secure the equipment, both cylinders are equipped with grub screws for which a matching hex wrench is included.

On our test model, however, the cylinder held everything securely.

The finely engraved bucket is made from three separate metal castings. This made it possible to detail it on the outside as well as inside with all the wear-and-tear parts, cutters, and teeth.

Colours have been very cleanly and exactly applied and because of clever use of the parts, colour separation lines were mostly avoided. As usual, the lettering is restricted to logos and type designations that are sharp and cover well.

We do not know whether a variant with a folding shovel will be released later but the model certainly deserves it.

At a glance

- + Metal content
- + Detailing
- + Photo-etched parts



New releases from the 2023 Toy Fair

Present absentees

by Daniel Wietlisbach

The expectations were low because no one knew which producers would take the trouble to be present at the Toy Fair. Conjectures became clear from the layout plan for the halls. Beneath the sign ‘Model trains and model construction’, Hall 7A contained everything that in earlier times was spread over three halls, including collectors’ models. At the edge of the hall was even enough room for rest areas with sofas and a coffee shop. Both were

After a three-year hiatus, the Toy Fair was able to open at the beginning of February. A half year after the Bauma and IAA, expectations were not high ...

well frequented and also appreciated by the private visitors who were allowed access for the first time, but only on the weekend. It was nice to see that many used the opportunity to view the new releases up close. But it was also the Fair of the ‘Pre-

sent Absentees’ because even producers who had no stands sent their representatives to Nuremberg. They could be found in the hallways, at the stands of others, and in the Lounge Areas. This enabled many trade conversations, even in the absence of

stands. Once again, another meeting was held in nearby Kalchreuth where the Conrad Company held its parallel in-house fair concurrently.

According to the manufacturers, the mood of the collectors remained positive, and interest in the industry for new models is in the ascendency following the necessary break in the Bauma cycle. Despite the increased cost of energy, material, and freight, the impact of inflation seemed to have less of an impact than feared.

Once again, we focus on mold novelties. Colour variations are summarized in our box on page 55. We are not repeating any of the Bauma's new releases a complete list of which can be found in Laster & Bagger 6-2022.

We would like to thank all producers for their friendly reception, informative discussions, and their helpful support during the taking of the photographs. And of course, we are very hopeful that we will meet again in a year. It will be interesting what form this will take because the Modellbau Halle (Model building hall) of the Nuremberg Toy Fair is undergoing a noticeable transformation.

Conrad

As a complete surprise, Conrad showed off the Sandvik Leopard DI650i blasting hole drill rig, a fully new mold shape in the construction machine sector, less than half a year after the Bauma and it is available for delivery. The other new items are mostly new combinations made from existing molds or are colour variations. The most impressive one certainly is the set from 'Kahl' with two heavy-duty tractor lorries MAN TGX XXL 8x4 and Mercedes-Benz Arocs 8x6 and no fewer than 38 (!)

sets of axles collectively on eight Goldhofer modules. The set shows a combination that actually existed. Perfectly suited as a load is the new transport box which comes with tie-down chains and hooks. All other new items in 1:50 are colour variants. The new MAN F8 is almost ready. A picture of the original was found and scanned and now the new 6x4 dumper with a cabin made from new molds and an adapted chassis is expected for release in the 3rd quarter. As managing director, Christine Conrad explained in an interview that the problems which arose due to the time pressure before the Bauma have now been resolved to the satisfaction of collectors. In the classic 'forklift scale' of 1:25, and from new molds, the three-wheel stapler Still RXE, as well as the Electro pallet truck Linde T16-20 are coming in the usual functional versions. Currently, the developers at Conrad are working on no fewer than seven projects which should be completed by the middle of the year.

MarGe Models

The Dutch showed a prototype of a 40-foot container that will have a complete interior and doors that open. To save on weight, it will be made completely from plastic; it is designed to be compatible with model train cars of Gauge 1 (1:32). Work is underway for a matching trailer to transport the container on model roads.

Holland Oto

The European distributor for UH, Motorart and Ros, also made an appearance as a producer showing new 20-foot metal containers in 1:32.

These very detailed cargo boxes are available in four colours. Their openable doors come complete with all hinges and other hardware. The interior is detailed and the floor has glued-on wooden plank foil. They are compatible with the announced container chassis from MarGe and for model train cars on Gauge 1 size.

Diecast Masters

Shown for 'our' scale was the Cat D10 of the newest generation as a prototype. Other than the lower chassis, most of the other parts will be completely newly designed. While the long-awaited Cat 395 ME is expected for the end of spring, the GP version (General Purpose = Standard) in a set with a bucket, scrap scissors, and demolition hammer was announced for summer. Great interest was shown in the new set of the Cat Evolution Series with the Cat 225 and 323. The historic excavator was shown as a 3-D printed sample. We expect the set to be available towards the end of the year. Two new molds for the US trucks of the Transport Series were announced for 1:50. The Peterbilt 579 gets the short cabin and a flat deck trailer loaded with U-Haul boxes. The Kenworth T680 Next-Gen with its luxurious long cabin could almost be classified as a 'Camper-Van'. The metallic blue tractor truck is being made not only in 1:50 but also in 1:32. The Freightliner M2-106 with a DC 47 crane in the same scale joins the Altec fleet. Using the original, it is possible to erect power poles in one step. In the 1:87 scale, the announcement of the Cat 395 in the ME and GP versions gave great joy to friends of the scale, however, the latter does not come as a set with alternative tools like the

one in 1:50. The 420 XE excavator loader is promised in 1:64 and the white C32B Marine Diesel Engine in 1:12 will be delivered. The series of RC-controlled models are being regularly expanded in all scales. Most of them are made from plastic and are more at home in the toy section. We would like to mention the two very high-quality metal compact loaders, the 272D3 on wheels and 297D3 on tracks, both in 1:16.

Universal Hobbies

All the Komatsu Bauma models mentioned in our Bauma-Telegram were on view. While the WA 475-10 in the version with log tongs and the version with loading shovel for bulk cargo are ready to be released. The two PW 180-11 mobile excavators with hammer and backhoe bucket and the PW 148-11 with grappler and backhoe bucket could only be admired as pre-production models but this did allow us to see the high metal content of the future models.

