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Modelle von Lastwagen, Baumaschinen und Kranen

Mit
Wettbewerb

Conrad 1:50

Kobelco
SK1300DLC

Eigenbau 1:50

Henschel
HS 26

English text



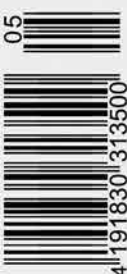
GMTS 1:50
Saurer D330BF



Sammlerporträt
Ken Rudenski



Diecast Masters 1:50
Neue Radlader-Flotte



Editorial



Time to say thanks! I often think, 'How lucky I am to have the greatest team in the world around me'!

The 'Boss' says Thank You!

From the beginning of the two of us working together, one of our contributors has called me 'Boss'. Luckily, 'Hey you, boss' gives the whole thing the humorous touch that I need in order to accept such a title. I do not really want to be a boss spitting out orders and commands. However, this kind of title encourages me to think about my role inside our team and what makes a good boss.

Sure, all the invisible strings run to and from my computer, ultimately generating new issues of Trucks & Construction. I discuss these articles with the authors ensuring that they arrive in time to be formatted and sent on to the translator in Canada. In addition to the editorial work, I do all the administrative tasks and take care of subscribers' needs.

I do of course profit from the fact that all the authors write their articles because they are involved in their hobbies and thus enjoy writing about them. I always take care to remember that the hobby should not turn into stress, otherwise, the fun would cease very quickly.

In the end, what differentiates me from 99% of all other bosses is the fact that I do not pay any salaries or other compensations. It just is not possible for the truly niche product which is Trucks & Construction. As a thank you, sometimes the authors receive models and I take especially great pains to format their articles in a way that shows my appreciation of their work, and my esteem for them.

But then, without our authors, photographers, and other helpers, the magazine could not exist and would not be able to offer the kind of variety we do. Therefore, it is high time once again to extend my sincere thanks to all. You are great! I often think that I have assembled the 'Greatest Team in the World' around me.

I wish you great enjoyment as you read our magazine.

Daniel Wietlisbach

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Ken Rudenski collects more than Scraper Scraper Fan

by Urs Peyer

Born 1983, Ken grew up in Mission Viejo, California, situated south-east of Los Angeles. According to the 2020 census, the town has 93,500 inhabitants. Ken's earliest childhood memories go back to the end of the 80s. "I remember going with my grandmother to see a Caterpillar 235 excavator and a 977L tracked loader in my neighborhood."

My first model was a truck that had a load of three Bobcat machines but they did not survive the sandbox stage. The oldest model in Ken's current collection is a Caterpillar 416C backhoe from 1996 (NZG 434). Every time the family was travelling they passed the Johnson Caterpillar dealership. After much badgering, his mother finally gave in and purchased him this own 416C. Side bar notice: The Johnson Company no longer exists having been taken over by the current Caterpillar dealership of Quinn in 2017.

The beginning of his originally modest collection was in 1997. Since money was rather scarce for the 14-year-old, Ken decided to concentrate on collecting the more affordable models from Ertl and Joal. The Caterpillar 5080 backhoe excavator hails from that time.

Ken finished high school in 2002 and with his first job he had more money available to buy models. Ken worked as a heavy load truck driver

Ken Rudenski collects models of the originals he knows from his daily work on large construction sites. He works for a construction machine rental agency that focusses on earth-moving equipment ...

transporting heavy construction machines from one construction site to the next. Likewise when he worked for the Ralph Mitzel Company which owned a huge fleet of scrapers among which were Caterpillar 651s and the 657 B and E series Scrapers. Between jobs there was even time to take pictures of large construction sites and from these encounters his preference for Scraper models increased. When Norscot released the 657G in 1:50 and CCM followed with the first scrapers in 1:48, Ken absolutely had to have them for his collection. As he had seen on construction sites, one was not enough and so very quickly his collection contained whole fleets of Scrapers. The necessary support vehicles like pusher/dozer, motor grader plus water, fuel and repair shop wagons followed.

The suitable D9 and D10 bulldozers were available in numerous variants but none equipped with the typical C blade, also called Cushion Blade, for push operations. The narrow, sprung blade is used to push single engine Scrapers. Generally, two Caterpillar D10s of the N-, R-

or T-Series are used in line with each other as push dozers. This meant that Ken needed to re-build the dozers himself using C blade kits. Seeing them on construction sites almost daily, he was familiar with the original.

At that time there was a TV series in the US titled 'Pimp my Ride'. In the show, the goal was to take a rust bucket and make it into a shiny new-looking show car. Ken was inspired by that and said to himself, 'Pimp my 657G Scraper', but of course in 1:50 scale! And so, in the collector's workshop, the scraper bucket was adorned with 'Sideboards'. On the original, these side extensions gave the unit a higher load volume and prevented sand and earth from falling between the bucket and the bucket suspension which would increase wear and tear. The overflow protection fence received some scale grille material that prevents the soil falling behind the expeller and accumulating there. For those who feel inspired by this, a detailed description for this alternation can be found in issue 4-2010. There are several other areas that an experienced

model builder can ‘pimp’ the 657G, or, as Ken once commented, European model builders go even further into detailing.

Since there were no models of the 651G available, Ken explored the possibility of removing a whole engine unit from a 657G. The engine compartment could be taken off by loosening some screws. Engine and radiator protection were only plugged in. On the tractor itself, only the Push/Pull unit consisting of the hanger and pushing block had to be removed. Next, the empty space created at the rear was covered with a flat piece of simulated metal and a railing was added. ‘Et voila’, the 651G was finished.

Ken’s alterations are done with a lot of enthusiasm and speed! While the author of these waited patiently for the 657E from CCM to arrive, he was already being supplied with pictures of Ken’s altered model. The model from CCM is a 675E from the first production series that had a round diesel tank at the rear. On later models, however, a squared-off tank was attached like the later G series. Ken swapped out the diesel tank and attached the engine housing of the G series to the CCM model. Now the 675E looks like the so-called ‘repowered’ scrapers in California. The State of California takes on part of the cost of repowering older scrapers with new motors. Following modern standards, the machines then comply with current exhaust controls. To finish off the model, Ken painted the altered machine in the new Caterpillar Yellow and lettered it like the original in the fleet of his employer, Peed.

Even though a large part of his collection is Scrapers, his favorite model is the Cat 6015B hydraulic

excavator from CCM. Weighing in at 140 t, it is Caterpillar’s smallest mining excavator. Just as we met to conduct this interview right after the Conexpo 2023, the postman dropped off the parcel containing the Cat 6060 with front bucket and backhoe from CCM. Generally,

Ken orders his models online directly from CCM, Weiss Brothers, Buffalo Road Imports or other well-known dealers in the US. When he visits the regional Cat, Quinn, Cashman or Empire dealerships in his professional capacity, a short look into their merchandise shops is obligatory. And of course, the Conexpo in Las Vegas is another opportunity to increase his collection by a few models. Over the years, he has developed friendships with other collectors and sometimes they swap models or attachment tools with each other.

The collector

Today Ken Rudenski and his wife live in Temecula, about halfway between Los Angeles and San Diego. With 110,000 inhabitants it is a small city by American standards but for us Europeans it is a big city. Ken has worked for Peed Equipment Co. as their Field Operations Manager since 2016. His job is best described as a combination of construction manager and dispatcher. His employer rents out construction machines. This is not unusual. It happens everywhere here but in America everything is a bit bigger. The smallest units that Peed rents out are Caterpillar 745 articulated haul trucks (41 t load capacity) of which there are currently 65 units available for rent! Furthermore, the fleet contains

23 Caterpillar 775s and 56 777Fs as well as G Series dump trucks. Additionally, three 6015B excavators and 9 wheel loaders from the 992 G and K Series are available. The largest group of rental units is the 657 E and the G Series Scrapers of which there are 72! And for a ‘real’ earth-moving construction sites, D9 and D10 dozers and 16M graders are required. Overall, Peed has 295 construction machines for rent. Questioned as to what exactly he does in the company, Ken replied dryly, “Everything!” He looks for new contracts, negotiates rental agreements, organizes drivers (their own whenever possible), as well as transports to the site, and he co-ordinates maintenance with the company’s own or external mechanics.

Visits to construction sites often require travel over long distances. California and the bordering states of Arizona and Nevada are the main focus but machines are rented out all over the States and even in Canada. In the spring of 2023, the construction site furthest from the company’s location was in South Carolina, a few thousand kilometers away from home.

When Ken is not on the road, he likes to do photography and make videos, most of the time with a drone. This remains a major hobby for him. Visits to movies, concerts and sport venues are also an important part of his time off. And, when he has more than two weeks of paid holiday, he and his wife would like to see the rest of Europe. They have already enjoyed a holiday in Italy.

If you are ever on the road in California, you are welcome to get in touch with Ken at rudenski@gmail.com.

How did we get to know each other?

I started to take pictures of scrapers in Southern California in the summer of 1987. During that time, there were still some Caterpillar 639D double-motored Elevator Scrapers in use in San Diego which explains why a model of this machine stands in my collection. At that time, Ken was just four years old!

In September of 2008, I, together with a colleague, was once again on a Scraper tour south of Los Angeles. An independent company from the Bay area (around San Francisco) was working with about 40 Scrapers on the construction site of the Bee Canyon landfill site. Within a year, 7 million cubic meters of soil were to be removed from one side of the dumping site and deposited on the opposite side. To achieve that goal within the time line, 42,000 m³ of material had to be moved every day; it was the ultimate paradise for every construction machine and scraper fan. Later on I discovered 'SoCalEarthMovers.com', Ken's internet site. Since 2000 he has accumulated thousands of pictures and videos from large construction sites in So-Cal (Southern California). When I looked at the posted pictures, it turned out that in 2008 Ken had been taking pictures at the Bee Canyon site too. What a coincidence!

We began to exchange pictures and met in person for the first time at the Conexpo in Las Vegas in March of 2011. During the following years we usually met in March or September during the Las Vegas Minexpo or Conexpo. During every visit Ken was a great help when I wanted to have a look at some of the Scrapers.

