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Ausgabe 4-2025

Modelle von Lastwagen, Baumaschinen und mehr

Mit
Wettbewerb

Conrad 1:50
Kobelco
SK270SRLC-7

Eigenbau 1:50

Büssing BS 16 240

English text



Tekno 1:50
Überarbeitete Scania 4er

Sammlerportrait
Michal Renka's Baufirma

Diecast Masters 1:50
Caterpillar 950



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Editorial

Early end for the rolling highway («RoLa»)



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

Anyone who knows me personally knows that I am fascinated by all kinds of freight transport. Not just heavy trucks, but also long trains and large ships. Combined transport creates the joint between road and rail.

Even as a boy, I found the rolling highway particularly fascinating. On the large Gotthard model railway in the Swiss Museum of Transport, I followed the RoLa in 1:87 scale, loaded with trucks from Wiking. And when I turned forty, my wife gave me a ride in the locomotive of a RoLa through the Alps to Italy.

It was therefore no coincidence that I dedicated the freight forwarding portrait in the first issue of Laster & Bagger to Bertschi AG, a pioneer in combined transport. The loading of this freight forwarder's first truck in 1964 marked the birth of combined transport in Europe.

The combined transport business developed so well that Hupac S.A., Chiasso, was founded in 1967. In addition to Bertschi and SBB, the transport companies Danzas, Bernasconi and Jacky Maeder were also

involved. Special low-floor wagons were ordered due to the limited clearance profile of the Gotthard Tunnel. In 1968, scheduled services between Basel and Melide in the canton of Ticino began.

Even then, it was clear that the future belonged to unaccompanied combined transport. Tractors, drivers and a sleeping car were not profitable.

At the end of 2025, operations through Switzerland are to be discontinued – three years earlier than planned. Operators, road transport associations and trade unions reacted differently to the announcement, but all cited the same main reason: the condition of the tracks between Freiburg i.Br. and Basel is increasingly leading to train cancellations and, despite subsidies, unfortunately no longer allows for reliable and cost-covering operations.

I hope you enjoy reading the new issue!

Daniel Wietlisbach

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Michal Renka and his construction company 'Maxtor Gdynia'

by Daniel Wietlisbach

Michal Renka was born in 1990 in Gdynia, a port city in northern Poland. His family's path seemed clear: his father had been running a family business making cakes and pastries since 1973, while his mother was responsible for the household and their son. With four shops of their own, a distribution network and a well-known name in the town, no one doubted that Michal would one day take over the reins. But while the smell of fresh pastries wafted through the house, his heart was set on something else: big machines, excavators, cranes, trucks and the hustle and bustle of construction sites.

Even as a child, he couldn't walk past a building site without stopping to look. What bothered others was music to his ears: the whirring of electric motors on cranes, the squeaking of tracks, the crunching of tyres on gravel. His first 'models' were plastic vehicles in the sandpit, simple dump trucks and loaders, not precision miniatures, but toys. At that time, sport was the main focus anyway, and Michal was particularly passionate about playing football with his friends. But when the first Siku and Joal machines found their way to him, everything changed and he spent less time playing outside. Instead, he was allowed to express himself on a square metre of the terrace that his parents had given him.

Dirty machines and construction vehicles, atmospherically staged on dioramas, are fascinating more and more collectors. Michal Renka went one step further and founded his own construction company, 'Maxtor Gdynia' – in 1:50 scale, of course ...

Michal poured sand onto it, placed the machines and took his first photos with his new digital camera – a small revolution in a child's bedroom at the time.

His first digital camera was a Sony CyberShot DSC-P93A. Silver with a retractable lens and a small screen. No continuous shooting, no filters, no cloud. The pictures ended up on floppy disks. Back then, he took the pictures just for himself. Today, he finds them rather amusing, but they are part of his history because they show how it all began.

The school was conveniently located, right on one of the city's major traffic arteries. For Michal, the window in the classroom was the most exciting place. Not every lesson captivated him – but there was always something going on outside. Construction vehicles, trucks, heavy transport – Michal waited for them like others waited for the bell to ring for break.

A key moment came in 2005 when a warehouse was demolished on a plot of land in the immediate vicini-

ty. A residential building was to be built in its place. From the fifth floor, Michal could see the entire construction site. Day after day, he documented the progress of the work with his camera. This laid the foundation for his passion and further sharpened his eye for detail.

Gdynia is part of the so-called 'Tri-City', a large conurbation consisting of Gdynia, Sopot and Gdańsk. From that moment on, Michal observed new construction projects throughout the region. He was particularly impressed by the construction of the 'Estakada', a huge road bridge to the port. Michal followed the construction progress with his camera. But at some point, just watching was no longer enough. He developed a growing desire not only to photograph the machines, but also to own them himself – as 1:50 scale models.

First models

When Michal was 15 years old, the market for 1:50 scale zinc die-cast models was still virtually untapped

in Poland. Hot Wheels model cars and a few construction vehicles from Matchbox dominated the fleets in children's bedrooms, but 'real' models were rare. The turning point came thanks to a family tradition: the annual summer holiday in Austria.

Every year, the family travelled to a different region – Kaprun, Zell am See, Mayrhofen or Kitzbühel. Always to the mountains and always in summer. Every time, Michal saw various model shops. The one in Kufstein particularly stuck in his memory: entire walls full of Siku, Joal and NZG. His first 'real' models were a Liebherr L564 wheel loader and a Waitzinger 42XXT concrete pump on a Mercedes Actros 8x4 chassis from NZG. Both are still in his collection today. The saddest day came years later when the Kufstein shop closed. But by then, the online age had already begun – and with it the opportunity to become part of an international collectors' scene, even in Poland. Today, Michal travels to Italy once a year with his wife and son. On their way south, the family always spends a few days in the mountains. Sometimes they drive through Austria, sometimes through Switzerland, so he is very familiar with passes such as Gotthard, Maloja and Furka.

Mathematics and science were never his strong points, so Michal decided to study business administration. After graduating, he worked briefly with his father in the family business, but quickly realised that an office job was not for him. The solution came from above – literally. Through a YouTuber who documented his travels on film, Michal and his wife discovered the world of drone photography. When the YouTuber presented his new DJI Mavic, Michal's curiosity was piqued. At the end of

2016, he bought the same drone and in 2017, he took his first test flight on holiday in Malta.

He set up a Facebook page, published his first aerial photos and recognised the potential. When he saw that construction companies were using drones to document projects, he developed the idea for his own service offering. He received his first order that same year. Today, he runs MaxDron, a one-man company. He works nationwide for builders, project developers and general contractors, documenting the progress of residential complexes, road construction, offshore wind farms and new port facilities, always from the air and as close as possible.

He is particularly fascinated by the early stages of construction, when the drone flies over a field where there are no foundations yet and, months later, a new city district emerges. Documenting this transformation is not just a job for him, it is pure fascination.

A collection in transition

Parallel to his professional development, the idea for a more structured collection also matured. At some point, the principle of 'buy what you like' was no longer enough. Michal

wanted order, a system, identity. So he founded his fictional construction company 'Maxtor Gdynia' based on the model of real construction companies with clear standards, a fleet philosophy and recognition value. At Maxtor, this means construction machinery from Liebherr and trucks from Mercedes. All road vehicles are white, the construction machinery yellow and white.

This decision changed everything. Instead of a colourful one-off, five identical white dump trucks now took their place on the shelf. Instead of random exotic models, Michal concentrated on what a real construction company would buy. Nevertheless, the collection also includes models outside the Liebherr portfolio – such as Dynapac vibratory drum compactors, a Bauer drilling rig and a Komatsu mini excavator.

The collection is not static. New machines, new models, new dioramas – Maxtor Gdynia is constantly evolving. Each model is carefully selected and integrated into the company concept – just like in a real construction company. However, the models alone were never enough for the collector. Michal wanted to breathe life into them. So he created dioramas, for which an entire room has been reserved in his new house.

The collector

Michal Renka (35) studied business administration and, after completing his training, founded his own company specialising in drone photography for construction site documentation. In addition to collecting and building dioramas, he loves travelling and discovering new places.

He lives with his wife Paulina and his son Maks (4) in Gdynia in northern Poland. If you would like to visit Michal and his collection, please contact him via his Facebook page facebook.com/maxtorgdynia, where you will find all the important information.

Eight large frames, each measuring around one square metre, form the centrepiece. Filled with sand, they form the basis on which the model construction sites are built. The display cases containing older models stand on the walls, and shelves complete the presentation.

As a special feature, each diorama has the background of a real construction site. Michal takes the photos, prints them in large format and combines them with his models. The result is a believable scene that looks deceptively real.

Each diorama brings a new idea and new details. And sometimes the result is so convincing that he receives job offers from real construction workers – including CVs. His dioramas are full of life and breathe the dust of real construction sites. All models in use are aged with water-based pastel chalks – dusty, muddy, but always reversible. This makes them look like they are in use without being damaged.

Michal's collection is not limited to his private life. He regularly presents new works in Facebook groups, exchanges ideas with collectors from Germany, Italy and Spain, and even imports special models for fellow collectors in Poland. Three main suppliers from Germany provide him with exclusive models. They meet in person mainly at truck rallies, where like-minded people come together.