NZG

NZG also surprised us with new construction machines and crane models only six months after the Bauma. In 1:50 scale there is the self-loading concrete mixer lorry SLM 4600 by Schwing which is designed especially for smaller construction sites in Asia. No surprise then that the order for this model originates from India. The problems experienced during the assembly of the LR 11000 that was released at the Bauma, and widely discussed amongst collectors, have now been solved. There is a detailed erecting leaflet that can be downloaded from the NZG website. It almost goes wi-

thout saying that further extensions for the crane will be produced; these will be available separately later on. The delay for the 81K was explained: it was due to its complex erecting procedure. The outrigger boom will be extended by two segments. The last one is removable, as on the original, and the cabin will be held in place by magnets. The crane will be complete with transport axles that are included in the kit. The producer surprised us with two new mobile harbour cranes in 1:87. They are the Liebherr LHM 550 and the Konecranes Gottwald ESP.8 Generation 6. On the Liebherr crane, only the windows on the upper chassis and the lettering were updated. Other than the chassis, the Gottwald crane is made from completely new molds. The Nurembergers entered completely new territory with the Scania 730S V8 in 1:64 scale. The tractor lorry is available in white or black and with a racing car transporter semi-trailer in silver grey or in metallic-turquoise. The very lavishly detailed model is made by Keng-fai, the Chinese NZG producer. As in the US, this scale is becoming very popular in China. Whether further models will be developed remains to be seen. The Arocs tractor and semi-trailer and Liebherr excavator in 1:18 riveted the attention of visitors. The low deck semi-trailer and the construction machine are studies made with a 3D printer. With them, NZG wants to show what could be possible. However, the realization of these two extensive projects depends entirely upon orders from the industry. The MB Citan van for tradespeople can be counted among the commercial vehicles in the same scale, while in the T-Class version, it clearly qualifies as a family car. For

those who like it even bigger (1:12), the Mercedes AMG G 63 4x4 comes in two versions of off-road vehicles for hard use. On these vehicles, even the lid of the fuel tank opens. Other paint variants are available exclusively from the Mercedes Shop.

Toy Fair hall whisperings

What we found out during the fair, both inside and outside the halls is collected here in a few lines.

Joao de Oliveira, responsible for the model program at **Kobelco**, announced that we can count on the release of two to three new models during the current year.

The plastic kit maker **Revell** is now entering the market for RC-controlled toy construction machines. A MAN dumper, as well as an Arocs with excavator, will be released. Very interesting too will be the announced Advent calendar. During the 24 days, an excavator will be created, and its equipment will be hydraulically operated using water in the hoses and cylinders. This could be a very teachable parent/child project.

From **Siku's** lorry and construction machine sector, there will be several new models and sets in all scale sizes. We will introduce them to you as they are released. The extant Liebherr R 980 SME in 1:32 is now available with Bluetooth remote control.

For the first time in years, there will be special-edition models for the 2023 National Toy Truck and Construction Show in the US. For this show, **SpecCast** is working on a completely new model of the later version of the cable-operated excavator Northwest 80D with front bucket and angular cabin.

With this, a tradition that ended in 2009 with the Northwest 25D is revived.

Mike Lawson of **Tekno** spoke of several different projects for the Ford Transconti. The first model will be the previously announced tractor

and trailer unit from Horst Anhalt in the 'Polar Express' colours.

WSI did not participate in the fair. Mostly due to the Bauma, it had no new releases to show, however, Christian Hasselbrink revealed to us that they are working on three pro-

jects in the construction machine sector. And what happened to the Mercedes NG and SK? The mold construction is scheduled to be completed soon and then the first pre-production samples will be shown.

Paver from NZG in 1:50

Vögele Super 1900-5i

by Daniel Wietlisbach

The new paver from NZG is not stingy with clever solutions for the model ...

In its newest version, the Vögele Super 1900-5i has been further perfected; the operation is more ergonomic, automated processes have been integrated, and start-up times as well as the noise and exhaust levels have been reduced. The 'i' in the designation refers to the Step V or Tier 4f exhaust controls. For countries with less strict exhaust controls, the machine is also available with Step IIIa protocols. The applicator beams are designed as modules to handle the application of paving material to widths of 2.55 to 11.50 m, up to a maximum thickness of 40 cm. Powered by a John Deere six-cylinder engine with 149 kW, the unit has a maximum paving capacity of about 900 t per hour.

Amongst all makers, Vögele pavers always stand out because of their high degree of functionality. No other manufacturer makes a model that matches the number of moveable parts found on these green road-building machines. The Vögele

Super 1900-5i comes in transportation mode inside NZG's classic packaging, safely contained between two Styropor half-clam shells. Once removed, the roof of the model must be folded open, and the exhaust follows suit. The model was made true to scale as much as possible with the exception of the width of the applicator beam when fully extended. Here, a compromise had to be made because of the construction.

The metal content is pleasantly high and the weight of the model contributes to its jewel-like look. The track carriers are very nicely engraved and the machine runs on individual segment metal tracks with prototypically engraved grouser track shoes. The applicator beam with the moveable pressure rollers oscillates correctly. The high degree of functionality continues on the fee-

der hopper that is located right behind the rollers and beam. The two large side lids are also moveable as are the three small ones at the front. There was no space for the two-step hydraulic cylinders for the two large side flaps as they would simply have been too tiny. Because of understandable reasons, the scraper floor was not modeled to move.

Following the path of the paving mix, we see that it travels underneath the engine and the driver's stand to the dispersing auger which distributes the material evenly in front of the applicator beam. When it comes to the applicator beams, there are some differences. There are beams for standard widths and more rigid ones for wider applications. The extendable beam option was chosen for the model. On the prototype, this would

allow application widths of between 3.0 and 5.5 m. That means it supposedly is an AB 600 TV which also begins at 3.0 m but allows for a maximum of 6.0 m – a compromise due to the functionality, which is absolutely fine. The extending of the beam works well and the very noticeable chromed hydraulic cylinders look great. Two hydraulic cylinders lift the finely engraved applicator beam. All walk-on areas are coated with an anti-skid surface. Located at each end of the applicator beam there are control panels that allow for fine adjustments during precision work. The exquisite panels show all the details.

The operator's platform is reached using broad steps from the beam. All

handholds and safety railings on the model are white metal castings. The exhaust duct to remove the vapours from the paving mix is easy to see on the left side. As on the original, the operator's seats on both sides swivel. The two-part, control panel that has very fine printing on it runs on a rail and can be pushed to either side as required. To protect the

operator from the sun's rays, the roof extends on both sides. The rearview mirrors have real reflectors and the LED work spotlights are excellently replicated.

The engine room is something special. It can be seen in its entirety through the openable doors. This of course required correct and detailed modeling of the engine which was excellently achieved by NZG. The side air vent slats are pierced.

The applied paint is very clean and has sharp colour separation. The printed-on lettering is sharp and legible and, in addition to on the logos, is found on control panels and countless small yellow labels. These underline the first-class details of the original, transposed to the model.

At a glance

- + Metal content
- + Functionality
- + Detailing



Medium-large size machines in 1:50 from DM Cat 315 & Cat D5

by Daniel Wietlisbach

Machines of this weight class are easily and quickly transported between construction sites and also have great flexibility when it comes to their tool attachments and uses on construction projects.