Caterpillar 651 and 657

In 1941, Caterpillar presented the first self-propelled Scraper with a capacity of 10 cubic yards (7.6 m³), the three-axle DW10. Ten years later, the DW21 was the first Scraper with two axles such as those we know today. In 1962 the first of the A-series, the 651 single engine and the twin engine 657 Scrapers, rolled from the assembly line. Both are very heavily used in California. The heaped bucket capacity was 33.6 m³. On today's construction site one still can find B-Series Scrapers even though the last ones were built back in 1982. Currently, the machines of the E and G-Series are most widely used. Once the third gear is engaged, the two engines in the 657G produce 784 kW (1066 hp). The capacity remains the same, 33.6 m³ or 47.2 t. The total combined weight is then 115.6 t. On a well-prepared construction road they can cruise at a maximum speed of 53 km/h. If two 657G PP (PP = PushPull) are coupled together for loading, there is over 2,000 hp of force pushing on the 3.9 m-wide cutting blade and within a minute 2 x 33.6 m³ are loaded! If several Scrapers are on the move, one can observe how quickly the earth layers disappear. A few of the Scrapers are of the K-Series and some of the very new Next-Generation Series are also in use.

Models of the 651 and 657

In 2008, the A-Series models 651 and 657 from Black Rat Models in England were probably the first ones ever produced; they are very detailed and accordingly expensive. Affordable, but with fewer details was the 657G from Norscot which

still can be found in the lineup in the Classics Line from Diecast Masters. On the other side of the price scale was the brass model of 657G in 1:87 from CCM (2010). CCM released their first models of the 651B and 657B in the typical scale of 1:48 in 2016. Collectors had to wait until the end of 2022 for the E-Series. And those with lots of space left in their display cabinets will also want to get CCM's 651 and 657 of the Next Generation in 1:24.

Henschel HS 26 «Göteborgs LBC»

Heavy Swede

by René Tanner

Olle Olsson was a legendary car salesman around Västerås. He sold vehicles from GM, Fiat, Rover, and Jaguar. Following the death of Hedströms Motor AV's owner, Olsson took over the recently-built shop, including the staff. In addition to the car dealerships, Hedströms had sales contracts for Volvo and Scania. Thus, Olsson had contact with heavy lorries for the first time, but tragically, both contracts were with Hedström personally and so automatically came to an end with his passing. Olsson then had a complete shop with staff but was unable to offer heavy lorries for sale.

During a trade fair, Olsson made contact with the people from Henschel and recognized the potential of their products on display. Olsson became the general importer for Henschel and once the contract was signed, a caravan of eleven factory-new chassis drove in the direction of Uppsala each with an employee steering a lorry chassis.

The sales were focused on entrepreneurs in the construction, timber industry, and heavy transport branch. Henschel built extremely robust lorries, most as four-wheel drive or with powered tandem axles. The vehicles from Kassel were well received with their low tare weight, superb off-road handling capability, and better driver comfort than the local competition. In Germany, most

Commencing in 1965, Henschel as represented by Hedströms Motor AB in Uppsala, began to establish itself in Sweden. By the end of production in 1974, a respectable 200 units of the legendary lorries were made in the country of the two top dogs, Scania and Volvo. It would be nice to see the heavy semi-trailer and tractor set driving down the road once again ...

lorries for long-distance transport were ordered in the 4x2 configuration but the Swedes wanted 6x2s with trailing axles. Kassel did not have that kind of configuration in their offerings except the so-called 'Fatigmans-Boogie,' a 6x2 with a single tire rigid trailing axle that nobody wanted to order. It was not out of the ordinary to build a 4x2 chassis with an external attached trailing axle, especially for foreign company orders.

As far as engine power was concerned, the Henschel was not overpowered: 192 hp from 11 liters of displacement was equal to the Scania 76. Later on, the performance of the turbocharged 11.9-liter engine pushed that up to 240 hp and the final naturally aspirated engine managed to produce 230 hp.

Henschel assembled the HS models in kit form. About 70% of the sheet metal parts on the cab-over as

well as on the hood-forward were identical. The chassis and engines were designed with this in mind. In 1965, the first tilting cabins appeared, the so-called Fensterbänke (window seats) or Tram Cabins. The driver's cabin was moved 20 cm forwards, the front lights migrated to the bumper, and in 1967, the designs were changed according to type. 'F' was used for cab-over, 'H' for the long hood forward, and the numbers showed the total weight.

During the same year, the name Hanomag-Henschel appeared in the Reinstahl Konzern (Conglomerate Reinstahl). The Henschel logo disappeared completely in 1969 after having decorated the front of their vehicles since 1925. Mercedes, their largest competitor, successively bought more and more of Henschel between 1969 and 1971. The six-point Henschel star logo had to give

way to another star that shone from Wörth. In 1972 Henschel developed a V8 which would have been ready to use but Mercedes shuffled the deck. Their own V10 that was built into the LP 1632 was also used on the later Hanomag-Henschel. The end finally came in 1974. The Benzlers realized that there were more sales to be made with the lighter Hanomag vehicles than the heavy Henschel lorries. One also could think plain and simply that Mercedes wanted to get rid of their most successful competitor once and for all.

Hedströms still sold around 200 lorries during the nine years, most of which went to work in the forest and construction sector. Henschel was also in demand in the heavy-duty transport segment of the market.

Inspiration

The Swedish magazine 'Klassiska Lastbilar' showed an HS 26 heavy long hood forward lorry with tandem axles and a semi-trailer plus an additional trailer set 'Bror Qvarnströms'. At the time, Qvarnströms had a mixed fleet of Volvo and Scania, but the main business was to drive for ASG. A few construction vehicles were at work for the municipality of Surahammer and also a few log transporters were in use. The Henschel, however, was an odd piece that Hedströms had sold them in 1965. The combination was used to remove Sintered casting and sludge waste products that come from steel mills.

The carrying capacity as well as the stability convinced Qvarnströms to such a degree that a further HS 22 cab-over lorry was ordered and used by SWB, a sister company of ASG. The HS 26 with 230 hp licensed for

a total weight of 63 tons was actually a forerunner of today's HCT combination (High-Capacity Transport) of 74 tons plus that is licensed for the forestry industry.

Model construction

The 'looker' had a very imposing appearance at that time. The Swedes usually swore by their home-made products. While only in black and white, the photo screamed for a model of it to be built. The endeavor eventually stretched over several years.

I had on hand a GMTS Henschel that I had planned to use for a 'typical' Swiss dumper with an exactly modeled Wirz three-way dumping upper chassis from Maxi Models and made by Wayne Williams. He bespoke a small series of Scania LS 110s from Heavy-Goods. Wayne let me have the dumper kit and so the first idea was to make a Swiss tipping lorry. The Henschel was already assembled and ready for painting when the picture of the Qvarnströms began to tickle my imagination.

I began with the Henschel in 2015 and the model introduced here was finished in 2021. During the final alteration process, I improved a few points on the cab. The front wheel arches were too wide at the top and too short at the back near the access step but I used new bent plastic strips to correct that situation. The access did also not look quite right so I fitted a new one, otherwise, the cabin remained unchanged.

New mudguards were made from thin aluminum sheet stock for the chassis and the rear light beam was also made from the same material. Two small toolboxes at the left and a larger tank at the right were also

attached. The fifth wheel coupling with the catwalk and air hook-ups were then glued on. The obligatory light board including the roof rack and work light with warning beacon were added.

Dumping semi-trailer

Both, the semi-trailer and trailer are completely scratch-built. The greatest amount of work involved building both dumping upper chassis at the same time. The chassis and cross members are made from cut-to-size 1.5 mm plastic sheet stock which represents the profile of the beams. The axle drive units with spring packets are white metal castings which I always have on hand. Rear end boards, spare tire holders, mudguards, and the 'dummy look-alike' lifting cylinder come from my own production; everything was exactly fitted and glued together.

The dumping bins made from 1.5 mm plastic sheet stock can be tipped. The sideboards were given an additional stiffener made from 0.5 mm aluminum sheet stock so that they would not become mishapen. The almost unending detailing was like a labor for Sisyphus because there were so many small details that had to be made and fitted and glued on step by step which also explains the long construction time.

I also took the colour scheme from Klassiska Lastbilar and I designed the decorative stripes on the Microsoft Paint Program. By enlarging an original picture and investing a lot of time, a fictitious representation can be created. The models were painted with rattle-the-can spray paint from Motip, and smaller details were treated with mixed paint and brushed on by hand. Several

small details were prepared on-site using a Brother Label printer. I came across real steel dust beside a laser station at one of my customers and used it for the load. A kind of steel slag of large pieces is created when laser-cutting steel metal sheets. I took some of these pieces home and

smashed them small as possible with a hammer creating a very suitable steel dust which I then mixed with wood glue and used as a load. With it, the loaded model gets a nice heavy weight.

In my opinion, the Henschel HS 26 of the Göteborg LBC turned out to

be a very unusual model. It reflects a now no-longer-existing brand in a country where they were not usually found. The sales figures spoke volumes for a solid lorry, which, unfortunately, is no more.

Translation of pages 18 – 21

Demolition giant from Conrad in 1:50

Kobelco SK1300DLC-10E

by Daniel Wietlisbach

Depending on the configuration, the Kobelco SK1300DLC-10E weighs between 126.6 and 136.9 t. With the ultra-long equipment, the maximum working height of 40 m is reached. At that height, the maximum weight of the attached tool is 4.3 t. Set up with an intermediate boom, it can reach a working height of 23.6 m, with the tool weighing up to 12.0 t. The unit is motorized with a Hino six-cylinder E13CYM that produces 380 kW.

The model from Conrad

Whereas the Bauma version with intermediate boom was a limited series of 500 pieces and is now available regularly but in a different package, the series of the 40 m version is unlimited. Both are packaged in a classy box with a foam insert, broken down into their individual components, just like when the machine is transported to a construction site.

The heavy model of the Kobelco SK1300DLC first appeared at the 2022 Bauma. Now, it has been released in a second version, this time equipped with an ultra-long reach ...