Nevertheless, construction machine models are still a niche topic in Poland. Most people collect trucks, with only a few specialising in construction machines. Michal sees himself more as a model builder than a classic collector – he builds, arranges and documents. His work is inspiring and enthusiastic, and shows what is possible on a scale of 1:50.

Between work and family

Michal's greatest support is his family. He has been married to Paulina for six years, and their son Maks was born four years ago. Paulina also knows how much dedication, time and love goes into each diorama. Even though his hobby sometimes takes a back seat, Michal manages to devote at least an hour a day to his little world of construction. All his dioramas are 100% authentic and could exist in reality; nothing is invented. The model builder tries to recreate everything as well as possible and, of course, equip it with Maxtor equipment. He manages to balance his career, hobby and family through good time management, but also thanks to his passion for all three.

He does not own a 3D printer, although this would make it easier to produce many details. He prefers to enjoy a diorama rather than spend hours designing CAD files. A colleague from a forum supplies him with

suitable parts when needed. Today, the collection comprises over 70 Mercedes trucks and an almost complete fleet of Liebherr vehicles: mobile cranes from LTM 1030 to LTM 11200, all cable excavators from the HS series, two LR 1280s and two LR 1300s, as well as the new LR 1400, MK 88 mobile construction cranes, MK 100 and MK 140, various mobile and crawler excavators from A 910 to R 940, as well as LB, LRB and wheel loader models. It is difficult to count them all because they are scattered throughout the various dioramas.

One of the most valuable models is the Liebherr 630 EC H 40 from Conrad. It is a model of a tower crane that he could have sold more than once. But Michal always refuses, even the price offered is irrelevant. The model has long been out of production, but it is very impressive when assembled. The collector is currently looking for an LR 1600 from NZG, naturally in the original Liebherr livery, so that it will fit into the Maxtor Gdynia machine park.

The hobby is well known to the collector's immediate family, his wife, his four-year-old son and his friends. They admire the care and patience with which Michal creates the dioramas. To this day, the best Christmas present the collector has ever found under the tree is a 1:50 scale model.

DIY construction of a Danish truck and trailer

Büssing BS 16 240 with trailer from Dapa

by Daniel Wietlisbach

The underfloor engine combined several advantages. The flat design allowed for a spacious interior, making the cab almost homely. Neither a huge bonnet nor an engine hump impaired the driver's view. The low centre of gravity improved road holding, and because the assemblies were easily accessible from the outside, the Büssing was also easy to maintain.

From the late 1950s, a stylised lion adorned the grill – a reminder of the Braunschweig coat of arms and a symbol of strength and reliability. The 'Büssing lion' became a familiar sight on Europe's motorways. But even a lion is vulnerable, and the market became tighter and competition tougher. Despite technical innovations, Büssing lacked the resources to keep pace with the big corporations in the 1960s. In 1971, MAN took over the long-established company – but Büssing's signature remained visible for a long time. MAN continued to rely on the low-floor engine, and the lion still adorns the front of the trucks today in a modernised mould. From 1979 onwards, the underfloor engine and the Büssing name gradually faded into the background, and MAN gradually switched to its own drive line concepts.

In 1936, Büssing unveiled the first underfloor engine at the International Motor Show, a technical innovation that would become the company's trademark. However, Büssing did not become truly famous with this innovation until the 1950s. Instead of taking up space under the cab shell, the engine was mounted transversely under the frame, just behind the cab. René Tanner built this beautiful Danish truck and trailer ...

Today, Büssing is a legend. The vehicles live on in museums, at meetings – and in the hearts of those who once drove one. Their engines continue to hum in lovingly maintained classic cars, their stories live on in model series and collectors' display cases. And somewhere, if you listen very carefully, you can still hear it growling – the lion from Braunschweig.

Büssing BS 16 240

It was one of the last of its kind – and also one of the most impressive. The Büssing BS 16 240 was rolling proof that you could drive powerful-

ly, reliably and with style even without a turbocharger and electronic control units.

The front steer truck was built from the mid-1970s onwards and was designed as a long-distance vehicle with a gross vehicle weight of 22 tonnes. It was suitable for heavy long-distance transport as well as for swap body or silo superstructures. The angular cab with its flat front, large mirrorarms and, of course, the lion on the grille made a big impression even from the outside.

The heart of the vehicle, the six-cylinder underfloor engine type U 11, worked away under the robust chassis. With a displacement of 11.17

cm³ and 240 hp at around 2300 rpm, the engine delivered enough continuous power for long journeys. And it did so with running characteristics that drivers still praise today: quiet, low-vibration and never sluggish. The maximum torque was around 850 Nm, perfect for tough inclines with a full load. The engine was usually coupled to a ZF gear box with 16 gears, which gave the driver plenty of scope when selecting gears. Anyone who knew their Büssing knew exactly how to keep it in the green zone – torque instead of speed was the order of the day.

The cab was surprisingly comfortable and offered the driver everything that mattered on long journeys. First and foremost, there was a slightly raised seat position with good visibility of the road, plus a wide bunk behind the seats and numerous storage lockers. The heating worked reliably and the noise level remained pleasantly low thanks to the engine mounted behind the cab. And the leaf springs absorbed even poor roads with stoic calm.

When MAN took over Büssing in 1971, vehicles such as the BS 16 240 continued to run under the MAN-Büssing name – with many original parts and an unmistakable appearance. However, with the introduction of new cab series and the trend towards vertical in-line engines, the era of the underfloor Büssings came to an end. The BS 16 240 thus marks both the peak and the end of a design philosophy that beautifully combined technology, driver comfort and ease of maintenance.

Model in 1:50

A Büssing model by René Tanner graced the cover of the very first is-

sue of *Laster & Bagger* (1- 2017). But shortly after completing the famous Orient vehicle from 'Wüthrich', the model builder began dreaming of another Büssing. René had always been fascinated by this brand of trucks, and the fact that the father of a model builder friend owned one as a self-driver further fuelled his interest. When the vehicle was put up for sale, René photographed it from all angles and in every detail. The plan for a new model took shape when GMTS advertised the first Büssing models in resin casting. However, the model builder was not impressed by the cab. The front was too round and the roof too low, so the perfectionist couldn't quite get the 'Büssing feel' right. The front and roof were cut out and replaced with plastic profiles. What sounds simple was actually very time-consuming. Filling, sanding, critical inspection – it took several attempts before the cabin finally looked right.

The chassis came from an old Conrad model of the MAN truck and trailer with an underfloor engine. The truck was completely dismantled and the engine was sawn out of the chassis so that it could be detailed more accurately. The model builder was able to give free rein to his creativity here and did not stop until all the pipework had been laid correctly. Special attention was also paid to the cylinders and pipework of the hydraulic brake system, a special feature of Büssing – but one with its pitfalls. If the vehicle was not driven regularly, there was a risk that the sealing rings in the system would swell and block the brakes so that they could no longer be released. Longer downtimes were therefore not conducive to the Büssing brake system.

The result of the detailed work on the chassis and engine is absolutely

impressive. The wheels are made up of rims from PKC and matching tyres from WSI. To keep the filigree work visible, the cab and body can be dismantled.

Although the model is fictional, it represents a Danish truck as it might have existed. In addition to the model builder's love of Scandinavian commercial vehicles, the fact that there were numerous Büssing trucks on the roads in Denmark also played a role. René is a big fan of three-axle trailers, especially when they are 'perfectly' proportioned.

This means, for example, that on an 8.0 m long trailer, the middle axle is located in the area under the rear cross member of the body. Two-thirds of the body is located in front of the axle rod and one-third behind it – one could also refer to this as the 'golden ratio' in trailer construction.

The basis was Tekno's 8.0 m trailer chassis, which was launched just in time as a new product. The wheelbase had to be adapted to Scandinavian proportions; the original would have been a model from 'Dapa'.

The side panels of the body were constructed in two layers, with 1.0 mm plastic on the inside and 0.5 mm aluminium sheet on the outside, firmly bonded together. In the area of the handles, the aluminium sheets were sanded down and covered with a U-shaped wire. The handles themselves were cut to size from plastic profiles and glued in place. The sheets on the hinges were made from precisely cut and sanded 0.2 mm aluminium sheet. The floors consist of two layers of bonded plastic sheets.

Paintwork and loading

Although the truck and trailer are fictional models, the paintwork was

taken from an existing original that René found on the Internet. The combination of fire red and very light green looks excellent and is very fitting for a Danish vehicle. The lettering was designed in-house and printed with a Brother label printer. Although this does not offer the entire spectrum, it does offer all the colours required for the model: black, white, yellow and red. The self-adhesive backing material is also hardly

any thicker than wet decals. The dirt on this model is limited to the chassis of the tractor unit and is also kept very subtle.

The truck and trailer are loaded with building materials, partly stone and clay slabs, but also with sacks that could contain cement, for example, and there is also a wooden box to discover. The load looks heavy, but also fires the imagination. The load was moulded from 'DAS'

modelling compound and is solid, i.e. without a soft core. While other modelling compounds tend to crack when drying, 'DAS' does not change shape. It is also easy to paint.

With the Danish Büssing BS 16 240, René Tanner has created another impressive model on his workbench, which reveals its full beauty thanks to its colourful paintwork.