The Cat 315 compact radius always finds room to work, even on restricted space sites, thanks to its compact construction. Its relatively long undercarriage gives it great stability which is especially helpful. Suitable buckets can hold about 0.5 m³. The Cat C3.6 six-cylinder engine produces 82 kW and con-

With weights of 15.4 and 19.17 tons respectively, these two machines make a good team on a construction site ...

forms to the Step V exhaust controls.

The D5 bulldozer of the newest generation is available in many different configurations: with an inside-mounted push frame and VPAT blades; rigid or fold-in options at the ends; or a precision leveling feature. The basic machine can be ordered with two track widths. A SU blade is also available for a standard machine, furthermore, a super LGP versi-

on is available but with only one blade variant because of the extra wide 1,070 mm tracks. There are several different attachment tools for the rear but a three-tooth ripper would be mounted in most cases. The built-in Cat 7.1 engine produces 127 kW (170 hp) and also complies with Step V of the exhaust regulations.

As we are used to by now, the completely assembled models are

packaged in a tin box and are removed easily from their foam padding. Those who wish to can place the included ‘Driver Bob’ on the driver’s seat using a set of tweezers. Both true-to-scale models feel pleasantly heavy in the hand because of their high metal content. Both of the models score high with their solid handholds and safety railings which are made from soldered-together wire. Another shared feature of the models is the openable service doors in the engine area. This will no doubt lead again to discussions among collectors. Some will declare it laudable if there is an engine mock-up, but those on the other side of the argument may contend that the highly visible hinges detract from the overall look which becomes even more critical on smaller models. Were we to make a wish, it would be for the correct number of free-standing hydraulic lines on the boom and jib, and a quick coupler, instead of the service doors. The moveable cabin doors are likable, even though they do not open to the full 180° of the original. They do afford a good view of the cabin interior and enable the placement of the Bob.

Cat 315

The lower chassis of the compact radius excavator has been modeled true to the prototype. Running and support wheels are mock-ups, guide wheels are sprung and the sprocket wheels are nicely engraved. The metal tracks with the triple grouser track shoes of the machine match the needs of the work site as does the moveable blade.

The upper chassis is made up of several white metal die castings which copy the look of the original

very well. Several of the many details are already engraved on them. Safety railings with rearview mirrors, exhaust, and tank lid (!) are separately attached parts. The top and the sides of the engine have been replicated in detail and are painted in several colours.

The metal cabin has all the details of the original with the window wipers being part of the cabin structure cast. The glass insert is made from a single part and the moveable door has printed-on window divisions and gaskets. The multi-colour interior looks very convincing, in part because of the Cat logos.

The 4.65 m boom and the 3.5 m jib are made from U-shaped profiles which have flush-fitting plastic covers on the right-hand side. They show the correct shape, and all the hollow bolts at the joints are painted over so do not distract. It’s a shame about the hydraulic lines mentioned above as they are only integrated into the boom and jib castings. The hydraulic cylinders with completely detailed screw connections are very nicely done. The bucket is a single casting and shows many details right down to the six dainty-looking teeth.

Cat D5

The D5 was made as the LGP-VPAT version, complimented with a rear ripping attachment. The Delta drive units have been modeled very nicely and the 840 mm wide tracks run very smoothly. The precisely-

made, inside-mounted pusher is very detailed. Thanks to five (!) small hydraulic cylinders, the blade can be set in all of the original’s positions. Even the maximum slant is correct! There are hydraulic lines here, although the space is very tight.

The engine hood is finely engraved, and the very fine radiator grille has been made as a separately applied part as are the exhaust and the handholds which are fashioned from plastic. The fine mesh screens on the side radiator openings are printed on. The completely replicated engine is very nicely detailed and painted in several colours, as are the exhaust and handholds.

One casting was made for the cabin and the glass behind the window frames is a single plastic casting. Once again, the doors have printed-on gaskets and are augmented with two window wipers each. The interior has been correctly painted black but this colour makes it a bit difficult to see the details. The driver’s cabin is completed with work spotlights, window wipers, and an air-conditioning unit.

The three-tooth rear ripper is very fine and delicate. All parts are finely engraved and as above, the hollow bolts are painted. The hydraulic cylinder, necessary for the steering of the ripper, is modeled with its supply lines. Additionally, the rear of the model is very convincing with handholds, a fuel cap, a fold-down ladder, and, as a special piece of eye candy, a removable shovel that clicks into brackets.

The paint on both models is clean and faultlessly applied, and the lettering also contains some small warning labels. What always surprises us quite positively are the logos and lettering on the cabin interior detailing.

Cat 315 & D5

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

Moving floor semi-trailer from Tekno in 1:50

Kraker K-Force

by Daniel Wietlisbach

Commencing in 1989, Kraker concentrated on the production of moving floor semi-trailers and now the Dutch vehicle maker calls itself the ‘Master of moving floor semi-trailers.’ The K-Force type is available in six different versions. It is known for longevity and robustness which the manufacturer underscores with a 5-year warranty. The so-called moving floor is made up of individual length-wise strips that move alternately back and forward to push the goods to be unloaded. Moving floor semi-trailers are used for all manner of harvested foods as well as different types of

While the moving floor semi-trailer from Tekno is not really new, is very interesting ...

bulk loads from sawdust to recycling material and scrap metal. Additionally, they can be used to transport palletized goods.

Comgoed, a well-known user of biomass in the Netherlands owns a sizeable fleet of vehicles for the transport of its products—not only compost.

A variety of semi-trailers with moving floors have been in the Tekno program for quite some time. The current model is nicely detailed both inside and out. A look at the unit

from below is rewarding because the drive for the moving floor is very detailed. Less well-done is the wheelbase on which the rigid axles should have less distance between them and be placed further forward. The rear overhang on the original is noticeably longer and makes tight turning radii possible. The extensive lettering on the model matches the original.

The semi-trailer from Tekno comes with a Volvo FH tractor lorry and the many details mirror the original admirably.

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Nootboom SWC from IMC in 1:50

Longest model ever!

by Carsten Bengs

The dimensions of the original were correctly transposed to scale, and as usual, the model from IMC is convincing. It is intricate and significantly detailed to look like the original. Wind farms are becoming larger and larger.

To produce more energy, a single turbine blade can measure up to 70 m in length and up to 140 m in diameter. To react to the ever more complex transport challenges, Nootboom has produced the Super Wing Carrier.

Its loading deck can be extended fourfold, up to 64 m. This gives the model a very impressive length of almost 1.15 m, without the tractor lorry pulling it. At a speed of 80 km/h, wings weighing up to 37 t can be transported, and at 20 km/h, wings up to 58 t.