The model is made to scale; therefore, both sets of equipment reach all maximum positions. The assembly of both samples was relatively problem-free, even though in some places a little bit of paint had to be removed to allow the parts to be attached as would probably also occur on the prototype after a few times of assembling the complete unit.

The SK1300DLC is based on the SK850LC but this is only visible in the areas of the engine room and the cabin. The model was primarily made from new tooling.

The two crawler frames have been correctly replicated and the prototypical 750 mm wide track chains are correctly scaled down and look good with the frames. The

idler roller is sprung, the sprocket roller is nicely engraved, and the support and the running rollers are mock-ups. The frames that attach to the lower chassis without any bolts keep the model very stable. Thanks to the included support feet, the X-frame, and upper chassis can also be displayed as though being assembled.

The shape of the upper chassis has been well copied to scale and shows many engraved details. The air intakes on the top and left are pierced. Those on the engine cover, and on the right side are somewhat flat and some are printed on. The very finely made safety railing simply plugs into the counterweight. At the front on the right are the running

boards that are included for attachment by the collector.

The cabin tilts correctly and clicks into the different positions. The glazing is flush-mounted and has printed-on rubber seals. It is not too much of a distraction that the window wiper is only printed on because the plastic cab guard partially obscures the front window. The multi-coloured interior of the cabin is very detailed and even the additional monitor for the demolition equipment is visible. The antenna folds up, and the rearview mirror clips onto the handrail.

In addition to the rigidly attached boom on the basic machine, Conrad has released no fewer than five different booms and boom parts, or combinations. The 3.83 m intermediate boom is included with both models. On the 24 m version, the 13.36 m combination is made from intermediate boom and jib and, of course, the accordingly dimensioned set of demolition scissors. In the accessory

package with the 40 m version, there is the 11.65 m combination made up of the basic boom and jib at the rear; a unit with a boom at the front and an intermediate boom and jib at the rear; a unit with jib at the front with the small size demolition scissors. On both versions, the tools are rigidly attached to the corresponding jib.

The individual components of boom and jib are made up of two metal castings each and create a cohesive image. Shape and engraving are great and in the front areas, the supply lines that are integrated into the casting details look quite realistic. The lines that run from the

upper chassis to the cylinders are free-standing, including the mostly correct-sized hookups. Mainly on the cylinders, the less convincing plug-in method of attaching the replica hydraulics was chosen. A very good effort was made on the hydraulic lines that run to the various boom-jib combinations where a seamless transition was achieved. The hydraulic cylinders have supply lines but there are no fittings. Both demolition scissors are functional and turn 360°.

The applied paint covers well but is a bit on the thick side. The lettering is very detailed although the printing pressure points are partly visible. The model is a good compromise between what is technically possible, and the sales price. It was very fair that Kobelco announced the ultra-long equipment version for 2023 in the leaflet of the first version. This enabled each collector to decide which one they would prefer to have.

At a glance

- + Functionality
- + Metal content
- + Variety of booms included
- Air intake vent slots partially printed on



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Wheel loaders from DM in 1:50

Next Gen Quintet

by Daniel Wietlisbach

The new wheel loaders can be organized into different groups. With the working weight of 35.6 t and 31.3 t, respectively, the 982 XE and the 980 are close to each other; the three smaller 972 XE, 966, and 966 GC with 2.2 t, 24.0 t, and 21.78 t fall into another category. Engine technology-wise the 982 XE and 972 XE stand out with low rpms, and energy-conserving propulsion systems which currently are very much sought after by construction companies because on larger government projects certain CO₂ requirements are part of the contract. When looking at the equipment, the 966 GC (General Construction) stands a bit apart because of its simpler but more robust technology which is designed for developing countries.

Models from DM

If one lines up the five DM models, the simplest way to place them in some kind of order is by weight class. The producer was able to use some of the parts on the larger machines twice, and on the smaller ones, this is also the case. This does not mean that the models are less than prototypical because Caterpillar uses a 'kit' system to save on costs when producing the machines. This is most noticeable in the cabins which are identical on four models; only the GC version is different as it still uses the older cabin.

Announced at the beginning of 2022, all five of the Next Gen wheel loaders have been released simultaneously. We are introducing them all together because their construction is very similar ...

Nevertheless, the engineers at DM have not taken the easy way out but have taken great pains to detail all the models individually. The collector really does get five different models. If not specifically mentioned, all comments are for the five models.

Each arrived in a metal box with foam inserts. As with the very first releases, Bob is glued on at his place of work in the cabin. While the wheels are finely engraved, they are not detailed on the insides. The screw heads are picked out in silver and the profiled rubber tires fit very snugly. The axles at the rear oscillate and the housing of the front axles has been replicated in a simplified way. The nicest front axle is found on the 966 GC.

The rear wagons of the units are made up of a base frame, engine hood, and bumper thus allowing for the individual design of each machine. The metal castings are shaped nicely and have several engraved details and, true to the originals, the screw heads are black. The very fine side air intake grilles are printed on but the radiator grilles are finely engraved. The mudguards are different on all models and once again, the metal safety railings are really classy.

The cabins are metal and the window glazing is made from transparent plastic parts. While the 966 GC has the older cabin, all other wheel loaders have the current one. Ascent ladders, handholds, rearview mirrors, work lights, and window wipers are plastic parts. The cabin interiors are correctly uniform in black. The steering for the articulation is correct with two hydraulic cylinders; on the larger models, the drive shaft can also be seen. Supply lines were not modeled and the maximum turning radius cannot be reached.

The front units have been correctly made and each model has different mudguards. The lifting gear is

At a glance

- + Metal content
- + Safety railings
- + Individualisation of each unit
- Detailing front axles



nicely replicated, and all bolt heads at the joints are painted. The maximum dumping height is not achieved by any of the wheel loaders. While enough for the two larger ones to load a matching dumper, the small-

er ones can only reach over low sideboards. Additionally, none has a quick-change feature. The buckets are made from a single casting with many engraved details. Side cutters and teeth have been correctly mo-

deled shape-wise and have screw and bolt details.

The colour applied covers well and is not too thick. Lettering is very detailed.

Road roller from NZG in 1:50

Hamm HC 200i C

by Daniel Wietlisbach

Inside the Wirtgen-Group, the Hamm Company from Tirschenreuth offers a wide variety of compacting machinery. The road roller sets of the HC-Series contain no fewer than 44 different models when all variations are counted. In the range from 11 to 26 tons, the HC 200i C sits right in the middle of the field. The working weight with cab is 19.34 t and it is possible to increase it to a maximum of 21.84 t. The roller width is 2,140 mm and the power is supplied by a Deutz TCD 6.1 L6 six-cylinder engine with 160 kW (215 hp) of power. The 'i' in the type designation refers to being in compliance with exhaust protocols tier 4/ EU step V; without the 'i', it would be step IV.

The model from NZG takes these differences into consideration and offers both versions. Consequently, there is an AdBlue tank only on the HC 200i C. It is located on the left side directly beside the access ladder. The model comes in a cardboard box, kept safe between two Styropor half-clam shells. It is pleasantly hea-

Hamm and NZG have been working together for the enjoyment of collectors, as far as road roller models are concerned. Such is the case with the new Hamm HC 200i C ...

vy for its size which is very fitting for a road roller. All measurements were correctly transposed to 1:50 scale.

The wheels are exceptionally well done with the wheel nubs and rims nicely detailed on the inside, and the soft rubber tires have the profile of the originals and fit absolutely flush. When looked at from below, the very nicely replicated rear axle housing with the simulated drive train is visible. The rear part of the machine is made up mainly of two metal castings which are excellent scale copies of the original shape. Contrary to earlier Hamm models,

the engine hood on the 200i C does not open. The many recessed air intake slots on all sides are painted matt black. On the original, there would have been some very fine bug screens which are almost impossible to model in 1:50. The chromed exhaust stack with a black opening and the two rear lights have been separately attached.

The cabin is reached from the left side over a set of stairs with three treads. The floor and frame of the roll-over protection frame are represented by a metal casting. The windows are extremely flush fitting so the whole cabin looks really harmonious. Rubber seals and divided windows are modeled partially raised and painted black. Photo-etched window wipers look particularly good in this location. While the rearview mirror including the bracket is made from plastic, the

At a glance

- + Metal content
- + True to scale
- + Detailing



orange safety railing is a metal casting. Mounted on the roof are four small work spotlights that are painted silver.

The interior has been replicated in great detail. Steering wheel and joystick are included, as is the dashboard with printed-on instruments. The real eye-popper here is the barely visible luggage net made from pierced, etched sheet metal and situated behind the driver's seat. The question here is, does this

make any sense, despite the details being so fascinating?

The articulated steering functions prototypically with two very fine hydraulic cylinders. The turning radius is satisfactory, however, because of the way the model is made it does not obtain the original's very tight turning radius. The obstacle-free look through the model is correct and the supply lines to the front unit are routed and well-hidden there. The front unit is made up of a very

finely engraved roller frame painted silver and all screw heads are included. The rubber mantle roller leaves a very good impression; no joint is visible. A scraper bar has been attached separately to the frame at the front as well as the back.

The paint has been very cleanly applied and the colour looks great. All colour separation lines are faultless and the lettering is flawless. The Wirtgen-Logo on the engine hood is especially nice.

Self loading mixer from NZG in 1:50

Schwing Stetter SLM 4600

by Daniel Wietlisbach

The SLMs (Self Loading Mixers) are being built at Schwing Stetter India where they are very successful in the local market. As the name hints, these concrete mixer lorries can load themselves. Not with ready-mix concrete, but with all the parts of a concrete mix: gravel, sand, and cement. Water is carried along in two side tanks.

This means the SLMs are in fact small, mobile concrete plants. The funnel at the rear transforms into a shovel for loading. Similar to a wheel loader, the ingredients stored at the construction site can be taken on board in exact measures. When the funnel is lifted it can be emptied

As the saying goes, 'Other countries other customs' and this is particularly true for this machine. Almost unknown in Europe, it can be found on many construction sites in India. It is very nice that there now is a model ...

into the mixing drum by sliding out the gate valve. By adding water and mixing various ingredients, concrete is made on-site for immediate use. The SLM is available in five sizes of which the SLM 4600 is the largest; it is capable of producing a maximum of 4.8 m³ of concrete in one go. For this operation, the driver's seat turns 180°. The operator has some measuring tools at his

disposal so that it is possible to mix the optimum concrete for every application. The loading shovel has a capacity of 0.6 m³. The water tank holds 750 liters and the total weight of the vehicle when loaded is 9.08 tons. The all-wheel steering allows for optimum mobility on the construction site and crab-walking is even possible. The built-in engine produces 110 hp, complies to ex-

haust controls of step IV, and has a top speed of 29 km/h.