Translation of page 17

Remo's Old Iron

by Remo Stoll

When this truck was launched in 1987, it was considered the king of the road, as it was the most powerful series-production truck for goods transport at the time.

Together with its spacious cab shell, it became a dream for many drivers. This particular model was still on the road every day until the 2010s. Because the owner has a soft spot for old trucks, it may well be that it will be renovated and return to the road.

Recognise the truck? Send us the exact name by 10 August 2025. If

Do you know this one?

Identify the truck and win a model ...

there are several correct entries, the winner will be decided by lottery. Only participants with a complete address can be considered so that we can send the models.

This time, you can win the new Cat 950 from DM, the Hamm HD+ 120i VIO-2 HF tandem roller from NZG and the Mack MD with box body from Conrad.

Solution from issue 3-2025

The green scraper was a Terex TS18B. A random draw was held among the correct answers, and the winners are: Philipp Engel, who won the Caterpillar D8 with waste sign from DM; Jürgen Precht, who won the Hamm HD+ 120i V-VIO from NZG; and Roman Dolny, who won the anniversary model of the historic Liebherr L 522 from Conrad.

Congratulations to all the winners!

Short tail excavator from Kobelco in 1:50

SK270SRLC-7

by Daniel Wietlisbach

With an operating weight of between 25.6 and 29.8 tonnes, the SK270SRLC is one of the larger and more powerful short tail excavators and is specially designed for confined construction sites and inner-city projects. It is available with a standard undercarriage or narrow crawler frame, and is also available with a monoblock and adjustable boom. The Yanmar 4TN107FTT four-cylinder engine delivers 127 kW (164 hp) and complies with EU Stage V emissions standards.

The Conrad model comes in the familiar packaging with the rear-view mirror included in a bag. Nothing else needs to be assembled; only the antenna needs to be attached by the collector. As expected, the excavator is heavy in the hand and is a completely new design that has been reproduced to scale. The designation on the packaging, which is also used by Kobelco itself, is somewhat confusing: SK270SR(N)LC describes both versions at the same time. The Conrad model has the wider crawler frame and is therefore clearly an SK270SRLC and labelled as such (without N).

The X-frame is accurately reproduced and has lashing eyes, although these are not perforated. The crawler frames are correctly reproduced and consist of a single casting with the indicated support and bottom rollers and the running boards. The idler is

The Conrad model of the short tail excavator in the standard class adds variety to the range offered by the Kobelco model shop ...

spring-actuated and the sprocket is finely engraved. The metal tracks with triple grouser track shoes are correctly 600 mm wide and were taken from the standard range – they now look a little chunky.

The round upper structure is very well done and surprises with partially open fan guards. The mould accurately reproduces numerous details, even the hexagonal screw heads on the counterweight are clearly visible. The engine hood is a separate part that closely matches the contours of the original. Separately attached work lights, cameras and the exhaust tube complete this area. On the right-hand side, the delicate replica of the metal safety railings is particularly appealing.

The cabin has precisely fitted glazing; window divisions and rubber seals are printed on, as is the windshield whipper, unfortunately – this makes it look too flat. The handrail is made of metal, the roof guard is perforated and separately mounted; it also shows the headlamps, which are not coloured, however. The multi-coloured cab interior is appealing, especially thanks to the red safety levers and the logo on the backrest.

The attachments consist of the 5.56 m monoblock boom and the

2.94 m stick. Both parts are made of metal, the stick is solid, and the boom is made up of two precisely fitting L-profiles, a very harmonious solution. The engraving is precise and shows the lines of two additional hydraulic circuits for alternative tools on the stick. The functionality is high, the maximum working height is even exceeded, and the digging depth is just short of the maximum. The extensive hydraulic lines have been completely reproduced as free-standing and the hydraulic hose connections are more harmoniously implemented than before. Only the hydraulic cylinders still have the somewhat odd-looking pressure points; a little silver paint could help here. The bucket is made from a single casting and the plastic kinematics even include a lifting hook. Coloured hollow rivets are used at the pivot points, which is true to the original in one case and at least hardly noticeable in the other.

As always, the colour scheme is impeccable and there are no colour differences between the solid-coloured plastic and spray-painted metal parts. Logos and type designations are sharply defined, and no further lettering has been added.

New generation wheel loader from DM

Caterpillar 950

by Daniel Wietlisbach

With an operating weight of 19.6 tonnes, the new 950 is suitable for bucket sizes from 3.3 to 8.0 m³ (light-duty bucket).

At its heart is the Cat C7.1 Acert diesel engine with a displacement of 7.01 litres. It complies with the latest EU Stage V emissions standards and delivers 232 hp (171 kW). An interesting feature is that the wheel loader can be ordered with either a steering wheel or joystick control.

With this model, Diecast Masters is settling an old debt, as the model was already announced at the 2024 Toy Fair. It is now available and will reach collectors in the tin box containing all the current models. However, something is different: Bob is not sitting, but standing and gesticulating in a yellow hoodie with the Cat logo. We therefore suspect that this is not Bob at all, but a service technician. In any case, it's a welcome change that can bring life to the display case. Consequently, the cab roof is glued, so Bob from another model cannot be used.

The model has been reproduced to scale and consists mainly of new metal castings; correctly, only the cab and wheels could be taken from earlier models.

The wheels are beautifully engraved, the screw heads have even been highlighted in colour, and the rubber tyres have a profile that is true to the original. Unfortunately, when the lifting frame is raised, the rims are not

The Cat 950 is also an all-rounder for medium to heavy-duty applications in its latest generation. The model from Diecast Masters rounds off the extensive wheel loader portfolio ...

correctly represented on the inside.

The axle beams are reproduced identically, the drive train is hinted at at the front but is not otherwise reproduced, not even in the articulated joint, and the rear axle is suspended in a pendulum fashion. The two hydraulic cylinders of the articulated steering are reproduced. The hydraulic hoses have been omitted in this area, but as a nice detail, the line to the diesel tank has been reproduced for the first time – complete with a silver cap lid.

The shape of the hood is well captured, the fan guard at the top is very finely engraved and all other joints, screw heads and the rear view camera are also reproduced true to the original. The engine hood is completed by separately mounted plastic parts such as the grill, rear headlights, exhaust tube and air intake. The solid bumper is precisely engraved and reproduces all the details.

The cab is accessed via four steps, which are correctly represented, and the treads around the cab are true to the original and sure-footed; the safety railings are made of sturdy soldered wire. The cab is familiar from other wheel loaders and also fits perfectly here. The cab interior has been

reproduced in detail and shows the joystick controls.

The front frame looks harmonious and the lift cylinders, which are short compared to other wheel loaders, have been accurately reproduced. At the same time, this limits the functionality of the model. The maximum dump height cannot be achieved with such short cylinders in the model range; however, with a converted height of 4.0 m, at least smaller tippers can still be loaded. The bucket cylinder has been correctly reproduced with screw connections and hydraulic lines, and all parts of the Z-kinematics also look authentic. The bucket with cutting blade is made from a single cast part and is finely engraved. The Cat logo is even displayed on the quick coupler, which unfortunately does not work. Work lights and the footboard in front of the cab are made of plastic and complete the front frame.

The paintwork in glossy yellow and silk matt black is flawlessly executed and the lettering is detailed down to the warning stickers. The fan guards on the hood are also printed, while the screw heads on the mudguards are painted, which looks very good.

Vögele pavers from NZG in 1:50 scale

Super 1800-5 X / 1803-5

by Daniel Wietlisbach

The 1800 series machines are Vögele's best-selling road pavers worldwide. With paving widths ranging from 2.55 to 10.00 m, they are extremely versatile. They are currently available in the 5 series with the additional designation 'X'. The maximum paving capacity is 700 t/h and the hopper has a capacity of 13.0 t. The built-in Cummins four-cylinder engine delivers 129 kW and complies with EU Stage 5 emission standards. The Super 1803-5 X wheeled paver offers almost identical features. The maximum paving width is slightly smaller at 8.25 m, but the machine offers better manoeuvrability and transportability; it is roadworthy and has a speed of 20 km/h.

NZG models are delivered in the familiar cardboard box between two polystyrene shells, are heavy in the hand and exude quality. They have been reproduced to scale and are new designs. The 1800-5 X runs on single-link metal tracks, the links are firmly connected to each other and the track carriers are beautifully engraved. The wheels of the 1803-5 X are also authentic, fitted with rubber tyres and steerable true to the original. The track shoe has been individually designed for both models.

The rotating impression rollers are mounted in a pendulum motion true to the original, and the high functionality continues at the receiving hopper: the large side panels can be folded up by very delicate hydraulic

Vögele machines in 1:50 scale have an excellent reputation thanks to their detail, functionality and metal content. This is no different with the new models from NZG ...

cylinders, and the three small metal plates at the front are also hinged. As usual, the scraper floor is immovable – this is where the limits of what is possible are reached. On the original machine, the mix would be transported under the engine and driver's cab to the distribution auger of the paving screed. These are different on both machines. On the track-type paver, the screed measures 3.0 m when retracted and 5.5 m when extended (original 6.0 m), while on the wheeled version it measures 2.55 m and 4.75 m respectively (original 5.0 m). The extendable screeds of the AB 600 and AB 300 types have therefore been replicated. The manufacturer deserves praise for this, as the screeds would fit both machines and this would have made things easier. The fact that neither of them reach the maximum extension width is due to manufacturing constraints and is certainly the lesser evil than exceeding the transport width. The build quality is identical on both models, the tread surfaces have a fine structure and the control panels for adjusting the height of the side shields are delicately reproduced and, thanks to the super-fine printing, all details are clearly visible. The planks can be raised and lowered

using two hydraulic cylinders. The operator's workplace is accessed via steps above the plank. The floor has a fine chequered plate structure and the safety railings and handles on both models are made entirely of metal. The seats can be swivelled out to both sides, and the sun canopy can be extended parallel to them. The faithfully reproduced and elaborately designed machine control panel can be moved along a rail to both sides.