The loading deck can also be connected in two different positions to the gooseneck with two small bolts. The upper position is needed when the rotor blade is loaded onto the gooseneck and higher ground clearance is needed. The lower position is used when the rotor blade is loaded behind the gooseneck and a lower transportation height is required.

The Super Wing Carrier runs very smoothly on all of its three steerable axles, each with double sets of tires. The replicas of the axles in white metal are very intricate and look costly. The modeling challenge of

For the 2022 Bauma, IMC presented the Nootboom Superwing Carrier (SWC) with a matching wind turbine blade which is also available as a separate model. The three-axle trailer is designed especially for very long turbine blades ...

the parallel steering mechanism was also very nicely solved. All axles on the original are height adjustable. IMC has solved this feature by using a small bolt that at the middle axle. If the bolt is inserted, the low-deck trailer stays in the high position. On the loading deck of the Super Wing Carrier is a support beam that runs on rollers. IMC made the rails for it from thin metal sheet material. They look great. A cradle to load the wing on is mounted on the rails which allows the trailer to be slid in without having to move the load. The original trailer can be shortened by 12 meters which shortens the wheelbase considerably and makes it easier to negotiate sharp curves. There is also a front wing cradle on the gooseneck.

At the rear, the license plate, warning beacons, and mudflaps with printed-on Nootboom logo all look convincing. The loading deck has nice detailing such as the alluded-to tie-down eyes, as well as hardwood planks. The toolboxes and side bars are convincingly replicated in a chrome colour. Underneath the low-deck trailer is a spare tire as well as support legs that are operated by two hydraulic cylinders.

To prevent the four telescoping segments from sagging when fully extended, four thin metal sheets are included with the model to be inserted as described in the included instructions. Two additional support legs are included with the model and can easily be mounted in the front area of the trailer underneath the gooseneck with a small bolt. Also at the front is the hook-up block which on the original is where all the supply lines between the trailer and the tractor lorry are connected.

The Super Wing Carrier comes equipped with a special adjustable gooseneck. Very obvious here are

At a glance

- + Functionality
- + Gooseneck
- + Steering and axles



the four hydraulic cylinders which are used to adjust the height which on the prototype is up to 82 cm. This creates maximum bottom clearance possible. The trailer coupling stays completely horizontal so that the gooseneck can be used normally at any height. The control panel is very easy to make out on the gooseneck.

It makes sense that if the wing is also offered by itself then the model can be set up at its full length. The front silver-coloured cradle is inclu-

ded with the wing and replaces the red one included with the trailer.

Of course, the lettering on the whole model is top-notch. Operating instruction labels and Nootboom logos are everywhere, even on the Scania tractor lorry. It is just as detailed and, compared to the existing regular lorry, has a lower driver's cabin and a 6 x 4 chassis which now has two axles with double rims and tires and no longer sports a baby axle. The openable driver's cabin doors allow

a look inside the roomy cabin. IMC modeled the interior with its printed-on control panel very nicely. There is even a printed-on Nootboom logo on the rear of the cabin wall.

The Super Wing Carrier from IMC is convincingly modeled with perfect details and the highest degree of functionality. The model feels heavy when held and is impressive with its length of 1.22 m, with tractor lorry.

New from Conrad in 1:50

Grove GMK5150XL

by Carsten Bengs

Conrad made this robust model with great detail and functionality. All dimensions are correctly transposed, for example, the boom's length and the vehicle's width.

The lower chassis is very convincing with its realistic-looking drive shaft. Cardan shafts run to all wheels. Typical for all Grove cranes of the GMK series, it still has the Krupp 'Megatrak' individual wheel suspension system. Conrad has duplicated that very nicely, albeit that plastic was the chosen material. All the realistically sprung axles roll freely.

Anti-skid metal sheets are on the lower chassis. Ladders leading up to the deck of the lower chassis are only simulated. Chrome-coloured side coverings add value to the model. The

Grove premiered the 1:50 GMK510XLS model of the new 150 t AT crane at the Bauma. Earlier, it was shown only on Customers' Day at the factory ...

engine area behind the cabin has air filters and a hinted-at radiator grille. On the original, a Mercedes 6-cylinder diesel engine with 390 kW gives the unit plenty of power.

The driver's cabin is styled after the new design from Grove and has little steps. Caution signs are easily seen where they have been printed on the sides of the engine cowling. There are four mirrors to be mounted by the collector and window wipers are also included.

The very nice replication of the supports with their internal threads

has been cleverly achieved. The support foot plates remain on the crane during travel, stowed in a space-saving manner at the sides. All the solidly made supports allow the model to stand securely. Crane mats are not included.

The crane's upper chassis swivels easily. Behind the cabin runs a safety railing made from metal and plastic parts; it folds down to reduce vehicle height during driving. Small steps would make access to the upper chassis possible. The oil cooler is easy to recognize.

The operator's cabin tilts and the small metal step underneath the door pulls out for operation and retracts beneath the cabin in a space-saving manner during transport. Window wipers and work spotlights are present and the modeled interior is of good quality.

The GMK5150XL is ballasted with 44.50 t of counterweights which are attached to small simulated plastic cylinders. All ballast elements are individually made allowing the different ballasting options to be shown in model form. The ballast plates also have lift rings. The Grove logo is visible on the top 1.00 t ballast plate just behind the winch.

The telescoping boom extends to almost 1.4 m at the boom tip sheave which corresponds to 68.70 m on the original. At this length and with its 13 m reach, the prototype can still lift a remarkable 8.10 t. The boom on the model was made from white metal, therefore, the proportions of the up-

permost telescoping sections do not look quite as realistic as they should. The six telescoping sections can be locked securely at the maximum lifting height. Conrad has omitted the possibility of locking the telescoping segments at 50 % and 90 % and has done away with cable eyelets for securing the lifting cable with a knot at the main boom head.

Included with the model is a double luffing jib top which, when installed, increases the height at the boom tip sheave by 32 cm. The tip is stowed at the side of the boom. Two small bolts and two lugs, part of the boom cas-

ting, secure it at the boom tip sheave. Using a small hydraulic cylinder, it can be continuously adjusted.

A hose wheel has been replicated at the side of the boom; on the prototype, there would be the necessary hydraulic line. The boom is held in place by a plastic cylinder with a metal nut. Caution is called for to avoid stripping the threads, especially when securing the boom on the longer lengths, due to the greater weight.

The model comes with a three-sheave block head in the typical Grove shape. The original is designed for a 60-t carrying capacity. All sheaves on the double hook and on the block head are individually made and turn easily.

Overall, the GMK5150XL convinces with its usual massive quality and functionality. The detailing exudes value. The lettering, with its warning labels, type designation signs, and operating instructions at the side has been very well created and applied.