Model from NZG

Many collectors will only become aware of this kind of machine because of the model. It was bespoke by Schwing Stetter India and released immediately after the Toy Fair. The very dainty-looking model rests securely in a Styropor insert and is held securely in place by transparent plastic inserts top and bottom.

The model was made true to scale, is rich in details, and, for its size is very functional. The drum unit turns both ways and the seven hydraulic cylinders ensure the movement of the loading shovel and the lifting of the mixing drum.

The wheels have been exactly replicated and are steerable on each axle so crab-like movement is possible. Axles, steering gear, prop shaft, and exhaust make looking underneath well worthwhile, however, a mock-up of the engine was

not replicated. However, the radiator is simulated and can be made out behind the pierced radiator grille. The air filter and air intake manifold have been correctly modeled to scale.

The cabin, made from a separate metal casting can be reached over three steps which have anti-skid surfaces. All five individually-fitted windows are very flush; the rubber seals are also modeled. Both front and rear windows have a very fine window wiper on each side to ensure clear vision. As in the original, the interior of the cabin shows the swiveling unit with a seat and the joystick for operating the mixing unit. There are also three rear-view mirrors.

Right behind the cabin is a replica of the water pump which supplies

the water tanks on both sides. No water hoses are visible because they would collide with the drum that turns 90° sideways. The loading shovel can be lowered, loaded, and lifted again prototypically. A tiny but functional hydraulic cylinder even allows for the unloading gate to open. All parts are very finely engraved and the silver bolts at the joints do not distract visually because they are the grey iron colour of the original. The mixing drum not only turns but thanks to two further hydraulic cylinders, lifts to better discharge the concrete mixed. Two further elements are located at the rear and are fixed there with two bolts. The rear and front lights are especially nicely done. As seen on lorry models, they have reflectors behind the clear plastic lenses, something we would like on all construction machines!

The paint applied is faultless and covers well. This small but finely made model is an enrichment to any collection and allows a look beyond our normal horizons.

At a glance

- + Detailing
- + Functionality
- + Choice of prototype



**Are you familiar
with this one? Recognize
this lorry and win a model ...!**

by Remo Stoll

For a short time after this series was introduced in 1988, it had the most powerful engine but that status was eclipsed the following year by a model that was 20 hp stronger. The boss loves this unit and it is pampered and maintained accordingly. The vehicle with a Topline cabin and a V8 engine is still in regular use.

Recognize the tractor lorry? Please send us its exact designation by the deadline of October 10th, 2023. We will hold a draw to select the winners if there are several correct submissions. Please note that only entries with complete mailing address information can be considered so that we can mail out the models to the winners correctly.

This time the winners will receive a prize chosen from these models: the brand new Caterpillar 972 XE by Diecast Masters, the Sennebogen material handler 824G from Conrad, and the brand-new Weycor AR420 by NZG. 🇨🇭



The solution from Trucks & Construction 4-2023



The Scandinavian dumper in question is a Kockum KL-440. A draw decided the lucky winners

who were Moritz Wackerbauer (D) who won the Cat M318 from Diecast Masters, Cyril Rondel (F) winner of the Liebherr R945 Multi-User from Conrad, and Wolfgang Werner whose prize was the Mercedes-Benz Atego from Marge Models.

Our heartfelt congratulations to all the winners!

Side loader from Drake Collectibles in 1:50

Boxloader

by Daniel Wietlisbach

Albeit that the model comes to us from Australia, in fact, the prototype is a European product. The Boxloader Company is at home in La Roche-sur-Yon in France and has over 30 years of experience developing side loaders. Side loaders are able to deliver containers to any location, set them down and pick them up again. They are also capable of putting the container down on another chassis or a railway car.

Their chassis is longer to accommodate both cranes. In comparison to the 12.73 m of a standard 40-foot chassis, the Multi Loader is 13.81 m. The reach of the cranes is around 1.1 m, the distance between the trailer and the container. At the Australian Drake Group, the importers of the Boxloader, the side-loader cranes are mounted on chassis made by O'Phee. They fill the needs of the local market.

Model from Drake

The new Boxloader is of the same high-end quality for which Drake is known. The model comes with a matching painted container. In a small bag, are the spare tire, six bolts, and safety cones to secure the loading area during the loading process.

The trailer was made to scale, but due to the required functionality, is a bit longer because the two cranes

Side loaders are container chassis that can load, unload, or even stack the well-known Sea Cans unaided ...

could not be made quite as narrow as the originals. The suspension of the three, double-tired axles is very nicely detailed.

The wheels are extremely nicely done and for once, even the spare wheel is correct and has its own rim but without the wheel nub, which is correct. The dimensions of the longitudinal beams are massive which can be explained by the lightweight construction design. On the top, they are painted black to simulate the crane tracks, and because of the open construction technique of the semi-trailer, they provide a fascinating look at the technology of the original. Directly in front of the axles is the detailed replica of the motor needed for the operation of the crane hydraulics. Mounted on the outside of the longitudinal beam sit the combined fuel and hydraulic oil tanks, and also a toolbox. All are chromed. Two very long cylinders move the crane length-wise. Despite a diameter of less than a mil-

limeter, they are still very finely modeled. Hydraulic and steering hoses are painted silver and have technically-correct black rubber end parts.

Both cranes are fully functional but must be carefully operated. Each crane has three included bolts to arrest the support legs and its cylinders, as well as the outermost cylinder of the crane when the model is displayed in a showcase with the included metal container. To prevent the fine, delicate cylinders from wearing out, they should not be over-taxed by use. Plastic hooks are attached to the included chains. The 20-foot container is from WSI.

Both support legs have a very fine hand crank and can be turned down. The spare tire holder is just as delicate and the richly decorated rear gives off a 'Real Australian Feeling'.

The paint job is faultless and the lettering, down to the finest details, is a feature only to be found on Drake Models. As it is customary at Drake, the tractor lorHry has to be ordered separately. The Kenworth C509 is not the newest one, but nevertheless, because of the way it has been replicated as a model, it still is a top model and perhaps is unbeatable!

At a glance

- + Detailing
- + Functionality
- + Metal content



Four-axle lorries from GMTS in 1:50

Saurer D330BF

by Daniel Wietlisbach

In 1981, following the end of Berna's production in 1974, Eberhard ordered eight Saurer D330BF 8x4 lorries with single tires. These had a higher carrying capacity of 16.4 t. The automatic three-way dumping mechanisms were an Eberhard invention and were made in their own shop. After being removed from inventory in 1988, the four-axle vehicles were traded in.

Luckily, in 2012 cargo hauler and Saurer fan Matthias Eicher contacted Hansruedi Eberhard because he had an 'Eberhard Saurer' for sale. It quickly turned out that it was a vehicle with the internal number 9136. The dumper changed hands and was taken to the shop at the Ebium and put into the hands of the volunteer helpers of the 'EbiO' (Eberhard Oldtimer). During the ensuing six years, countless work hours were invested into the restoration, and in 2018 the D330BF was ready to take its place in the exhibition hall of the Ebium.

As usual, the model is made from resin and is true to scale. Once again, because of stability concerns the chassis was cast in one piece. The oil pan of the engine and the propulsion shaft have been replicated as much as possible but there are some breaks caused by the screws used to attach the model to the packaging. The especially finely made leaf springs are augmented at the rear axles by brake cylinders and axle steering rods. The wheels are excellently made with

Because Heinrich Brinkmeier is leaving the business, as previously announced, the model of the Saurer cab-over will probably be the last in his series of 'Golden Oldies' ...

even the Saurer logo on the wheel hubs of the front ones. The single tires may not please all because they are rather exotic, but they are characteristic of the Eberhard vehicles.

Both the anti-skid surface on the tank and at the rear mudguards are especially fine. The rear lights are on a sticker attached to the rear end beam as is the license plate. Here again, they seem to have a difficult time getting it right: numbers and letters and the Cantonal crest are correct but they are printed on a grey background.

Typical for this construction series, the compressed air container, air intake manifold as well as the exhaust plant are behind the cabin area. The hydraulic tank is simulated at the height of the second axle in the middle of the chassis.

The cabin looks nicely proportioned and is well replicated except that the upper door edge is a little bit

rounder as on the model from PowerTrac and so looks a bit better, and the line is hidden a bit by the way the rearview mirror is mounted. The radiator grille is pierced and has a photo-etched logo and type designation. Door handles, steps, wind deflectors, both handholds over the radiator, rearview mirror, and window wipers are all separately-attached parts that give the cabin a very fine look. The inserted windows fit very flush and have printed-on black rubber seals. While indicators and position lights are painted, the front lights are correctly fitted with glass lenses. The very authentic-looking interior of the cabin has been well modeled.

The bin of the three-way tipper is made from one casting and shows all the details of the 'Kippautomaten' correctly. The dumping out cylinder is chromed as on the original and is made from metal.

The colouring as well as the decal lettering are faultless. Re-released at the same time as the Saurer was the Magirus 320D30 FK 8x4, this time with double tires on the rear axles, as well with another number, of course. On it, the opportunity was taken to correct the small fault of the cabin being mounted slightly slanted.

At a glance

- + Detailing
- + True to scale
- + Choice of prototype



Première of a 1:50 Crawler crane from IMC

Demag CC2800

by Carsten Bengs

With the promise of producing 'the most versatile Crawler crane model in 1:50,' in April of 2022 IMC announced that they would produce the legendary Demag CC280 and the manufacturer has lived up to its promise. The creation of this excellently detailed scale model has been well executed and it is paired with a never-before-seen degree of functionality. All dimensions were correctly transposed.