The engine bay has also been superbly reproduced and can be viewed from all three sides. All ventilation fins are perforated and the engine is made up of various parts in grey and silver. The exhaust tube can be folded down together with the roof.

The roadworthiness of the wheeled machine is demonstrated by the headlamps mounted on the front sides of the hood and the rear lights.

These are mounted on separate rods, which also display a number plate and the speed '20' – details like this are a real treat.

The colour scheme is very clean with sharp colour separation edges. The printing is flawless and, in addition to the logos and the aforementioned control consoles, features numerous small yellow stickers just like on the original.

Pioneering achievement on four wheels

Kramer 312 SL

by Ulf Böge

What seems obvious today was a minor revolution on construction sites back then. Behind this milestone is a company with a long tradition, inventive spirit and tireless development work. Reason enough to take a closer look at the origins and history of this extraordinary wheel loader.

It all began in 1925 in a small town between the Black Forest and Hegau. Gutmadingen was not exactly a hot-spot for industrial innovation – and yet it was here that brothers Emil, Hans and Karl Kramer laid the foundation for one of the most remarkable success stories in German engineering with a simple motor mower. The family's agricultural background had a significant influence on their vision. Machines should not only work, but also make life noticeably easier for people in the fields. What began as a workshop project soon developed into a thriving agricultural machinery business and later became a driving force for technical innovation. Tractors and tractors were developed. Even back then, the brothers recognised that every successful machine must start with a real practical benefit – an idea that continues to run through Kramer's history to this day.

Construction machinery manufacturer

In the 1950s, the economic conditions changed significantly. Demand

When the Kramer 312 SL saw the light of day almost 40 years ago, it wrote a piece of engineering history – as the first all-wheel-steered wheel loader 'Made in Germany' ...

for classic farm tractors declined, while at the same time the construction industry in Europe experienced a huge boom. It was a time of reconstruction – construction sites were springing up like mushrooms, skilled workers were in short supply and there was a demand for new machines that were efficient, flexible and reliable.

Kramer recognised the potential of so-called shovel loaders – machines that could move, dig and transport loads – at an early stage. The first models came from the USA: compact, mobile wheel loaders on tyres. These innovative machines offered unprecedented levels of manoeuvrability and speed – exactly what the European construction industry was looking for.

Birth

Armed with this knowledge, Kramer ventured into the development of its own wheel loader at the end of the 1950s. The result was the Kramer KS 510, which was unveiled in 1959. Although Kramer was already producing tractors at the time, a conscious decision was made not to send a modified agricultural vehicle onto the construction site.

From the outset, the KS 510 was designed as a stand-alone construction machine – compact, robust and equipped with a loading system from Schaeff that was specially tailored to Kramer's requirements.

This first wheel loader was more than just a new product: it was a statement. A commitment to quality, to the company's own innovative strength and to practicality. The machine set new standards – and paved the way for a whole generation of modern wheel loaders.

A new era begins

The real triumph of Kramer wheel loaders began in the late 1970s with the introduction of the all-wheel drive series. The 312 S, 412 and later 612 models offered engine outputs ranging from 48 to 74 hp – but something else was even more important: they were not articulated, but had a rigid, undivided frame with rear-wheel steering. This meant greater stability, constant tipping loads and precise handling – they were ideal tools for tough everyday use on construction sites, in material handling and in municipal operations. While many competitors such as Atlas, O&K and

Zettelmeyer relied on articulated steering, Kramer consistently pursued its own path. This not only yielded technically impressive results, but also strong customer loyalty.

In order to be able to offer something in the compact loader market, Kramer developed the 314 model – also known internally as the ‘Unicat’. Its exceptional manoeuvrability thanks to the newly developed all-wheel steering allowed it to move in all directions, even diagonally and turn on the spot. With a hydraulic quick-change system and versatile attachments, it became the Swiss Army knife of construction machinery.

The 312 SL – Kramer reinvents all-wheel steering

In 1986, a very special model entered the construction machine world: the Kramer Allrad 312 SL. It marked the beginning of a new era in wheel loader technology from Kramer – it was the first model in its class from

German production with genuine all-wheel steering. Although the technology was not entirely new – the first concepts had already been developed in the 1950s – the 312 SL was a genuine innovation in this performance class and in this mould.

With its 50 hp, precise two-lever transmission control directly on the steering wheel and, later, even a powershift reverse gear, the 312 SL was not only manoeuvrable, but also powerful and easy to operate. The difference to articulated steering was clearly noticeable: constant tipping loads even with the wheels turned, no offset when loading transport vehicles and improved visibility for the driver.

Thanks to its reduced turning circle, the 312 SL was ideal for narrow construction sites and municipal applications. In combination with a side-swivel bucket, precise work was no problem even with the wheels fully turned – an advantage that articulated competitors could not offer.

The technology behind the success

The all-wheel steering of the 312 SL was more than just a gimmick – it was a functional quantum leap. With conventional articulated wheel loaders, the entire front section of the machine shifts to the side, which can lead to a shift in the centre of gravity and potential tipping hazards. The Kramer 312 SL, on the other hand, maintained its stability in every steering position. The well thought-out construction of the frame also allowed easy access to all maintenance points, reducing downtime and increasing service life. Driver comfort was also improved, with an ergonomically designed cab, logically arranged controls and all-round visibility, which was a real plus for safety-critical applications. The 312 SL remains a technical monument to what is possible when engineering skill, courage to innovate and a deep understanding of practical applications come together.

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All-wheel-steered wheel loader from UH

Kramer 312 SL

by Daniel Wietlisbach

After four pages of in-depth background information from Ulf Böge, we naturally take a closer look at the new model from UH. As usual from this manufacturer, it comes mounted on a plastic plate in a cardboard box for collectors. Once freed from the assembly wires, its pleasantly heavy weight is noticeable. It is largely made of die-cast zinc and is securely screwed together. The delicate model is an accurate reduction of the original in all dimensions. Even the four-wheel steering works, which is one of the main features of the 312 SL – at least as can be seen in the pictures. This is made possible by a connecting rod that links the two steering linkages. The rigidly mounted running gear is beautifully detailed and the drive train is hinted at, while

There are still surprises at Bauma. One of them was found at the Wacker Neuson Group stand ...

the wheels impress with their fine engraving, three-colour paintwork and true-to-life tyre tread.

The base frame forms a finely engraved cast part together with the mudguards, the hood and the rear coupling. The wire coupling pin is firmly glued in place, as is the square exhaust tube.

The cab is made of metal and features door joints, handles, hinges, work lights and rubber seals on the windows, which are recessed. The windschild whippers and rear-view mirrors are separately mounted. The multi-coloured cab interior is beau-

tifully designed, even the fittings are coloured.

The lifting frame is made of metal, while the Z-kinematic traverse is made of plastic. The same applies to the hydraulic cylinders, which have silver hydraulic hose connections. Black hydraulic lines lead to the bucket cylinders and even to the quick coupler, which is non-functional. The bucket is made of a single piece of cast metal.

The colour scheme is very clean and the lettering is printed flawlessly, even the speed limits for road travel are true to the original.

Liebherr R 9150 'Andru Mining' in 1:50 High cab

by Daniel Wietlisbach

The model of the R 9150 has lost none of its appeal in recent years. Together with the new R 998, it still symbolises the pinnacle of excavator model making. The Andru Group signed its first mining contract in 1979. In 1997, the various divisions (mining, construction, plant engineering and engineering) were merged under the umbrella of Andru Mining. The company currently employs around 1,800 people, many of whom come from the communities surrounding the mines it operates.

Apart from the high cab, how else does the new model differ from the standard model? The catwalk on the left-hand side is particularly noteworthy here, as it had to be com-

The wonderful model of the Liebherr R 9150 was released in 2019. It is now available with a raised cab in white and in the livery of South African company 'Andru Mining' ...

pletely redesigned to accommodate the raised workplace. This was done with great precision and entirely from metal, including the etched running boards. Another striking feature is the red fire extinguishing system on the counterweight, which is why the railing has been omitted in keeping with the original. The colour scheme and lettering are impeccable, as always, and the limited edition model in blue is a wonderful addition to any collection. It was created on

the initiative of WSI, which is very much to be welcomed. However, anyone hoping for a high-reach version – which would be quite obvious – will unfortunately be disappointed, as Liebherr would have had to be involved. Unfortunately, this did not happen because the original only exists in small numbers and therefore only a few models could be sold. The attachment with folding bucket is therefore likely to be a project for a manufacturer with a 3D printer.

Nouveau!