At a glance

- + Extensive lettering
- + Functional ballasting
- Boom cylinders and telescoping steps



Translation of page 41

Tom's driving log

by Tom Blase

On a daily trip on the A61 in the Hundsrück area of Germany, I saw an uncommon semi-trailer combination: a Scania R400 tractor lorry with a typical US two-axle semi-trailer with cargo box. It belonged to the AAFES fleet, a logistics chain of the American Defense Department.

During the time when the AAFES still drove Chevy trucks, we drove many grocery containers to the US Baumholder Base, one of the lar-

A gustatory voyage through the Palatinate, or "Who the heck is that Dr. Pepper?"

gest US bases in Germany. It was always as busy as an anthill around the Transportation Office. Once our documentation was checked we were given a note with the appropriate building number on it and were allowed to proceed.

Once in a while, when all the ramps were full, we would be asked, very politely, if it would be possible

to remove an empty container from the loading dock. At that time, there weren't always enough tractor lorries in the army available to shunt trailers around. Few drivers demurred because their help was always acknowledged with an in-kind donation. When I was there once during the holidays, payment for this work was two large boxes of chocolates of a

brand that was totally unknown here in Germany.

Sometimes, some really exotic beverages found their way to our home: Budweiser, 7 UP, or even Dr. Pepper. A new destination for us was the reason for the gift of these special beverages. The US Army operated a very special storage facility in Kindsbach near Kaiserslautern. During this time it contained exclusively beverages filled in the US for the GIs which led to the presence of a very large

complement of container hustlers, all with beverage cans from overseas.

Forklifts unloaded the containers directly in the yard. A simple chain was tightened around the containers on the palettes and then pulled which caused not a few items to be damaged.

But no great fuss was made about that. A wheel loader was called for and the 'accident results' were dumped in the ready garbage containers. The tangible results of the breaka-

ge were a few sticky, dented tins. A cardboard sign was attached to the pile announcing: 'Free – maximum of 5 cans per driver.'

Unfortunately, more and more drivers arrived with large bags and stuffed them full of dented cans. Following unsuccessful warnings by the staff, the containers were closed and locked then the contents were destroyed later. I regretted this very much because, in the 80s, few knew 'Dr. Pepper' from overseas.

Translation of pages 42 – 44

A universal tracked excavator from Dortmund

O&K L 651

by Ulf Böge

The cable-operated excavators once made by great brands like Menck, Weserhütte, and Demag often produced extraordinary feats. O&K cable-operated excavators hold a special place amongst Old-timers because, unlike the machines of their competitors, they disappeared quite quickly from construction sites. The L 651 certainly is among them.

By 1908, Orenstein & Koppel produced its first cable-operated excavator, the type 16 which became the basis for all subsequent machines of this construction type. At first, these were superheated steam-driven machines on rails that used front buckets exclusively. This was also the case for O&K's front bucket machines that were used in Herisau, Switzerland to

Old cable-operated excavators fascinate experts and enthusiasts even today. One name among them has exceptional meaning: O&K ...

build a railway embankment, shortly after they came off the production line. Over the next 10 years, a further 261 excavators were produced at the Spandau factory.

Universality was in demand

Many decades later, in 1957, cable-operated excavators from the house of Orenstein & Koppel remained in great demand. During the elapsed time, much had changed. Not only had two World Wars devastated many countries, but technical progress continued to accelerate. By then, cable-

operated excavators drove on tracks and a variety of tool attachments converted them into universal excavators. Be it with buckets, grapples, or draglines, there was always enough work for excavators to do in the 50s. Manufacturers continued to make new variants which they then proudly displayed at exhibitions. At that time, Orenstein & Koppel had a remarkable palette of models to choose from. From the L 051 (6.6 t) up to the L 952 (76.8 t), it was one of the largest production programs of its time, however, a suitable excavator model of the 50 t class was missing

in the gap that existed between the 33 t L 351 and the then largest machine.

Then, under the L 651 designation, customers worldwide had yet another universal tracked excavator available to them. As the L 652, the same basic excavator could also be had with 875 mm wide tracks instead of the regular 675 mm wide ones. Initially, both versions were powered by an O&K six-cylinder four-stroke diesel engine with two gears for working and two driving speeds. The output of the 316 V 6 D was around 125 hp. All movements of the excavator were accomplished with the use of pressurized air. The operator enjoyed a roomy cabin attached to the front.

The lower chassis had a double ball-bearing slewing ring that could easily handle the force issuing from the upper chassis. Oscillating load-bearing rollers gave the unit good stability and made it easy to negotiate uneven ground. Together with the front bucket, the L 651 weighed in at a total of 52.4 t. The bucket capacity was around 1.7 m³. To get an optimal load for the bucket, it could be moved by 2.4 m. In its drag-line version, the L 651 was also impressive. Boom lengths of 15, 18, and 21m were available for this variant. Buckets of 0.9 to 1.2 m³ were chosen, depending on the selected boom

length. As with all the large O&K excavators, the L 651 was assembled in the Dortmund factory.

New designations, same excavator

From 1962 onwards, the excavator models L 651/ L652 were given air-cooled Deutz diesel engines with 135/ 148 hp. The weight changed depending on the construction model and so the excavator with a front bucket then weighed just about 4 t more. These were not the only changes because, in the same year, all O&K excavators received new designations. The L 651 became the R 18. The reason for the new nomenclature was the introduction of the pioneering hydraulic excavator RH 5. It didn't have the same performance data as the then-largest O&K cable-operated excavator, the R 18, but even so, it seemed the stage was set. Only four years later, with the RH 10, a hydraulic-operated machine was presented. With its around 1 m³ bucket capacity, it became a strong in-house competitor.

The end of an area

With increasing frequency, hydraulic excavators were the preferred

technology and Orenstein & Koppel was one of the few traditional manufacturers who bet on this new technology. Their goal was to secure their market share for this sector of the industry as soon as possible. O&K cable excavators were rapidly displaced. They were removed from the market by allowing them to be used as trade-ins which were then transferred to the export market. The formula was simple and straightforward: the more O&K hydraulic excavators were sold, the fewer O&K cable-operated excavators remained on construction sites, therefore, during the mid-70s they were seldom found and eventually became rarities, unlike those of their former competitors.

The O&K R 18 remained steady and strong to the end: the last time that it appeared in the overall catalogue of the producer was in 1970 along with the mobile cable operated excavator M 4 which was made until 1978.

The serial production of these units had ended by then. A machine was constructed now and then but only by special order and mostly for export use because by that time, the hydraulic excavator had established itself for good.