The first positive impression is the excellent documentation included. A very detailed book guides you through the history of this legendary Crawler crane from its beginnings up to the present day. The illustrated, 50-page assembly instruction leaflet is very informative. An overview of all parts, screws and tools simplifies the assembly.

The crane comes with the ballast base plate and the track carriers assembled and attached. Both of these can be easily removed in order to show the unit in a realistic transport mode. The track chains run smoothly. All running, bottom and support rollers are moveable. The idler wheel is sprung and provides just enough tensioning to the tracks. The very realistic traction drive even has some thin hydraulic hoses. Small steps for self-installation round out the details.

Situated between the tracks on each side is the lower chassis ballast with three slabs per side for the 60 t base ballast. The four small supports

This 600 t Crawler crane from IMC is a true première because it is the very first tracked crane made by this maker. It was released simultaneously in the Tadano and Demag colour schemes ...

for the self-assembly of the crawler frames are present and correct. Even the little support plates are included with the model. The two additional support arms are a really super detail; the CC2800 was one of the very first 1:50 models delivered with these supports. They are employed when using the long boom systems beginning at 84 m extension without the Superlift and are mounted on the track carrier.

On the upper chassis a 380 kW Mercedes diesel engine would be used to supply sufficient power for the original. On the model it is situated at the rear of the upper chassis and the exhaust is easily made out. Small hoses round out the details. The double winding drum of the A-Frame has easy-running sheaves; the

end of the cables need to be connected to the balancing rocker. It pays to take time and care during the rigging in of the cables to avoid the twist-free cables jumping out of the sheave grooves.

IMC impresses here. The model has white sheaves everywhere. They are individually made, run well and are very attractive to look at. The fact that the sheaves run smoothly on the model is particularly important. The A-Frame also has a hydraulic cylinder to assist in taking up the crawler frames. The assembly assist winch underneath was also nicely replicated. On the original it assists with the rigging up.

On the sides of the upper chassis are the running boards with attached ladders. All are made from fine white metal castings and have fine, very realistic, perforated metal sheet stock imitations for the running boards. A small ladder is also there; with it the upper chassis can be accessed.

The cabin is convincingly modeled and has many details. The dark interior with its black control levers, pedals and monitors was perfectly made. Handrails are present and the perforated sheet stock was also used

At a glance

- + Boom configurations
- + Functionality and adherence to details
- + Instructions and prototype documentation



for the steps. As on the prototype, the cabin can be tilted backwards when working at a great height. Even the Terex Demag logo has been remembered.

Just as impressive is the boom system made by IMC. The manufacturer can rightly say that it is the model with the ‘most boom configuration possible’ (see box). Until now, this kind of variety was never reached on Crawler crane models. An additional set gives the possibility of even more options. It contains four heavy and five light boom segments. However, it is not recommended to assemble the model using all of the boom segments because of the resulting weight. There is also a warning about this in the included instruction booklet.

All segments match perfectly and are easy to connect using screws. The end result is very pleasing. On the segments are small running boards with perforated sheet stock attached. Many different tools like tweezers and pliers are helpful here. The instruction leaflet quite clearly describes which screws are to be used with which components. Also worth mentioning here is that the guy line

stays are all made from white metal castings. They arrive well packaged in small plastic holders. A classy solution.

At the head of the light and the heavy booms the the white, smooth-rolling sheaves look very realistic. The rope limit switches on all sheave heads have been nicely modeled by IMC with small chains. If the hook is lifted too high on the original, the limit switch stops the winch automatically. The light sheave head is also used for the flying jib and the auxiliary boom. The jib rolls over the ground using the two wheels on the side during the assembly process.

The Demag CC2800 Crawler crane from IMC is one of the first Crawler cranes that comes with a wind power tip. When the crane is used without the Superlift feature, both of the additional guying supports for booms with a length over 84 m are needed. With the Superlift, these are not required. At that time, an appropriate floating ballast is required which often is only used to raise the boom and is not needed for the individual lifts.

The Superlift counter ballast is connected by a telescoping frame to the upper chassis. Depending on how

much weight has to be lifted, the needed mast radius including ballast is calculated. An auxiliary crane then places the 10 t ballast plates accordingly. This way, load and ballast are almost even.

The maximum mast radius is 18.9 m on the original or 37 cm from the center pivot on the model. A small grub screw is used to hold it in place. So, for example, the crane with the 84 m main boom, 12 m wind power tip and at 34 m extension still lifts an impressive 63.5 t and the Superlift counterweight is 150 t at a 15 m radius. The rearward boom cylinders have been replicated by IMC with an inside spring that prevent the boom from tipping over.

There is a substantial reserve of cable for all boom options. The twist-free cable is also optically perfect thanks to its small diameter. The winches are easy to operate with the included key and the locking mechanism also works very well.

Two hooks are included and offer a high degree of functionality. The main hook block is made up from two single elements each with a 300 t lifting capacity to achieve the 600 t maximum capacity. Both elements have 11 individual white, smooth-running sheaves. Each hook is rigged with 22 strands. A small connector bar ensures an easy parallel operation. By using the small screws, the large hook block can easily be converted into a 300 t hook block that requires only one set of sheaves.

The second hook is smaller. Designed for 150 t lifting capacity, it needs five sheaves. It is needed for the wind power tip. Especially noticeable are the side weights needed for the especially long extended booms in order to compensate for the weight of the cable.

Possible boom configuration for the model

- Main boom (heavy (SH) & heavy/light (SH/LH))
- Main boom with Superlift and floating ballast (SSL/LSL)
- Main boom with flying jib (SW)
- Main boom with fling jib and Superlift (SWSL)
- Main boom with auxiliary boom for wind power (SH & SH/LH + LF)
- Main boom with auxiliary boom for wind power and Superlift (SSL + LF & SSL/LSL + LF)

These designations at first sound a bit complicated but are quite simple. H stands for main boom with the larger segments (S) or lighter ones (L). The lighter segments are also used for the jib.

The lettering of the model overall is very convincing and the high degree of detail is very impressive. Warning labels can be seen all over the model and include the type designation sign on the cabin. It is very exciting

to see the lettering on the individual components of the counterweights, for example, 82 t for the transport weight, including the middle piece.

The functionality of the CC2800 model is unsurpassed and the mix

of functionality, adherence to details and versatility is really impressive. One can hope for other company versions in addition to the very nice first ones of Mammoet and Sarens.

Mobile harbour crane from NZG in 1:87

Konecranes Gottwald ESP.8

by Carsten Bengs

Among crane fans, Gottwald is a legendary brand and today is a world leader in mobile harbour cranes. By now, Gottwald belongs to Konecranes and these huge harbour cranes have booms that extend up to 64 m and lifting capacities of up to 125 t. They are used worldwide to handle containers, bulk material or project-specific loads.

The huge model, even in the smaller scale, was made true to the original measurements. It rolls on eight axles, each of them having four small wheels which are even steerable. To compensate for slight ground unevenness, the two axle frames oscillate. The massive supports ensure a solid footing and the large support feet remain with the crane. The overall support base scale measurements of 17.4 x 15.0 cm are correct to the 15.0 x 13.0 m of the original. Ent-

NZG introduced the highly detailed model of the ESP.8 harbour mobile crane at the Toy Fair. The model is of a substantial size, even in 1:87 scale, and surprised us with many interesting and clever details ...

rance to the crane for the driver is over a small set of stairs on the lower chassis; these are completely made from white metal and look really great. Even the access stairs, including handrails, which lead to the small lower chassis cabin have been

included. The driver's seat is easily visible in the cabin. Sitting here the operator would drive the crane from one point to the next. All safety railings on the lower carriage are also made from metal castings.

On the rear of the under carriage the optional external power feed wheel can be mounted. The wheel, which turns, would take up the power cable for the power supply. NZG has come up with a very smart solution for attaching this wheel not by using a visible bolt, but with a magnet which holds the wheel stable.

Also exciting to see is the small

At a glance

- + Metal content
- + Detailing
- + Magnetic latches, cable wheel and engine module.



diesel engine container which is attached on the side and only upon second glance does one see how chock full of details it is. Attaching it using magnets is problem-free. A visual stand-out are the very finely made railings as well as the radiator grill made from perforated sheet stock. The exhaust is at the right. Only upon closer inspection does one make out the tiny hinges on the compartments. Behind the left one some small tanks are hidden and behind the large cover is a fine replica of the 625 kW diesel engine, the same as used in all Konecranes Gottwald. Both hatches are kept closed with magnets.

The roomy upper carriage contains the lifting winch, slewing mechanism, electric control cabinets and the central lubrication plant, among other items. Three massive counterweights need to be attached

at the rear. On the middle one, the logo for Konecranes Gottwald is easy to make out.

The massive tower is fixed to the upper chassis. The boom can be attached at the 26 cm or the 23 cm height. The boom is made up from two parts that are attached to each other by plugging them together and securing with clips. The lifting cable is guided through the sheaves in the boom tip and then first back to the tower and then to the boom tip sheaves and down to the hook. By guiding the cable this way, a nice horizontal lifting position is maintained even if the boom changes position. Here too are very fine platforms for workers including railings, all made from white metal castings.

All sheaves are individually made and turn very well. The hook also ascends and descends very easily.

Especially nice to see is the type designation on the hook, still legible despite its tiny size. When the boom is extended to 23 m, the crane can lift 125 t and at 54 m extension it is still 40 t. On the top sheave head of the boom there are work spotlights as well as a cable wheel for the power supply needed, for example, when spreaders are used in handling containers.

The operator's cabin is found at 32 cm height; this is about 29 m at eye level. Window wipers, driver's seat and fine railings complete the details here. The access to the cabin for the operator is by stairs inside the tower.

Smart detail. NZG uses exciting, clever details that really are super on the Konecranes Gottwald ESP.8. And the functionality is also perfect.

Cosmetic changes on the Volvo Titan

Lowered

by Daniel Wietlisbach

To date, only tractor-trailer lorries were available and on all of them the cabin has been attached too high, the distance between the tires and mudguards was visibly at least 2.0 mm too wide, which really bothered me. My hopes then were that single lorries would be released and the makers would correct the situation. Unfortunately, they did not. Realistically, that is not a great surprise, because in this case an existing chassis was used (from the Scania hood forward).