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Crawler telescopic crane by Ros

Sennebogen 683E

by Carsten Bengs

As is often the case with Sennebogen, the model is delivered fully assembled. The hook is already attached, which some collectors will appreciate. For others, however, this probably means limited functionality. The massive telescopic crawler undercarriage with a maximum width of 4.2 m ensures sufficient stability during operation and a low transport width of 3.4 m on the flatbed trailer. The two telescopic cylinders are faithfully reproduced in detail.

The three-rib track shoes are realistic and the chains are sufficiently tensioned, although the idler wheel does not have a spring.

The outer lift eyes for self-assembly of the track carriers are indicated on the sides. Fine access ladders, colour-contrasting in silver, are located on the outside of both track carriers. On the inside, the two central ballast blocks provide additional stability; weighing 3.0 t on the prototype. One of them also has a small tool box and a ladder.

The prototype offers a self-assembly system and can lift itself off the animal transporter using hydraulic cylinders and attach the 9.7-tonne track carriers. The cylinders are very impressive, as they do not require threads and can be easily extended while maintaining sufficient stability.

Unfortunately, the two crawler tracks cannot be removed to transport the model;

Sennebogen recently unveiled a new model of its 80-tonne crawler crane, the 683. Ros has reproduced the model in fine detail, and the dimensions are also true to scale ...

At least the two central ballast blocks can be removed using small screws underneath.

The upper structure is solidly constructed and has zinc catwalks with fine corrugation on both sides. Silver-coloured steps would make it possible to climb onto the upper structure; the necessary handrails are also provided, but are made of plastic.

The 28.3 t ballast is a single cast part and unfortunately cannot be removed; however, Ros has faithfully reproduced the ballast's safety chains on both sides. The Sennebogen logo integrated into the casting is clearly legible. Both cylinders for ballast in the interior are movable and the small chains are also present.

The prototype is powered by a 168 kW Cummins engine; the radiator and exhaust tube are clearly visible on the model. Suggested hoses and pipes on the upper structure complete the details. The cab can be tilted by means of a small cylinder and is very detailed. Armrests, joysticks and even the drive levers are reproduced in detail. Windschild whippers, warning lights and mirrors round off the details. The hoists are operated by two small keys. We were very pleased with the second key, which is designed

at a right angle and is intended for the rear winch. As the ballast cannot be removed, this is the only way to move the winch.

The 683E model is delivered with a 10-strand main hook. All sheaves are made of metal and, fortunately, are individually designed and move smoothly. The boom is four-stage telescopic and thus reaches a roller height of around 80 cm, which does not quite correspond to the prototypical 44.0 m.

The 683E model has a two-piece boom extension. It rests on the side of the boom and is 8.0 m or 15.0 m long on the prototype. Small pins secure it in place. Even the assembly aid for unfolding is realistically indicated. The extension can be angled using small bolts. The second hoist winch can be used to simulate two-hook operation; on the prototype, loads of up to 600 kg can be moved on a single strand at a reach of 50 m and maximum boom length.

Overall, Ros has done a very good job of recreating the Sennebogen 683E crawler telescopic crane in great detail. The high-quality model feels solid in the hand and is particularly suitable for collectors who do not want to assemble it themselves.

Straddle Carrier in 1:50

Kalmar SC450H

by Daniel Wietlisbach

When observing a container port from a distance, the first thing you notice is the stacked sea containers. In between them, transport vehicles move smoothly and silently to distribute and reload the containers. These vehicles are used in all international ports and are known as 'straddle carriers'. They can not only transport the sea containers, but also stack them. The containers are gripped with a spreader and lifted or lowered like a crane using cable pulleys and winches. Straddle carriers have been around since the invention of containers, and the basic technology has remained virtually unchanged, although they have become taller and taller in order to make optimum use of space in ports.

Kalmar's history dates back to 1949, when the company was founded in Kalmar, southern Sweden. Initially, the focus was on classic forklift trucks, but reach stackers, terminal tractors, container and heavy-duty forklifts were soon added to the range. Today, Kalmar is part of the Finnish Cargotec Group and operates development and production sites in Europe, Asia and North America. The portfolio covers virtually all requirements of intermodal freight transport.

The company unveiled its first fully electric reach stacker in 2018, followed by the autonomous terminal tractor 'Kalmar Robotic Portfolio' in 2021. Kalmar works with ports

No one expected a model of a straddle carrier, especially not in 1:50 scale. The Kalmar SC450H has been impressively recreated and exudes an air of modern port logistics ...

around the world to develop complete automation solutions, including software, control room technology and driverless vehicles. Despite all the high-tech features, the machines have not lost their grip on the ground: they are built for everyday use, for wind and weather, for continuous operation and short maintenance windows.

The Kalmar SC450H is a modern hybrid straddle carrier designed for efficient and environmentally friendly container handling in seaports and inland ports. It features a hybrid drive that combines an efficient diesel engine with a lithium-ion battery system. According to the manufacturer, regenerative energy recovery during braking and lowering of the spreader can reduce energy consumption by up to 40%, which in turn reduces CO₂ emissions by up to 50 tonnes per year. The SC450H is not only environmentally friendly, but also future-proof. With its automation readiness, it can be seamlessly integrated into modern, digitised terminal processes.

With an operating weight of 70 tonnes, the lifting capacity is 40 tonnes or 60 tonnes in 'Twinlift' mode, in which two 20-foot containers can be picked up simultaneously. Each of

the eight powerful wheels can carry 15 tonnes when fully loaded, resulting in an impressive total weight of 120 tonnes. With a maximum lift height of 12 metres, up to four containers can be stacked on top of each other. The speed is 25 km/h, and even during lifting or lowering, the speed remains at 15 km/h. The turning circle is less than 10.0 m. The SC450 is available as a hybrid, fully electric or diesel-electric model. A 105 kW Volvo engine drives a power generator, which feeds the 85 kW electric motors from Agco Power and the lithium-ion batteries.

Model from China

Models of this size are usually built on a scale of 1:87, so it was all the more exciting when the SC450H appeared in heavy metal construction in 1:50 scale. The fact that the model made it onto the shelves of specialist retailers is thanks to importer and specialist retailer Anton Hanrieder from Spiel & Modellkist¹.

Because he is also the brains behind Bymo, the straddle carrier was initially mistakenly advertised as a Bymo model. However, it was ordered directly from Kalmar in China,

apparently from a manufacturer who knows his craft, because the model is impressive.

It is delivered well protected between two polystyrene shells in a sturdy cardboard box; due to the many delicate parts, it should be removed with care. The SC450H is really heavy, exudes quality and has also been reproduced to scale. The wheels are faithfully reproduced in different designs, with one pair per side being driven and all connected by linkages for steering; the steering cylinders work and the wheels are all 'plumb'. The solid side members are beautifully engraved and reveal a wealth of detail.

The four vertical "legs" form a kind of H-beam, which serves as guides for the spreader inside. This is made of plastic and can be tele-

scoped to accommodate all container sizes from 20 to 40 feet; „Twinlift“ is not provided on the replica spreader. The hydraulic hoses made of soft rubber follow every adjustment correctly. The spreader should be raised and lowered gradually and with caution on all four supports to prevent it from jamming. The machine deck and cab are accessed via delicate ladders with metal safety cages and protected by safety railings. The latter is almost completely glazed – except at the bottom, which would be typical for this type of handling equipment. The cab interior is correctly represented and even the windschild whippers are included. The machine deck, which is faithfully reproduced with its openwork design, features silver electrical distribution boxes and space for the engine and power

generator. The exhaust tube and exhaust cleaner are visible from below. The electric motors and winches for lifting can be seen at the rear, and all the pulleys are also reproduced on the model, although they are non-functional. Ropes are also missing, as replicating a functioning lifting mechanism would have been too complicated. Delicate openwork catwalks provide access to the other technical components. Safety railings consist of delicate plastic parts throughout the model.

The colour scheme is impeccable and the logos and type designations are flawlessly printed. The yellow and black warning stripes have not been forgotten either. The Kalmar SC450H model is a great addition and well worth making space for in your display cabinet.

Scania 4 series and refrigerated container Updates

by Daniel Wietlisbach

The Scania 4 series was launched in 1995 and was built until 2004 – in Brazil even until 2007. It was the first series to deviate from the previous angular design language and gave the cab a much rounder shape. A new flagship appeared at the turn of the millennium with the 164L 580 V8. Under the cab was the 15.6-litre engine with the cylinder arrangement that made the Swedish brand legendary and is why the trucks from Södertälje still bear the title 'King

Tekno gave the Scania 4 series a facelift and worked on a new refrigerated container at the same time. Both new products are combined for the first time in the model of the tractor and semi trailer from 'Michel Kramer' ...

of the Road' today. It wasn't just the raw power that fascinated people. It was the way the engine delivered it: deep rumbling, confident, unhurried – just like a lion. Anyone who has ever heard the V8 at full throttle will

never forget its sonorous hum. The large Topline cab offered the driver plenty of comfort, and the workplace was ergonomically designed with storage places and well thought-out details. For many drivers, the cab

was not just a place of work – it was their home on wheels, a place of retreat and almost a living room.