Construction site of the 60s

Construction begins

by Wilfried Schreiber

On our construction site, a P&H cable-operated excavator type 330 with a dragline bucket is currently occupied with the rest of the excavation work. This 70s excavator drives on an LC chassis and has a total weight of 33 t. The P&H Company was founded on December 1st, 1884 by the American Alonzo Pawling (P) and the German-American Henry Harnischfeger (H). Harnischfeger learned his trade as a fitter in Salmünster, Germany, and emigrated to the US in 1872 where in 1881 he became a foreman at the White Hill Sewing Machine Company. During his time there he got to know Pawling who would become his business partner. These were the beginnings of a very successful cable-operated machine production. In 1953, the Dortmund Union Brückenbau AG negotiated a licensing agreement with P&H Harnischfeger of Milwaukee to extend their production. From then onwards, P&H excavators were also produced in Dortmund. These were mounted on lorry chassis as mobile cranes. Later on, hydraulic mobile cranes followed.

While the last excavation work is underway the first construction crane has been transported to the site and is pre-assembled by a three-axle Coles Mobile Crane of the 60s.

The construction crane in question is a Potain 743 top-slewing crane with a trolley in the boom. It was

While the last excavation work is ongoing, the first cranes have already arrived on site ...

made from the end of the 1960s to the beginning of the 1970s. Potain was founded in 1928 by Faustin Potain in La Clayette in France. At first, it was a small company that made construction site accessories like small scaffolding and cable winches. Small cranes followed until in 1950 they began production of construction cranes under the Record product name. Even then, these cranes had trolleys for their booms because Potain realized early on the advantages of this technology, especially on cramped construction sites. The first crane of this series was the Record 5.

The first tower slewing crane with a telescoping tower came in 1953. The first external telescoping climbing feature for top top-slewing cranes was developed in 1957. This climbing system was a milestone in the development of cranes and was adopted by many other crane producers.

The first fast-erecting crane built in 1957 was the Record 205, designated GMR (Grue Montage Rapide). Its transport system is a trailer from which the tower that is folded down at the rear is placed on the turntable. This system is still currently in use with quick-erecting cranes.

Between 1961 and 1967, cable-remote steering for cranes was developed. For lifting and slewing actions,

a specially developed Eddy current clutch was invented; this provided step-less regulation of the constantly-running lifting motor thus allowing very fast lifting speeds that were an advantage for the construction of high rises in particular. Until the 70s, the lifting machinery was located at the foot of the tower of top-slewing cranes; later on, it was moved to the counter jib. At that time, the climbing technique also changed, and a removable climbing installation was developed in which complete tower segments could be inserted to increase the height of the tower.

This system was also taken over by many civic construction crane producers. We can see this procedure here in about 1969 at the installation of the Potain 743. Its boom reach is 42 m and the lifting mechanism is in the tower base. In 1970 came another milestone in crane development: fast-change axles for quick-erecting cranes. The axles needed only to be unbolted to be used for other cranes or swapped around from the back to the front of the crane, or vice versa. Here it is very good to see a model of the Potain GMR 215 with gravel ballast box which has just been transported to the site. This system too has been adopted by all manufacturers of today's fast-erecting cranes. During the era of the 743 and 215s, the Po-

tain were painted in a shiny orange. Later on, the GTMR and MD series were painted ochre and finally, yellow. During the company's development and growth, it merged with other French crane producers like Cadillon and PPM. Today, Potain belongs to the Manitowoc Group.

Models

The model shown of the P&H 330 cable-operated excavator is an alteration of the P&H 670 model from NZG by Peter Veicht. The Coles Mobile Crane is a Dinky Toys Model also altered by Peter Veicht. The Po-

tain 743 is a plastic model, a cooperative effort between Lothar Unfried and the author. The Potain 215 fast-erecting crane is a 3-D model by an unfortunately unknown maker. The construction site diorama was built by the author.

Translation of page 45

MAN Frontlenker mit F7/F8-Kabine

By Gerald Sandrieser, published by Verlag Klaus Rabe, size A4, 210 pages, 400 pictures, hardcover ISBN 978-3-9260-7160-6

At the IAA 1967, MAN introduced a new generation of cab-over lorries in cooperation with Saviem. With its tilting F7 cab, it became a great success. In 1970, Daimler-Benz and MAN developed a new engine together, the D 25. But, despite developing the engine together, neither company had any parts from the other

which explains the differences in the end products. 1978 MAN got the title of 'Truck of the Year'. In the same year, the already 11-year-old F7 cabin was moderately changed and became the F8. The light lorries with total weights of between 6 to 9 tons were created as a cooperative project between MAN and VW. MAN surprised all with a change from the M-Combustion engine to the new D-28 motor. Numerous pictures from that time from many different sources are collated in this book. (yu)

Allis-Chalmers and Fiat-Allis

by Roger Amato, published by Buffalo Road Imports, 312 pages, English language book, bound, ISBN 978-0-9843442-5-3

This is Roger Amato's third book. It deals with the construction machines of the US producer Allis-Chalmers (A-C) and its successor company Fiatallis. A-C build its first road tractors in 1914, and in 1928 took over the tracked tractors of the Monarch Company. By the 60s, A-C had grown into a full-line

maker with dozers, tracked loaders, and dumpers. In 1973, financial problems and increasing competition led to cooperation with Fiat and the founding of Fiat-Allis. In 1985, Fiat took over A-C and continued to operate under the name of Fiatallis. The book ends in 2012 with the founding of the CNH Company (Case New Holland). Numerous pictures, drawings, and graphs illustrate the 84 years of construction machine history in this engrossing publication. (up)

Tunnel construction in 1:50 – part X

Mühlbergtunnel

by Markus Lindner

For the tunnel control building the same system of concrete forms is also used. The building contains the technical and security installations for the tunnel and has room for the venting systems, switching and supervising center as well as an emergency power supply. For practical reasons, it is located right over the tunnel entrance, therefore, the vents on the tunnel ceiling are routed through the building and outside. Access to the center is by a set of stairs from street level at the right, beside the retaining wall. The stairs are constructed of two pre-cast concrete parts which are set in place with the help of a Liebherr 81K. For the next step, the workspace at the left and right of the tunnel portal is filled in and compacted using a short tail swing excavator. The technical equipment for the venting apparatus is now installed. The flat roof of the building is designed as a 'green roof' so that it fits better into the natural environment.

Road construction

Road construction was undertaken concurrently. A bulldozer and road rollers are used to make the so-called planum, or foundation level. On it, a layer of coarser material is laid down as protection against frost. The most important tool for this work is a grader with which the precise location

Some time has passed since our last look at the construction site. The concrete pouring forms from the roof of the tunnel portal have now been removed and the next step is to concrete in the walls of the tunnel control building right above it ...

and thickness of the layer can be guaranteed.

A tracked excavator with a wide bucket is employed to spread the material and the road rollers are used again to compact it.

Over this, a finer gravel layer is added, topped up by the so-called asphalt base layer. Another two layers are required before the road surface is applied. These are installed with a paver, here a Vögele 1900-3i.