I like to come right out and confess that I am a great fan of 'old iron' from Scandinavia. That is why I eagerly looked forward to the Volvo Titan lorry and trailer combination in the 'Bilspedition' paint scheme from Tekno ...

After my initial disappointment came the decision to grab my hobby saw and files and start a minimal alteration. I did not want to invest more time than a weekend. It was to be my first alteration in 1:50 and I

had a great respect for the white metal material. To raise only the front axle would have given the model a longitude slant but as I didn't want to touch the cabin, the chassis was going to be it.

First of all, I had to carefully pry off the exhaust and the lower engine mock-up using a small screwdriver because the screw for removing the cabin was hidden underneath. Once it was detached, the upper parts of the engine, power train housing, mudguards, front bumper, and finally the cabin interior were relatively easy to remove. During this operation, the glued-on compressed air tanks, battery box, and both tanks had to be pried off because they also had to be mounted lower (Picture 1).

Then the filing work started on the chassis, just below the cabin. I did not want to dismantle the model any further so I proceeded very carefully while protecting the canvas top as well as the prop shaft and front axle with masking tape. Using a metal file and a lot of patience I worked through the desired 2 mm of metal (picture 2).

Very quickly I came to the realization that this would not be enough because some material on the grey cabin interior also had to be taken off. At the area behind the wheels, 2 mm also had to go, and, additionally, at the front, room for the two chassis beams had to be found directly over the front spring brackets (picture 3). The soft plastic material was easy to work with using a hobby knife and the metal file. The upper engine dummy piece shed most of the material. Except for the ball bearing joint for the prop shaft, not much more was left that was recognizable (picture 4). On the cabin itself, the already mentioned cylindrical-shaped screw holder had to be shortened by the desired 2 mm. Thanks to the round openings for the

mudguards this was easy to achieve with the handheld file, and of course, the necessary amount of patience (picture 5).

Finally, the cabin could be attached; it sat exactly horizontally and was glued on with two-part epoxy. I did not want to use the screw again since it would take quite a bit of force, and I would have also needed to shorten it.

Tanks and battery box

As mentioned, the compressed air reservoir, both fuel tanks as well as the battery box had to be attached lower on the chassis. For this purpose, the mounting pins on these parts were removed and filed smooth. Small paint damage could not be completely avoided but could be touched up by using very similar Revell paints sea green (48) and brick red (37) (picture 6). Because there were only matt colours in my collection of paints, a coat of clear lacquer followed (01).

As a first step, the green tank at the front as well as the compressed air reservoir were glued on the area under the cabin. To get the red tank and the battery box exactly to the same height as the front tank, a sort of scaffold had to be constructed from scrap material to allow for solid support during the time the glue dried. (picture 7).

The trailer

While the spare tire on the lorry is mounted on the typically slanted spare tire carrier, the vertical mounting

on the trailer did not look convincing. That is why I used a controlled amount of force and broke it off the chassis (picture 8). The flat chassis mounted at the inside of the trailer chassis was shortened as much as possible so that the spare tire could be glued back on as slanted as possible. The tire now touches the chassis beam, which shows the amount of what is possible (picture 9).

What remains?

If one now compares the altered model with the included picture of the original, then the height of the front bumper looks better, but the too-high Be-Ge cabin with the straight windscreen which Tekno took from the Scania models to save money for new tooling, looks wrong. How much nicer and better suited would it have been with the Volvo factory cabin from Nyström?

René Tanner, never stumped for a solution, gave me the tip to remove and re-attach the sun visor a bit lower. With this adjustment, the mistake could at least be hidden a bit. But because the visor is very securely glued on my model, were I to take it off, some paint damage may occur. So far, I have not dared to take this step. By the way, the planned weekend of work turned into a full week of model building, with many breaks. Overall, I am happy with my first try, but as for being 'good,' the model is a long way off.

Tom's driving log

by Tom Blase

Lately I drove my lorry through one of the commercial districts near Mainz, Germany. Years ago one of my customers operated a warehouse there. On my radio the last bars of the song 'Beinhart wie n' Rocker' (German Rock n 'Roll song) played.

That made me think of my friend Baki, just short of two meters in height, a figure like a bear and since he came from the vicinity of Kieler Ecke, he spoke the typical 'Werner Dialekt (Slang).' When he appeared late in the afternoon in Mainz to pick up a load, we often sat together, up late after closing time having a lot of fun chewing the fat together. The warehouse was situated in a cul-de-sac and a dumper lorry company had its shop and yard right beside it. To fuel up their lorry and trailer combinations, drivers had to drive into the narrow yard one by one and then carefully back out again onto the street after re-fueling. Unsurprisingly, it took a long time and the waiting vehicles standing in front of our warehouse loading ramps and on

Bakis revenge – or

“What is the rascal doing in my dumper?”

the sidewalk produced a small traffic jam. So it was on that day. I was still standing at the entrance door when Baki arrived. “Morning guys, what’s going on here? Are red dumpers on special sale today or what?” That was his greeting. He was dog tired and only wanted to load quickly and then go home to sleep.

His very polite enquiry to the dumper pilots whether it would be possible to make room for him at the ramp upset their end-of-work mood and nothing happened. I winked at him and said, “Why don’t you drive the red lorry away yourself, the keys are usually in the ignition anyway!” He didn’t hesitate for long, climbed up to the Daimler’s cabin and drove it to the turning circle. There I heard several hissing sounds and he came back grinning ear to ear. Baki backed onto the ramp, loaded and went home for a kip.

Shortly afterwards, one of the dumper drivers turned up and went, somewhat surprised, to his lorry

which he did not expect to find in the turn-around area. Seconds later he came back shouting in the direction of the company office that they should bring him a spare key. But the Daimler remained quiet. Then they had to fetch the tools and twenty minutes later the colleague was able to drive and refuel.

I told Baki the story when I met him the next morning. He replied, “You know Tom, the unit has EPS (EBS- electronic breaking system) and I left the first gear in then stalled the motor, and then used the brake and pumped out all the air. Without air there is no way to get a gear to engage and the truck does not start. It’s just too bad about the keys. To prevent anyone nicking the old tub, I threw them in the bin of the old rust bucket to keep it safe for the old dumbass.”

The day had a classy start, and we both started our trips with tears of laughter in our eyes.

Models by Peter Veicht

Menck Mc

by Robert Bretscher

The first Mc excavators were built in 1933 and stayed in production until about 1945. While in the beginning most booms were held together with rivets, at Menck & Hambrock they were already experimenting with electrical welding construction. During this short phase the boxed-in booms with cross strips and struts assembled by welding were created. A little bit later, the very well-known lattice masts went into production displacing the heavy box booms.

In order that the production of the excavators not be interrupted during the war years, production of several model types was outsourced to Skoda in the Czech Republic. This meant that the excavators produced there were equipped with the very robust Skoda ship engine. In the end, Skoda built themselves up to produce the 60s versions of Menck excavators on their own. During this time, many of the so-called Menck-Skoda excavators came to Germany. Many of these very robust machines were responsible for clearing the rubble from Allied bombing in German towns to free up areas for the rebuilding. Later, well past the 90s, these Mc models served admirably on large construction sites, in quar-

The 1:50 scale excavator with box boom model shown here depicts a Menck Typ Mc which, in reality and depending on finishing, brought between 55 to 60 tons to the scale ...

ries or as powerful machines on several de-construction sites.

It is therefore no wonder that Peter Veicht started to notice these massive veterans and began to build such Menck models from copper and brass sheet stock for his dioramas. Veicht gave these Mc models the characteristic features like the side walls bevelled on both sides, the very fine ascending ladder and the appropriate lattice windows. The roof area with the boom trestle winch sheave and the diesel reservoir, located at the rear of the unit has an openable engine air intake hatch. Since the unit often worked at night, two lamps are located at the front to shine over the work area. The rear view modeled open shows the typical red six-cylinder Skoda engine very convincingly. Even the necessary compressed air bottle needed to start the diesel was noticed on the original by the imaginative builder and included on his model.

Of course, neither tinted glass for the windows nor window separa-

tions and rubber seals are a theme on this model. Upon opening the sliding side doors, one sees a space for the operator separate from the engine compartment within the dark cabin. In early times, the operator was mercilessly exposed to the noise and diesel smell of the often oil-saturated environment. It was probably because of this negative situation that there is an open side window on the Mc. Furthermore, the model has two hand cranks which are used to operate the boom and the lifting cable. The already-installed griper stabilisation is capable of holding the bucket safely in position. The heavy lower chassis drive with self-cast rollers and grouser shoes is fully operational. The wonderfully executed patina weathering of back in the 40s as well as the company lettering and danger labels make this model a real joy to behold.

Volvo FS7 'Tschudy Chur'

Swiss Life

by Pascal Gerrits

The Swiss lorry market has always been different from the rest of Europe. The allowable weight per axle was lower and the maximum width narrower due to the narrow, steep roads in the mountains. For a very long time, the maximum allowable vehicle width was 2.30 m which for imported brands was an additional challenge. The normal width in Europe for lorries even then was 2.50 meters, therefore, creative solutions had to be found which sometimes lead to some unusual vehicles.

By way of example, DAF produced the 2800-3300 Series which had the narrower driver's cabin of the 2100 series. Mercedes delivered an extra-narrow version of the NG cabin which even had narrower axle width and Volvo also offered solutions on their units made specifically for Swiss conditions.

In the 70s, the Swedes entered the Swiss lorry market with an especially narrow F89 with the additional type designation of CH230. As well as the narrow cabin, the axle gauge was narrower. Later on, the same solution was applied to the N-Series. However, with the introduction of the F12 a problem arose because it was not that easy to narrow the cabin. As a solution, the narrower F7 cabin was attached to the F12 chassis. When in the middle of the 80s the FL7 successor appeared, once again the cabin did not fit because it

Even a Swiss lorry can be exotic. It only depends on one's vantage point. Pascal Gerrits from the Netherlands built this typical Swiss Volvo FS7 ...

was 2.50 m wide. The solution was found by using the cabin of the lighter FL6 which was narrow enough. But, it was not possible to build in the 12 liter engine under this chassis. Because the performance of the 10 and 7 liter engines had increased in the meantime, Volvo's FS10 and FS7 were created using the chassis of the FL10 and the driver's cabin of the FL6. Then, at the beginning of the 90s, Volvo began to offer the FS7 to other markets as a light alternative for customers who found the FL7 too heavy.