It is therefore very welcome news that Tekno is revamping its ageing cab, especially as this truck series remains very popular with collectors. One new feature, for example, is the radiator grill, which is now very finely engraved and beautifully reproduces the characteristic perforated sheet metal structure. One minor drawback is the closed inlet on the right below the windscreen, which should actually be open; this is where the air inlet for the heating would be. Under the cab, there is a new replica of the V8 engine. Together with the gear box, it consists of a plastic part and shows the details in relief; there are no attached or even free-standing pipes. The battery box, which is also new, is hardly visible on this model, but the new blind spot mirror is. All new parts are now also available for

model builders in the parts shop. The model is very closely based on the original; apart from the missing hubcaps, we could not find any differences from the original image on the certificate supplied. The paintwork is also first-class, including the certainly not easy transition from black to silver. The model is limited to 400 pieces.

The powerful tractor unit is coupled with the familiar divisible 40-foot container chassis from the standard range, loaded with two new 20-foot refrigerated containers. This is a typical load for Michel Kramer Transport B.V.

The company was founded in 2014 and is based in the town of Hellevoetsluis, not far from the port of Rotterdam. Its proximity to Europe's largest port is a plus for the company. The company's range of services covers almost all areas of modern freight transport. In addition

to classic road transport, container transport forms the backbone of the company. The portfolio is complemented by specialised services such as the transport of dangerous goods, tank transport and refrigerated and frozen transport. The company also offers services such as warehousing, terminal handling and logistics consulting.

The new refrigerated containers from Thermo King are also beautifully designed, which is particularly evident when viewed from the front. The precisely fitted front panel highlights numerous details, and the fan can be seen behind the super-fine etched grille cover. The printing leaves nothing to be desired; even the tiny logo of the compressor supplier Ingersoll Rand is legible. The raised hinges and fittings on the rear are particularly attractive. The 40-foot refrigerated container has now also been delivered.

US trucks from Conrad in 1:50 scale

Mack MD

by Daniel Wietlisbach

The collaboration between the US truck manufacturer and Conrad is not new; older collectors will remember models of the Mack R torpedo front truck or the TerraPro front steer truck with concrete pump. Nevertheless, as a Western European, it is somehow particularly pleasing that, at the beginning of 2025, the year in which transatlantic relations are reaching a low point, a handshake

Conrad had a surprise in store for the Toy Fair, as hardly anyone was expecting an American truck ...

is taking place in the model industry.

The MD is not a huge American truck, nor is it designed for road trains. It is intended for distribution transport and is a 'bread and butter' vehicle with no ambitions to win any titles in the truck world. In fact, the MD also marks a new direction for

Mack, namely a return to a market that the brand has neglected for decades. The letters 'MD' stand for 'Medium Duty' – and this is exactly where the vehicle is positioned with a gross vehicle weight of 8.8 to 15.0 tonnes. The MD was developed specifically for inner-city distribution transport,

craft businesses, municipal applications and light superstructures in the construction industry. Although significantly smaller, the MD's cab also features the striking design language of the heavy trucks with the bulldog as the radiator mascot.

Conrad's models have a spartan look specific to each country. All assemblies are concentrated in the cab area, where the typical chrome elements can also be found. The chassis, on the other hand, is concentrated on two longitudinal members and the rear axle suspension. The axle beam is suspended, the suspension and brake cylinders are indicated, and the drive shaft has also been taken into account. While the tyres come from the manufacturer's parts pool, the Mack rims are of course new. The front axle is steerable and achieves a true-to-life steering angle.

The cab and hood are each made from a single metal casting and reproduce the mould of the original

very well. The hood is easy to open and closes very precisely. Various details are made of plastic and are fitted precisely, such as the side ventilation slats and the lamp sockets. The headlamps and indicators are also fitted separately, but are not glazed. The grill is precisely inserted from the front and the trim elements are correctly chrome-plated, as is the bulldog. The engine is very detailed and assembled from several differently coloured parts. The cab shell features precisely fitted glazing, including the lower viewing window on the nearside. The rear-view mirrors must be fitted by the collector and are chrome-plated, as are the handrails. The door handles are mounted from the inside, as are the orange lights on the roof. The cab interior is black, and the seats are light grey. The diesel fuel tank on the driver's side also contains the running boards, which are mounted individually on the right-hand side.

The base of the superstructures is identical on both versions, including the tailgate. The box body is kept simple, but decorated with chrome strips at the corners. At the rear, a roller shutter can be seen, which is slightly engraved with handles and a lock, meaning that the details are not optimally represented.

On the flatbed body, the bulkhead is permanently fitted with an etched protective grille.

Open side shutters made of finely engraved cast metal parts can be inserted depending on the load. Both models are available with cabins in the three standard colours white, red and black. The paintwork is impeccable and the tiny lettering on the doors is legible under a magnifying glass. It will be exciting to see whether further versions will follow, with both company colours and alternative superstructures possible.

Review of the exhibition at the Ebianum

Model making & passion

by Daniel Wietlisbach

Once a year, the Ebianum in Fisibach is transformed into a meeting place for model building enthusiasts from home and abroad – as was the case at the end of April, when collectors, dealers and

Every year at the end of April, Fisibach becomes a Mecca for collectors – and the Ebianum becomes the centre of attention. This year was no different, and we would like to show you a few highlights ...

fans of heavy machinery gathered for the seventh edition of the model exhibition and exchange.

Visitors took the opportunity to buy, swap, talk shop – or simply enjoy their fascination. Visually, things may have seemed a little quieter this year – the aisles between the stands were less crowded than in previous years. However, with 1,050 admissions, visitor numbers were in line with the long-term average, confirming once again the enduring appeal of this event. The internationality of the crowd was even greater than in previous years.

As usual, the action was concentrated in the large event hall and the adjacent entrance area. The focus was on construction machinery and truck models in scales of 1:50, 1:87

and larger scales, as well as RC models. Dealers offered new and classic items, while private collectors traded and talked shop at their tables – some even before the official opening.

Once again, the numerous custom-built and converted models presented by talented model builders to a high standard caused amazement. The trend towards technical refinement continues unabated: fuel lines, free-standing hydraulic hoses, quick couplers and finely detailed tools impressively demonstrated how deep the love of detail runs. The dioramas also impressed with their build quality and realism – dirty machines, dusty roads and lifelike scenery blurred the boundaries between model and reality. While real construction machines and remote-controlled models

provided plenty of action outside the Ebianum, there was plenty of space inside for like-minded people to chat. For six hours, visitors gathered information, inspected models, praised their creations and engaged in critical discussions – whether about the latest model trends or real developments in the construction and transport sectors.

The next exhibition is already in sight: on 25 April 2026, the scene will meet again in Fisibach. And anyone who would like to make a second date in their diary should note 16 and 17 May 2026 – that's when Weiach Historik, Edition II, the next big event for construction machine enthusiasts, is just around the corner.

Minitruck Houten

A fixture on the scene

by Daniel Wietlisbach

As in previous years, the Expo building in Houten near Utrecht was the venue for the event – a location well known to model builders from the Namac exchanges. The hall was once again fully booked, with 140 model builders and 70 specialist dealers and manufacturers from all over Europe offering an impressive overview of the latest developments in the field of commercial vehicle models. Construction machinery was also featured for the first time this year, while RC models were no lon-

At the end of May, Minitruck took place in Houten for the third time – and once again it became clear that this event has become a fixture in the European model building calendar ...

ger included.

The clear layout of the tables according to scale has now proven its worth: it not only makes it easier for visitors to find their way around, but also encourages interaction between model builders. It's easy to strike up a conversation – about construction methods and materials, or simply

about your shared hobby.

Dutch model builders were particularly well represented, of course, but participants also travelled from Germany, Belgium, France, Denmark, Hungary, England and Switzerland. The quality of the models on display was consistently high, with many stands impressing visitors with

lovingly designed dioramas in all scales.

Modern manufacturing techniques are a growing topic; several exhibitors showcased individual parts, kits or entire models from 3D printers.

Around 1,200 enthusiastic visitors attended the event this year – slightly fewer than the second edition, but understandable given the beautiful weather. The date also fell on the Ascension Day weekend.

The Minitruck in Houten has definitely established itself. The date for 2026 has already been set: Saturday, 30 May. It's worth marking your calendars now.

From Nanofaktura's 3D printer Steyr 91

by Pascal Gerrits

The quality of 3D-printed parts varies considerably. This depends on the skills and experience of the designer and the quality of the production process. The choice of material, printing speed and printer type all play an important role in the latter. Stronger materials often compromise detail or drive up the price considerably. Before buying anything, you should know exactly what you will be working with and how to handle the material. To give just one example: some 3D-printed models lose their shape when exposed to sunlight or placed too close to a heater – the same precautions apply as for resin models.

High-quality products can also be found near my workplace and on the Namac exchanges, but there are no fully 3D-printed trucks available for purchase yet, and that's exactly what I wanted to try.

What's possible today?

To test what 3D technology can do today, I searched online for a highly

At trade fairs and on the Internet, we are increasingly seeing accessories that have been manufactured using 3D printing. Now there are even complete models that have been printed – a field report ...

detailed model that was made entirely with a 3D printer. After some searching, I found what I was looking for at the Polish company Nanofaktura. Nanofaktura offers a wide range of models, with a focus on vehicles and construction machinery from the former Eastern Bloc. These are available in many different scales – an advantage of this technology, because scaling the print files is relatively easy.