To simulate the lowest and coarsest layer, the diorama builder used kitty litter once again as it is a proven material. One advantage is that it is available in large quantities for larger construction scenes and has an unbeatable, cheap price. It is recommended to pour the material through a large mesh screen once.

The layers above it were made from finer ballast material which was already used to simulate the spoil removed from the tunnel bore. As mentioned in a previous installment, it has been recycled. In the original, the material comes from an abandoned quarry in the vicinity. As

an alternative, 0-scale ballast could be used. Black decorative sand, as available in craft stores, is used for the asphalt base layer. The covering layers are nicely simulated with fine, scale model coal made by the Busch Company. All these products allow us to show how the construction process for our road works.

Finished road surface

To depict a finished road surface, however, this process is only partially successful. For a better simulation of the finished road, the upper layers are removed again and replaced with 3 mm-thick grey cardboard, cut to size. These are then given a coat of asphalt paint from Heki, remembering to paint the edges of the exposed cardboard.

Following the completion of the road, the remainder of the work left until the road is opened to general traffic is the subject of the next and last installment of the article.

Our partner page

Special vehicles, nothing from the ready-to-roll rack

After many concrete mixer lorries and tipping semi-trailers were replaced, it was time to change out a couple of special vehicles with new ones in the first quarter of 2023. Like the #6, the RSP suction excavator #7 is equipped with a higher-performing turbine and is capable of moving up to 45,000 m³/h. The power arm at the rear can work in a radius of 6 m. Made by Liebherr, the new 10 m³

concrete mixer is mounted on a five-axle chassis. The double telescoping conveyor belt allows for a maximum reach of 16.2 m and can produce 70 m³/h.

The crown jewel certainly is the five-axle crane lorry. The built-in Fassi F 820 RA extends with jib to a maximum reach of 30.25 m and is still capable of lifting 480 kg at that length!

Also replaced is the 'construction site taxi'. This three-axle MAN with flat deck has a set of hydraulic ramps as well as a Hiab X-Hi pro 232 truck crane with a 12.6 m reach. In the fall, the new tanker lorry with 18,500 litres of diesel fuel and 1,000 litres of AdBlue capacity, and a three-axle EHR area cleaner lorry with a rear suction hose attachment, will join the fleet.

Translation of pages 54 – 55

New on the market

Ertl 1:50

Up until 2021, there was a joint venture between Hitachi and John Deere which explains why in North America the Japanese excavators were sold under the name and in the colours of John Deere. Hitachi still provides components to John Deere thus the new Deere 870 P-Tier has similar performance features to the Hitachi ZX890-7. Ertl, the in-house model supplier for John Deere, offers the excavator as a collector's model in their 'Prestige Collection' series. As the series name hints, the model is much more detailed than earlier Ertl models although certain, production-related details remained. These are the over-dimensioned safety railings, and plastic handholds, and on one side of the two-part boom and stick, there are

some obvious press marks that are due to the assembly process. The upper chassis is finely engraved. While the air intake slats on the right side are only printed on, two doors can be opened on the cabin side and the engine hood cover on top. Flaps do not close flush everywhere but no hinges are visible. The hydraulic lines are made from a soft plastic casting, and the metal tracks round the overall picture nicely. The paint is cleanly applied and covers well. Lettering is sharp and easy to read and detailed.

Tekno 1:50

This maker has announced a completely newly developed silo semi-trailer from LAG. It is offered with three or four axles. Even the

interior is completely replicated which means that it can be filled by opening the six functioning lids. Every chamber has its own lid. The tipping function is fully functional by hydraulic cylinder adjustment. The three-axle unit with a DAF XG from 'Zijderlaan' is announced as the first version to be released.

Kobelco Fanshop offers 5% off for our readers

Exclusively for readers of Laster & Bagger, Kobelco Fanshop (kobelcofanshop.com) offers a unique sales promotion. They will offer a 5% discount on their whole assortment until the end of 2023. To take advantage of this offer, fill in the appropriate box with the discount action code BAGGER5%.

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
Scania 730S V8 4x2 grey with Scania logo	1:18	NZG	Dealers	www.nzg.de
MB Actros GigaSpace 4x2 champagner with star	1:18	NZG	Dealers	www.nzg.de
Liebherr R 938V «Wörmann»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 938V «Tepel»	1:50	Conrad	Exclusive	www.fmb-shop.de
Liebherr T 55-7s, new design	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr L 509 Stereo, new design	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr MK 88 «Koninklijke Saan»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS NN 8x4 dump truck «Wörmann»	1:50	Conrad	Dealers	www.conrad-modelle.de
Kobelco SK210LC-11 Long Reach	1:50	Conrad	Exclusive	www.kobelcofanshop.com
Cat 315 black	1:50	Diecast Masters	Dealers	diecastmasterseurope.com
Cat 420 F2 IT «weathered»	1:50	Diecast Masters	Dealers	diecastmasterseurope.com
Cat 770 «weathered»	1:50	Diecast Masters	Dealers	diecastmasterseurope.com
Cat 395 ME gold «anniversary model»	1:50	Diecast Masters	Dealers	diecastmasterseurope.com
Scania 770S 8x4 SLT «De Romein»	1:50	IMC	Dealers	www.imcmodels.eu
Scania S 6x4 / Nooteboom MCOS «Alf Myhre»	1:50	IMC	Dealers	www.imcmodels.eu
Scania S 6x4 «Valeske»	1:50	IMC	Dealers	www.imcmodels.eu
Titan 8x4 / ballast box «Sarens», resine	1:50	IMC	Dealers	www.imcmodels.eu
Load wind power house «Vestas», resine	1:50	IMC	Dealers	www.imcmodels.eu
Liebherr L 586, new design	1:50	NZG	Dealers	www.nzg.de
Liebherr A 918 Compact, new design	1:50	NZG	Dealers	www.nzg.de
Liebherr A 918 Compact «Kutsch»	1:50	NZG	Exclusive	www.fmb-shop.de
Liebherr LH 22 M, new design	1:50	NZG	Dealers	www.nzg.de
Liebherr PR 736 Gen. 8, new design	1:50	NZG	Dealers	www.nzg.de
Liebherr LTM 1250-5.1 «Van den Brink»	1:50	NZG	Dealers	www.nzg.de
Hitachi ZX225US-7	1:50	Replicars	Dealers	—
Scania 770S 6x4 / timber truck «Timmerline»	1:50	Tekno	Dealers	www.tekno.nl
Scania R540 6x4 / timber truck «Auning»	1:50	Tekno	Dealers	www.tekno.nl
Scania R650 6x2 «Vogel Kran»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH12 6x2 / semi lowloader «Torben Rafn»	1:50	Tekno	Dealers	www.tekno.nl
DAF CF 4x2 «Van Werven»	1:50	Tekno	Dealers	www.tekno.nl
Loads cable drums, steel pipes, steel plates	1:50	Tekno	Dealers	www.tekno.nl
Taylor XH-360L forklift	1:50	Weiss Brothers	Dealers	www.weissbrothers.us
Liebherr R 970 «Eriksson»	1:50	WSI	Exclusive	www.fmb-shop.de
Liebherr LTM 1090-4.2 «Kranringen», «J. Boutique S.A.»	1:50	WSI	Dealers	www.wsi-models.com
Scania 141 6x4 / stone transporter «Van Klooster»	1:50	WSI	Dealers	www.wsi-models.com
Scania 143 6x4 / semi lowloader «Schoones»	1:50	WSI	Dealers	www.wsi-models.com
Scania S 8x4 / lowloader / dolly «Mud»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 6x2 «Martemoen»	1:50	WSI	Dealers	www.wsi-models.com
Scania R730 8x4 / Nooteboom Euro PX «Hallet Silbermann»	1:50	WSI	Dealers	www.nooteboomshop.com
Scania R 8x4 «Magnussen»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x2 flatbed with ramps «Kay Schubert»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 6x2 «Bob Peeters»	1:50	WSI	Dealers	www.wsi-models.com
Volvo F16 6x4+2 tractor «Stangeland»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 10x4 / Nooteboom low loader «Affolter»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 10x4 / crane / ballast box «Saan»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 6x2 / stone transporter «Klijn»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH05 6x2 / semi lowloader «Maat»	1:50	WSI	Dealers	www.wsi-models.com
MB Arocs MP4 6x6 / Nooteboom MCO PX «Hofmann»	1:50	WSI	Dealers	www.wsi-models.com
MB Arocs MP4 SLT 8x4 / MWT «Laso»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF 6x2 / semi lowloader «Van der Vlist Twente»	1:50	WSI	Dealers	www.wsi-models.com
Iveco S-Way 4x2 / semi lowloader «Thuries»	1:50	WSI	Dealers	www.wsi-models.com
MB Sprinter BF3 yellow	1:50	WSI	Exclusive	www.fmb-shop.de
Liebherr 370 EC-B 12 Fibre, new design	1:87	Conrad	Dealers	www.conrad-modelle.de
Cat 6060FS white	1:87	Diecast Masters	Dealers	diecastmasterseurope.com
Cat D9T blue «GMB»	1:87	Diecast Masters	Dealers	www.imcmodels.eu