The model

I have always been interested in vehicles that differ from the norm and some years ago purchased a Conrad model of the Volvo FS7 in 1:50 scale. At the beginning of the 90s, this manufacturer produced a variety of models under contract from Volvo. Generally speaking, these models were a good approximation of the original. The chassis were nicely detailed and the cabin was quite nicely done. An ideal basis for alteration specialists!

This is why I wanted to take the FS7 from Conrad and build a typical Swiss lorry. I began by taking

the model apart completely. Conrad models are very cleverly assembled and there are hardly any glued joints. Having removed the cabin from the chassis by removing the screws, the interior was easy to take out as it was only clicked on. The windows were loose and I had no problem removing them. I took off the somewhat coarse air horns on the roof and filled in the holes with polyester spackling compound. I usually remove the paint that is on the parts with lacquer thinner but I refrained from doing so this time. The old Conrad paint did not react to the Motip spray paint and so a light sanding and de-greasing was all that was required. Also, the cast of the cabin is not that fine so no details would be obscured because of the thicker paint coat.

I sprayed the cabin several times with orange (RAL 2000) from a rattle-the-can paint. This hue of paint comes very close to the Tschudy Company colour. I decided on this company from Chur, because it was relatively simple to make waterslide decals for it myself and because I really like the early colour scheme of the company. Nevertheless, my project is a pure fantasy model.

While the cabin was drying, I started on the chassis. As already men-

tioned, there was nothing basically wrong with it. I removed the front bumper and the mudguards and then spray-painted the chassis in Anthracite grey (RAL 7016). For my models I prefer to use Motip or Dupli-color spray cans.

A tool box from Tekno and a new fifth wheel coupling plate from Zon models were used to upgrade the chassis and these were also painted in Anthracite grey. Swiss lorries, especially those that work in construction and heavy transport duty, often have their tanks and tool box tops covered with anti-skid metal sheet. I used a photo-etched anti-skid metal sheet from an accessory producer.

Behind the cabin, I mounted a modified engine cover from a Tekno DAF XF and also attached the air hoses. I used the cable from an old printer for the hoses as it had the perfect thickness and was easy to shape. The wheels from the Conrad

model were no longer up to current standards so I replaced them with Trilex rims and tires from Tekno. Wheel hubs and stars were painted in red (RAL 3001) and the edges of the rims picked out with Humbrol silver. I painted the mudguards and front bumper satin black and after they had dried hand-painted white warning stripes on the bumper.

Once the cabin was dry I detailed it with scratch-made Tschudy stickers. I make stickers myself in Word and then print them on an Inkjet adhesive foil. Because the standard driver's cabin has very few details, I gave it position lamps, air horns, indicator lights, window wipers and a sun visor. The visor is a narrowed version from a Tekno F12. The mirrors are white metal ones left over from an old Smith kit.

The model then was spiffed up with Swiss license plate and an environmental sticker. I was not aware at

the time that the license plate is from the wrong Canton but since the vehicle is an imaginative one anyway, it does not bother me today.

As a semi-trailer I used a two-axle semi-low deck from Himobo. These semi-low deck trailers can be bought as kits and have a high degree of detailing and also steerable axles. The rather light trailer fits well with the not-too-heavy Volvo. Of course, 260 hp, especially in the mountains, is not sufficient when considering performance which is why there is a relatively light load in the shape of two steel pipes. The load is from Ladegüter Bauer (Bauer loads) and actually is designed for model trains in the scale of 1:45. Overall, I am very happy with the results of my efforts and think that a nice and typically Swiss Volvo was created.

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Mack 88 is Back

by Jim de Groot, self-published.
Format: 21.5 x 30 cm, 192 pages, 290 predominately colour pictures, hardcover, no ISBN, available from Tekno dealers.

Jim de Groot is the son of an Overdorp Transport driver. He dug deep into several archives and the resulting book is a lot of fun. It tells the history of Overdorp from Ijmuiden and of a restoration project about the Mack number 88 in the Overdorp fleet. The Mack restoration was comple-

ted by 2015 and included a faithful-to-the-original semi-trailer with characteristic sidewalls. Overdorp came into being because of the paper mill and the steelworks of Ijmuiden which settled there after the canal was built. However, dark clouds gathered after the paper mill closed and the steelworks stopped production. A lovely book from times past, with many Mack, DAF, Henschel, and MAN lorries. (eu)

Tschechische Bagger 1922 – 2003

by Alfred Meyer, published by Podszun Verlag, format: 28 x 21 cm, 173 pages, 360 illustrations, hardcover, ISBN 978-3-7516-1078-0

This is Alfred Meyer's third book. From his home, it is only a hop, skip and a jump over the border to the Czech Republic. There, cable-controlled excavators were built for about 80 years, among them some of the largest ones in Europe. Between 1971 and 1985

the KSK Company built a total of 14 units of the E 7 front shovel cable-operated excavator with a working weight of 371 t and bucket content of 7.0 m³. In 2022, the last one of this kind was still working at an open-cast mining operation near Most. In the extensive archive at the main Skoda factory in Pilsen, enough picture material was found to illustrate the Skoda Excavator's history since 1927. Most of the pictures have never been published before. (up)

Historic construction site

Kaiser und Könige

by Wilfried Schreiber

Production of cranes at Kaiser began with the so-called center slewing crane with luffing jib. It was adjusted using a lifting winch, and the boom securing cable could be bolted to a multi-hole bracket. These middle slewing cranes were later equipped with a crane trolley.

The new TK-Series followed in the 60s as a bottom slewing luffing jib crane whose booms were already operated with an extra boom adjustment winch. These TK types all had gravel ballasting. With their rubber tires, they could be transported quickly from site to site as trailers or semi-trailers. This was true for the TK18 shown here which was available either as a luffing jib or boom with crane trolley or, for the larger types, with a telescoping tower like the 32.5 m TK 40-50 shown here which had a lifting capacity of 1,500 kg when extended, a maximum carrying capacity of 3,000 kg and a top height of 66 m at the hook. The height could be further increased by extending the lower slewing tower section.

Beginning in 1963, the HBK 50 and HBK 90A were milestones in the section of top-slewing cranes with boom. As a special feature, these had a two-part trolley boom which could be adjusted with the middle boom adjustment winch. The front section of the two-part boom always remained horizontal thanks to the special holding cable technique. This new technology was ideal for working on coo-

Kaiser und Könige (Kings and Emperors) have always been part of the crane world. For example, Kaiser was a crane producer located. Founded in 1910 as Kaiser & Schlaudecker, they produced stationary concrete mixers ...

ling towers at power stations because by increasing the pitch of one part of the boom, the lifting height could be increased. This technique was also very useful for working over obstacles, a feature that in the late 70s was also adapted by Liebherr and Peiner. For the tower of the crane to climb up, segments were lifted by the crane itself and deposited directly onto the slewing platform from above, and lowered through the slewing ring into the hydraulically-operated climbing mechanism. On larger HBK types, the slewing ring even could be folded upwards.

The extended reach of the HBK 50 was 35 m and the maximum carrying capacity was 4,000 kg. On the HBK 90, even 40 m and 6,000 kg. At the end of the 1970s, the Kaiser Company was absorbed into the Elba Group which then continued to produce these cranes under the Elba-Kaiser brand name. Crane production was discontinued at the end of the 80s.

Könige (Kings)

There also were Könige on offer to the German and European mar-

kets such as those from the König Company from Asbach and Frechen in Germany, originally founded in 1945 for the manufacturing of construction lifts. Soon the first crane type followed, it being the Krantyp 5 which operated with a boom extension of 11 m, a 420 kg lifting capacity, and a horizontal hook height of 13 m. It was the first quick-assembly trolley boom crane in Germany. The boom could also be set at a steep angle. For transport, the tower was lowered onto the upper chassis then the crane could be pulled as a compact trailer. The larger K 12, K 15, and K 18 types had the option of needle boom or trolley boom and all had gravel ballast. In the 1970s the nowadays typical quick-assembly cranes like the K 21, K 24, K 25, K 28, and K 34 followed, all equipped with concrete ballast and quick-change axles. König started another factory in France in 1970. Later, in cooperation with the Italian crane producer Simma, they offered top-slewing cranes. Today König produces quick assembly cranes with up to 45 m of boom extension and topless

top-slewing cranes with up to 70 m boom extension.

The plastic models shown here of the Kaiser TK 18, HBK 50, HBK 90, and HBS were built by Lothar Un-

fried in cooperation with the author. The K 5 and K 12 König models are likewise the results of a cooperative effort by Lothar Unfried and the author. The Kaiser TK 40-54 is a plas-

tic and metal model scratch-built by the author.

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Our partner page

First use in water

As part of ecological mitigation, the WSB AG undertook the installation of high-water protection along the residual water channel flowing from the River hydro plant Dietikon. On the right shore of the Limmat River, five new stone groynes for riparian protection were to be installed. Each groyne required the placement of around 200 t of random-sized, Al-

pine limestone boulders, each weighing between 1 to 3 tons. Noting the way in which they selected the armour stones, it quickly became obvious that this was not the first time that Andreas Fehr on the Caterpillar 330 Next Generation, and construction worker Joaquin Da Silva Ribeiro had done this kind of work. Sometimes, the stones even fitted on the first try.

To wedge the stones better, Andreas filled the gaps created between the armour stones with coarse alpine lime gravel. For this construction project, lorries transported around 900 t of armour stones and 65 t of alpine lime gravel to the Limmat River. 200 t of the Alpine lime gravel was already on hand at the construction site.