I opted for the only Western product on offer, an Austrian Steyr 91 in 1:50 scale, which is available in different versions. Nanofaktura prints its models in resin, which enables very detailed production with high-quality workmanship. The models therefore require relatively little post-processing before assembly, i.e. hardly any sanding. However, there are also disadvantages: you must not drop the

delicate model or display it in a place that gets too warm or is exposed to sunlight (as described above).

After ordering online, the model was shipped to my home securely packaged. The model is delivered as it comes out of the printer, so some work is required before you can start building. Assembly instructions are included and the windows are also supplied. Experience has shown that the best way to remove the various parts from the printing frame and remove the support structure is with small scissors (nail scissors) or a thin knife. This must be done with care and caution so that no parts belonging to the model are cut off. Any remaining residue can be easily sanded off with very fine sandpaper.

After removing the parts, relatively few pieces remain to build the mo-

del. For example, the chassis with the engine block, all attachments, mudguards and trailer coupling are printed in one piece. What immediately stands out is the high print quality; all parts are super smooth and very detailed, with very few errors. Small areas can be easily sanded down or repaired with a little filler. The very small and delicate parts are supplied in large quantities, so that something may break during handling.

In order to make a few adjustments to the model, I drilled a few holes, which was easy to do with a hand drill and a little finesse. I would not recommend using a model drill, as the material is simply too thin in some places.

The model is steerable and even equipped with a tilting cab; small pins for the hinge points are also included. However, there is no joint between the two front wheels and the wheels cannot turn. The tyres are also printed, which initially seems like a disadvantage. However, after spray painting, they look very realistic. The old generation of Tekno tyres also fit if rubber tyres are preferred.

All parts fit perfectly, which is an advantage of this technology, so no adjustments are necessary before painting. First, all parts were painted with Motip plastic primer and then with a normal spray primer from Motip. The parts could actually be

sprayed like metal parts and there were no special problems.

Steyr 1490

There are a few minor criticisms of the Steyr 1490 model, as Nanofaktura calls it. The 90 series was not supplied by Steyr with this roof; the high roof was only available from the 91 series onwards. The model is therefore incorrectly labelled. Fortunately, there are relatively few external differences between the early 91 series and the older 90 series. The raised type designations, for example, can simply be sanded off.

In addition, the model is missing an additional air intake on the rear of the cab on the driver's side, which was present on the real truck. However, this can be replicated quite easily. There is a distribution box in the chassis, which is very unlikely in a 4x2 tractor and semi trailer, but I have not been able to find enough information about the real truck to rule this out 100%. Furthermore, there are no lines between the engine, exhaust tube and air intake. This is also relatively easy to fix, but should be mentioned here for the sake of completeness.

Otherwise, there is nothing but praise for this model. The design of the cab is very well done, there are lots of details and many typical Steyr

elements are present. These include the typically shaped diesel tank, the rims and mudguards. Under the cab, there is also a beautiful, accurate V8.

After painting, the model was relatively easy to assemble, and the parts fit together quite well. Only in a few places did we have to remove some paint with sandpaper. The headlamps were replaced with nicer ones from Tekno, and the chassis was finished with checker plate covers – just like the original. The air pipes and survivor also come from our own workshop.

Conclusion

As the pictures show, the finished model has nothing to hide from others, so the attempt can be considered a success. There are now several high-quality products on the market that are at least worth considering and could enrich your vehicle fleet. Nanofaktura's products are of good quality and relatively easy to build. As with all new technologies, prices are still relatively high, but we have been observing a relatively rapid decline in prices for several years, which will certainly continue in the future.

For model builders who want to build something different from the usual kits, a model from a 3D printer is definitely recommended.

Tom's driving log

by Tom Blase

General cargo rocker – or 'a truck full of Harleys'

To be honest, driving general cargo wasn't my favourite thing to do in my early years. When the two dispatchers at my freight forwarder didn't know what to do with me again, the following happened:

'I don't know, he's too early, he'll have to wait,' said the dispatcher. His colleague looked at me and said, 'Take a good look at Blase. He'll like this, and he certainly won't be bored.'

It was only when I arrived at my destination that I realised with delight: 'Great, it's the Harley importer for Germany. Let's see what they've got for me.' My pick-up order just said 'twelve cubic metres of consolidated goods,' which could have been anything.

When I went into the hall to sign in, I was transported to another world.

This had to be biker and rocker heaven, or at least their headquarters on earth. 'Finally, a driver who looks like he belongs here,' I was greeted by the

loader. He was probably referring to my leather jacket with the vest and club badge.

At some point, I asked one of the forklift drivers what I was supposed to take with me. 'Mopeds, what do you think?' And then he used the forklift to push two large boxes onto my trailer. I read the labels with fascination – it was almost the entire Harley range that was piling up on my truck (there was even an E-Glide sidecar).

A second forklift driver joined us. He drove slowly past me and grumbled, 'What kind of bird are you? Are the rockers picking up their motorcycles themselves now?' I just grinned broadly, whereupon he continued to tease, 'But you'll have to save up for a while before you can drive one of those. What do you drive?' He didn't know that I had already fulfilled my

Harley dream the year before. So I just said, 'Shovel Head engine in a ,57 rigid frame with Wide Glide forks. Any questions?' He looked stunned, 'A Shovel? It vibrates like crazy, right?' He loaded me up without saying a word, but with a grin on his face. As he handed me the shipping documents, he said, 'Wait a minute. I've got something for you.'

He came back with a large bag and handed it to me, saying, 'We rockers with old mopeds have to stick together. Here, I'm sure you can use this.'

What had he packed for me? T-shirts, stickers and, for my moped, H4 bulbs, headlight inserts, spark plugs and several cans of engine oil...

Truly, I had experienced Harley heaven.

Demolition as a diorama theme – Part I

A lost place disappears

by Markus Lindner

The author's last diorama, the tunnel construction site, matured from the first sketches, which were made on the train journey back from Bauma 2014, to the start of construction at the end of 2020. The maturation process for the project presented here was even longer. In 2010, NZG and WSI presented two powerful Hitachi demolition machines as models almost simultaneously: the Zaxis 1000K-3 and the Zaxis 870 LCH-3. At that time, the first ideas and concrete plans emerged for what a diorama could look like in which these two powerhouses could be presented in a dignified manner. In addition to the basic idea, the plans at that time already included some of the key features of the diorama that has now been completed.

At that time, pictures documenting major demolition projects in the greater Milan area were found on the Internet. These included the demolition of the Falck steelworks in Sesto San Giovanni and the Pensotti boiler factory in Legnano. It was not only the lost-place charm of the gigantic industrial plants that was impressive, but also the incredible number of large demolition excavators, which was unbelievable for the time. These included the legendary PMI 150 and other machines that were used in Italy by various specialised demolition companies such as Baraldi, Cantieri Moderni, Despe and Vitaly. It was

Convincing concepts for a diorama usually arise from a spontaneous inspiration. However, to ensure that the whole thing turns out well, it can be worthwhile to let the ideas mature first, similar to a fine wine ...

only in the following 15 years that comparable machines spread from the Netherlands to German-speaking countries.

This not only set the basic theme for the 'Industrial Demolition' diorama, but also planned its location in the Milan area. The design of the multi-aisled industrial hall as a concrete skeleton construction with a round roof, as is very common in Italy but also in France, is still reminiscent of this.

Detailed planning

The plans then lay in a drawer for many years until Conrad presented the Kobelco SK1300DLC-10 as a model in 2022. This provided the ideal opportunity to revise and finally implement the old plans. The basic idea remained the same: to depict an industrial building during the demolition phase so that models of demolition machines of all sizes could be realistically staged.

Essential parts of the building therefore had to justify the working height of both large machines and excavators with long-front equip-

ment in the 30 to 60 tonne class. The structures to be demolished therefore had to be of the appropriate height at least at certain points. A water tower, a chimney or a silo tower were under discussion. It also quickly became clear that the halls could only be shown partially.

In order to use particularly heavy demolition machines, the construction had to be as solid as possible – reinforced concrete components were to make up as high a proportion as possible. Steel construction also had to be taken into account so that attachments such as scrap shears could be shown on the diorama.

Finally, the question arose as to what function the industrial complex had once fulfilled in the past, as this function should be reflected in the building models. Ultimately, the function also determined what the facility should look like.

After various considerations, it was decided that a former iron foundry would be very suitable. Iron foundries, where iron is produced from pig iron and steel scrap and cast into various semi-finished products, can be found throughout Europe, not only in

the traditional locations of the mining industry. Larger mechanical engineering companies often have their own foundries where they manufacture the cast components they need, such as engine housings, machine tables and much more. However, there are also independent foundries that manufacture, for example, manhole covers for sewer construction or supplier parts for industry.

How cast iron is made

The process of manufacturing cast iron and other cast materials usually takes place in a cupola furnace, which works like a shaft melting furnace similar to a blast furnace used for pig iron production, but at lower temperatures. It is smaller in size, but still reaches a considerable height of 20 metres, plus additional attachments such as filter systems. This makes a cupola furnace exactly the right object for the job, requiring the use of a long-front excavator for dismantling.