News in brief

Lorries from BharatBenz

BharatBenz, the 100% daughter company of Daimler Trucks AG in India, has become one of the leading lorry suppliers for the mining sector over the last 10 years. At the Conexpo India in Greater Noida, BharatBenz introduced its new product line for construction sites and the mining sector. The basis for the cabin seems to be the Actros cabin; the rest was adapted to the needs of the Indian market. The nomenclature is made up in a typical Mercedes way. The three newly released chassis types are designated 2832CM, 3532CM, and 5532 Tip Trailer. As the 32 in the designation indicates, the OM926s engines produce 320 hp and 1250 Nm torque. With a guaranteed total weight of 55 tons, the power plant will get a good workout. The 5532 is a tractor lorry designed to pull a heavy-duty trailer. (eu)

Liebherr R 9300 G8

The new mining excavator R 9300 G8 replaced the tried-and-true R 9250 and was seen for the first time at the 2022 Bauma. The newest large excavator of Generation 8 brings around 250 t to the scale. The bucket capacities are about 16.5 m³ / 29.7 t for the backhoe version and / 16 m³ / 28.8 t for the front bucket version. To supply enough power, a 12-cylinder Cummins engine with 1007 kW / 1350 hp and a 1000 kW electric engine are available. A pre-series model of the R 9300 G8 has been working since September of 2022 in the Ta-

bang surface mining operation. The operator, Karunia, being very happy with the machine's performance, ordered a further four R 9300 G8s. These will be delivered at the end of 2023 and the beginning of 2024. (up)

Perfect Symbiosis

Fagioli and Cometto work together in mutually beneficial harmony in which both have 'thought outside of the box'. Fagioli developed a unique Jack-up System, which, in combination with the SPMT from Cometto, allows numerous possibilities for the loading of pre-fabricated foundations for Offshore Wind turbine foundations. The Jack-up-System, which is made up of four lifting towers, was installed on the cargo deck surfaces of the SPMTs and used to load foundation parts with weights of up to 1,800 tons and heights of up to 80 m. This proved to be the perfect solution, especially when positioning cones of the foundation had to be set into the support grate of the installing ship because normally the SPMT axle lift is not sufficient. This allows for the foundation parts to be transported upright and lowered into the support grate without any danger. (eu)

Caterpillar 584 and 558

Excavators used to load logs in the forest or at a sawmill have been produced by Caterpillar since they built their first hydraulic excavators

in the 70s. Until now these forest excavators were based on standard machines. Built in 2012, the 568 was the first hydraulic excavator built especially for felling logs. Currently, the product line-up comprises four models with working weights of between 31.9 to 49.3 t (without the logging grappler). As the Next-Generation Versions, the 548 and 558 machines are now available. The engine performance of the proven C 7.1 engines was enhanced by 25% to 202 and 222 kW respectively. The new, reinforced safety cabin offers 25% more interior room and greatly enhanced protection with a 32 mm thick window screen. (up)

Sennebogen 735 E GED

Pieper, the German sawmill company has been using two Sennebogen 735 E GED timber haulers since the fall of 2022 and the spring of 2023. The Diesel-Electric propulsion system is very sustainable and saves up to 30% on fuel. The two electric motors are supplied with current from a generator driven by a diesel engine. The intelligent Energy Management System, including the recovered energy from braking, allows for 31 hours of continuous operation without refueling. The approximately 44 t timber handling machines are equipped with 3m² capacity log grapplers and single axle trailers. The material handling machines are in use for a median of 270 work hours a month. (up)

From the praxis to praxis

The cooperation between Elvis, Wiese and Krone gives more stability, better handling, and shorter transshipment times. The new Vario-Liner semi-trailer, offered by the Fahrzeugwerk (vehicle factory) Bernhard Krone GmbH & Co. KG is especially interesting for partial load

traffic. It offers double-decker loading for up to 62 pallet spaces. The upper chassis is certified to Code XL and ARD transports are permitted. The double-stack system is divided into segments and allows variable adjustment for optimum volume usage. The segments of the second floor can only be adjusted with the help of a forklift. If there are no fork ends in

the upper floor pockets, the adjustment mechanism is electronically blocked. Thanks to the side curtain and the lifting roof, all levels are easy to reach. The VarioLiner of the second generation can be ordered immediately from Elvis (Europäischer Ladungsverbund) the Pan-European Transport Network. (eu)

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