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New on the market

NZG 1:50

Following a design update, the Weycor AR65 has become the AR420, and this change has also been translated to the model. Concurrently, the fine mesh fan guards on the engine hood were improved. Instead of a plain black surface, a fine, grey beehive pattern was printed on it. The model from 2016 can compete with the current standard of model development, in part because it now has a quick-change adapter that allows the use of the separately available palette forks. The high metal content, very fine workmanship,

and faultless finish all contribute to the model's highly attractive appearance.

Siku Blister

The 'Construction Site' gift set offers pure playing enjoyment! It contains a wheel loader, forklift, palettes, and traffic signs. With these items, many situations may be simulated. The lorry with the lift-off bin is offered separately. The cabin on both vehicles is purely a fantasy shape but is still similar to current Volvo cabins.

SpecCast 1:50

The International KB-8 is a real Old-timer from the late 1940s. The prototype for the SpecCast models is from 1948 and shows all the signs of a real 'Amitruck' (real US truck), such as we know from old movies. The models are not from new tooling but, after a few years, have been re-released in new colours.

The very successfully shaped design, in combination with the chromed radiator grille and the Trilux rims, exudes a lot of charm.

The models surprised us because of their functionality. In addition to

the only partially steerable front axle, the doors and both sides of the engine hood open, and show no gaps when closed! The six-cylinder engine mock-up with supply lines is made

from a number of parts in several colours. The replicated cabin interior has all the main parts, including the bench seat. Additionally, on the dumper, the rear gate opens and on the

low-deck loader, the access ramps fold down. Incidentally, the models do not come from China; they are 'Made in Indonesia'.

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
MB Actros 4x2 blue with Stripes, white with Star, white, separate or as a Set with Lohr car transporter	1:18	NZG	Dealers	www.nzg.de
MAN TGX GN 6x2 roll on / off bin red	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGX GN 6x4 / Faymonville Telemax «Faymonville»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS NN 4x4 / tipper / crane anthracite	1:50	Conrad	Dealers	www.conrad-modelle.de
MB Arocs 4x2 / semi trailer tipper «Ackmann & Lörcher»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 938 «Coteg»	1:50	Conrad	Dealers	—
MAN TGX GX 8x4 / heavy haulage tractor «Max Bögl»	1:50	Conrad	Dealers	www.man-shop.eu
MAN TGX TN 4x2 / semi trailer tipper yellow	1:50	Conrad	Dealers	www.man-shop.eu
MAN TGS NN 4x4 / tipper orange	1:50	Conrad	Exclusive	www.baggermodelle.com
Liebherr R 938 «Dolomiti Strade»	1:50	Conrad	Exclusive	www.modelmarris.com
Demag AC 650 «Nederhoff»	1:50	IMC	Dealers	www.imcmmodels.eu
Kaelble KK50 resine	1:50	GMTS	Dealers	—
Liebherr LR 1300 «Bay Crane»	1:50	NZG	Dealers	www.nzg.de
Wirtgen W210Fi «Kutter»	1:50	NZG	Dealers	www.nzg.de
Mercedes-Benz Econic 6x2 / Faun white	1:50	NZG	Dealers	www.nzg.de
Lovol FR600E2-HD	1:50	China	eBay	—
Scania 143H 6x2 tractor «John Pedersen»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH16 6x4 / semi low loader «Senn»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH05 6x4 / semi low loader «Brunner»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH05 6x2 / semi trailer tipper «Ronny Ceusters»	1:50	Tekno	Dealers	www.tekno.nl
Volvo Globetrotter XL 8x4 / low loader «Sarhy»	1:50	Tekno	Dealers	www.tekno.nl
MAN TGX GM 4x2 semi trailer tipper «Eberhard»	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1750-9.1 «Southern Lifting»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1650-8.1 «Fanger»,	1:50	WSI	Dealers	www.wsi-models.com
Liebherr R 9150 design update yellow	1:50	WSI	Dealers	www.wsi-models.com
Scania S 8x4 / wind mill transporter «McFadyens»	1:50	WSI	Dealers	www.wsi-models.com
Scania S 6x2 / semi low loader «Einhaus»	1:50	WSI	Dealers	www.wsi-models.com
Scania S 8x4 / Ladekran / Flachbett «MCT Craning»	1:50	WSI	Dealers	www.wsi-models.com
Scania S 10x4 / Scheuerle Intercombi «Karner»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 6x2 / semi low loader «Van den Heuvel»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4 / Euro low loader «De Haan»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 6x4 / Nootboom Manoovr «Nootboom»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 6x4 / Broshuis SL 100 tonner «Kristensen»	1:50	WSI	Dealers	www.wsi-models.com
Scania Streamline 6x4 / semi trailer tipper «Mydland»	1:50	WSI	Dealers	www.wsi-models.com
Scania 4 6x2 / truck transporter «Zandbergen»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH5 8x4 / low loader w. dolly «Richard Wagner»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH5 8x4 / low loader «Franz Bracht»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH5 6x2 / stone semi trailer «Jan Rietveld»	1:50	WSI	Dealers	www.wsi-models.com
MB Actros MP4 8x6 / Scheuerle Intercombi «Hegmann»	1:50	WSI	Dealers	www.wsi-models.com
MB Actros MP5 8x4 / Nootboom Manoovr «Nootboom»	1:50	WSI	Dealers	www.wsi-models.com
MB Arocs 8x4 / Euro low loader «Steil»	1:50	WSI	Dealers	www.wsi-models.com
MB Arocs 8x4 / roll on / off bin «Blokland»	1:50	WSI	Dealers	www.wsi-models.com
DAF XG 4x2 / Mega flatbed semi trailer «Aertssen»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF 105 8x4 / MWTi «Rahbek»	1:50	WSI	Dealers	www.wsi-models.com
Scheuerle Intercombi single parts in yellow, blue and red	1:50	WSI	Dealers	www.wsi-models.com
MB Sprinter BF3, yellow, 2nd version	1:50	WSI	Exclusive	https://fmb-shop.de

News in brief

Volvo FH Electric HCT with 74 tons total weight

The number of electric-powered freight-carrying vehicles on the road is increasing. Most are found in the delivery sector and carry relatively light loads. Mattson Åkeri recently invested in three fully-electric Volvo FHs and plans to use them in the Swedish container traffic with total weights of up to 74 tons. Volvo Trucks is supporting this project along with the Swedish Ministry of Transport. The goal is to show that it is possible to use electric solutions even for heavy-load traffic. Additionally, work is underway to optimize the loading management. The lorry tested is a Volvo FH Electric 6x4 which is charged using Green Energy at a 180-kW rapid-charge station on the company's yard in Arendal. In the long term, the combination is planned for travel between Göteborg and the town of Borås, a distance of 70 km. (eu)

Schmitz S. Koe Cool for Scandinavia

On July 4th, the company received their permit to use this type of trailer, and by the 10th of July, the first Schmitz Cargobull 'S. Koe Cool' was delivered in Finland. Prior to this delivery, Romania and Germany had received theirs, and following the Finnish delivery the unit continued on in Scandinavia. The special feature of this semi-trailer is that it is fully independently electrically operated. The refrigeration unit is powered by the energy recovered from the electric trailer axle and thus it does not require any diesel fuel for cooling.

The first customer in Scandinavia is PNO Rental, which will use the semi-trailer in the greater Helsinki area. The refrigeration unit which has extremely low noise emissions has been equipped with a high-voltage battery to bridge downtime and to make it possible to make deliveries in the early morning hours or even at night. It offers cooling performances of up to 15.8 kW and when heating, the power output is 10.5 kW.

Epiroc SmartROC T25 R

The SmartROC T25 R is the new Epiroc flagship in the line-up of remote-controlled drill platforms for open-cast mining and the construction industry. The smart technology includes an artificial intelligence RCS-Steering system that controls the drilling rig (a step on the way to full automation) making it the technologically most advanced in its market segment. The 5.5 or 6.5 m drilling arm systems can swivel sideways by 45° and 90°, respectively. Additionally, a slewing mechanism and the special geometry of the outrigger arm allow the chassis to turn 360° as well as to drill right beside the machine. The maximum drilling depth is around 15 m and the bore diameter varies between 38 and 64 mm. (up)

More efficiencies in transporting cables

The transition to cleaner energy requires special transports, a fact that is clear to all who have had the opportunity to see wind turbine propeller blades being transported. But, the

production of wind parks is just the beginning. To get the energy to the consumer, new power cables must be built; these should be as long as possible and are often laid in the ground. The new Goldhofer cable drum transporter is a solution to this problem because it can transport cable drums with an overall weight of 100 t. This corresponds to an approximately 2 km-long cable with a diameter of 150 mm, doubling today's transport capability. Uncoiling is done by an integrated device. The cable drums are lifted hydraulically to speed the unwinding of the last meters. Using an adapter, the new cable drum transporters can be built onto existing cable drum transporters thus decreasing investment costs. (eu)

Volvo Rigid Hauler Dumper

Since 2014, the Scots Dumper manufacturer Terex has belonged to the Volvo conglomerate. In only four years, the engineers at Motherwell managed to develop the new Volvo R100E as a successor to the proven Terex TR100. The unit has a built-in V-shaped dumping bin with a 95-t capacity. At the end of 2022, the update to the R100 with the built-in step V engine from Cummins arrived. The V12 produces 782 kW or 1065 hp. Scottish Coal and the Banks Group tested the new dumper in a variety of situations. Banks was especially impressed by the low diesel consumption of only 39 liters per hour. The R60 with 55 t of load capacity is also very new at Volvo. Currently, this model is only available with an engine compliant with Tier 2 exhaust controls. (up)

Caterpillar 988 XE

Six years after the world premiere of the diesel-electric powered 988K XE, the market leader, Caterpillar, took the opportunity to present the new 988 GC wheel loader at the Steinexpo in Homberg/Nieder-Ofleiden, Germany, at the end of

August. With a working weight of 53 t, the 988 GC has the same loading performance as the 988K but with 5% less fuel consumption and lower maintenance costs. With a bucket capacity of 11.3 t, a rigid hauler dumper can be loaded with 670 t

of blasted rock per hour. Compliant with the current exhaust protocols, the C15 engine with a displacement of 15.2 liters produces 335 kW or 449 hp of power. (up)

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