The plan was to build a foundry that specialised primarily in large-format castings, which were moved within the halls by crane. This required correspondingly massive and high hall structures, including crane runways and other ‘ingredients’, which also require heavy demolition equipment for dismantling.

Added to this were the striking technical installations, the cupola furnace itself with all the associated pipes, filters and other equipment. In addition, there was the moulding sand preparation with silos, tubes and conveyor belts and, finally, the moulding facilities including the core shop, the cleaning shop with overhead conveyors and blasting systems. Finally, everything was covered with an incomparable patina

that cannot be found in this form in other industrial plants.

Ultimately, this is a lost place industrial atmosphere at its finest. Anyone who has ever had the opportunity to visit an active or closed foundry will confirm this.

For inspiration, a few years ago, the author witnessed the demolition of a large iron foundry near his home, which he was able to follow closely over several weeks and which provided plenty of inspiration for a model. The basic concept, including the layout of the buildings, was thus decided relatively quickly.

Concept

The base area was set at 100 x 60 cm. This is large enough that the finished diorama can just about be moved by one person and stored in the boot of a car. This is because the photos were to be taken outdoors in natural light. The base of the diorama is a single Styrodur hard foam board. A public road runs along the left edge, but only the pavement is shown on the diorama. A wall separates the road from the former factory premises.

Most of the diorama area is taken up by two large hall naves, which are already in the demolition stage and are therefore shown cut away. These continue imaginatively towards the front, while the rear walls of the halls, which are still intact, form the visual boundary of the diorama.

The cupola furnace is located at the rear right, indicating that the right-hand hall was used as a casting hall. The remains of the former moulding sand preparation facility with a mould box clearing station are reproduced in the left-hand hall. On the left-hand side, a building wing in typical post-war architecture adjoins the street,

which housed washing and social rooms as well as laboratories and offices. This part of the building is also already in the demolition phase.

The right-hand end of the diorama is formed by the façade of another hall, which housed the remaining operating facilities, thus providing a background closure. The entire scene is rounded off by further plant details such as moulding sand silos, pipe bridges and components of the filter systems.

Since not all of the planned photo scenes can be realised on the rather compact 60x100 cm diorama, several extension pieces of the same thickness have been made, also on a Styrodur base. This allows the areas to be temporarily expanded, for example to show the secondary demolition with concrete crushers, the crushing of building rubble in the crusher or the loading of trucks.

Specifically, the extension pieces show a lane of the road running alongside the site, a courtyard area with a concrete floor representing the area behind the hall, and an extension to the front where the support grid of the hall that has already been demolished is still visible.

The following issues will contain, in addition to many pictures of the demolition work, a detailed description of how this diorama was built step by step and what had to be taken into account.

Our partner page

Caterpillar 352 and Volvo L120 Electric

A new Caterpillar 352 with a liftable cab has been in operation for several weeks at the rail loading facility at the Schelling site in Rümlang. The liftable cab gives the driver a height of around 5.5 m, providing a good view of the containers to be loaded. Thanks to the Cat Payload weighing system, the excavation containers can be loaded with exactly 30 ton-

nes. A block train comprises 22 wagons with 44 containers. The construction machine operator needs 2.5 to 3 hours to load the 4.2 m³ swivel bucket.

Merz Baustoff AG, a subsidiary of Eberhard Unternehmungen, recently tested the first Volvo L120 Electric in Switzerland. The wheel loader in the 20-tonne class was used for nu-

merous tasks at the gravel and concrete plant in Gebenstorf. Three electric motors with a total output of 228 kW provide sufficient engine output. The L120 Electric can operate for up to nine hours on a single battery charge for most light and medium-duty tasks.

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New on the market

Conrad 1:25

The box says 'Linde Electric Forklift Xi10 – Xi20'. As a writer committed to accuracy, this initially confused me – but luckily, the model became clear when I unpacked it: it is a replica of a Linde Xi16, as indicated by the model name. The maximum load capacity of the electric forklift truck with Li-ION technology is 1.6 tonnes and it is a 3-wheel model with a turntable steering axle at the rear. The model is very heavy and offers a high level of functionality. The lifting mechanism has been implemented exceptionally well: as the lifting frame is extended upwards, the forks follow at double speed thanks to a cable pull transmission – a fascinating spectacle. And, of course, the lifting frame's adjustment cylinders and rear-wheel steering also work.

The design is successful and the steering wheel, control console with joysticks and drivers seat with logo on the backrest have been faithfully reproduced.

Tekno 1:50

Tekno has scored a coup with collectors with the Iveco Turbostar from the 1980s, as this powerful truck was used by numerous international haulage companies. In its most powerful version, a 17.2-litre V8 engine delivered a whopping 420 hp, an incredible engine output for the time. The classic Italian model will first appear as a tractor with 4x2 and 6x2 chassis. The first colour variants are expected to be available before the end of this year.

MBMC / Conrad 1:50

The strictly limited special models from the Mercedes-Benz Model Car Club (MBMC) are highly sought after by collectors. This year, the model can be ordered by non-members for the first time. It is a particularly beautiful set. The three-axle LAS 2624 torpedo round nose truck will be coupled with the familiar Goldhofer semi-low loader, and the B90 buffalo crawler tractor is included in this set as the load. The models will be individually numbered and will be available towards the end of the year. Orders can be placed directly with the MBMC office:

dieter.maeurer@mbmc.de

News in brief

Inspired by aviation

Volvo Trucks drew inspiration from aviation for its latest innovation. This subtle change significantly improves aerodynamics, resulting in fuel savings. Volvo Trucks won the Green Truck Award 2025 with the Volvo FH Aero, which was also the first practical test of the new technology for reducing air resistance. Airflow stabilisers on the cab, stretched air deflectors and modified chassis panelling improve aerodynamics so effectively that efficiency can be increased by up to 2%. Overall, the Volvo FH Aero is up to 7% more economical than the standard FH. The most important innovation is the airflow stabilisers on the sides of the windscreen. These are equipped with a carefully designed wave pattern to ensure that the air is directed to the rear with as little turbulence as possible. (eu)

Volvo wheel loaders

Shortly after Bauma, Volvo Construction Equipment presented a new generation of wheel loaders. The first five redesigned machines are the L150, L180, L200 High Lift, L220 and L260 models, with operating weights ranging from 24 to 40 tonnes. The development focused on productivity and comfort as well as innovation and efficiency. Numerous assistance systems such as Load Assist and the weighing system make the driver's daily work easier. The digital delivery note from the new Load Ticket function streamlines billing. The excellent visibility in the cab is enhanced by the optional Volvo Smart View and the updated Collision Mitigation System. (up)

Arocs for the Armed Forces

BwFührparkService GmbH, the mobility service provider for the German Armed Forces, has awarded Daimler Truck the contract to supply a mid-three-digit number of logistics vehicles. The order is for Arocs vehicles with all-wheel drive and special military equipment. The vehicles are to be delivered by the end of May 2026. The Arocs 6x6 with a payload of up to 10 tonnes was selected. It offers a fording depth of up to 0.9 m and delivers 455 hp with a torque of 2200 Nm. The trucks are also equipped with the PowerShift 3 automatic transmission and comply with Euro VI. The new vehicles are so-called HümS, i.e. standard trucks with limited special military equipment. These are used to supplement the special military vehicles, which are usually significantly more expensive. (eu)

Sennebogen 724 G and 726 G

Just in time for Ligna, the world's leading trade fair for wood processing in Hanover, Sennebogen launched two new pick and carry timber handling machines: the 724 G with an operating weight of 29 tonnes and the 726 G with an operating weight of 31 tonnes.

The mobile material handling excavators offer a state-of-the-art, tailor-made solution for round timber handling in medium-sized sawmills. The proven 723 E has been relaunched as the 724 G, and the slightly larger 726 G, with an operating weight of 31 tonnes, closes the gap at the top end of the range between the 34-tonne 730 E. (up)

Komatsu PC9000

On 1 May, Komatsu Germany Mining Division and Canadian dealer SMS Equipment Inc. handed over the first PC9000 to Suncor at the Fort Hills Mine. The excavator in the 900-tonne class is ideally suited for loading the Komatsu 980E-5 dump truck. With a payload of 363 t, it is the largest dump truck in the Komatsu lineup. The PC9000 has a larger bucket, greater reach and higher digging forces compared to previous models in the PC series. Excavator 1501 has been in operation since May, 1502 is being assembled this month and 1503 and 1504 will be added next year. With the Demag H740 (744 tonnes) and the O&K RH400 / Cat 6090 (980 tonnes), oil sand mining in Alberta, Canada, has always been home to the largest hydraulic excavators. (up)

Circus Knie relies on Scania

Shortly before the start of the 2025 circus season, the Swiss national circus Knie was able to put five new Scania trucks into service. Behind the artistic masterpieces in the tent is a sophisticated logistics system that only works thanks to a well thought-out concept. Four of the five vehicles are Scania 460R 6x2 with a steered trailing axle, which can also be lifted. Two of the 460Rs are designed as swap body vehicles, while the other two are equipped with a Multilift hook lift so that different superstructures can be attached. The fifth vehicle is a Scania 500R tractor unit in the L version so that high semi trailers can also be coupled. For maximum flexibility, the trailer coupling is adjustable in both height and length. All five vehicles are equipped with the spacious CR20 cab. (eu)