

Laster & Bagger

Lastwagen, Baumaschinen und Krane

Mit Wettbewerb

WSI 1:50
Volvo
A60H

Eigenbau 1:50

Scania
143M

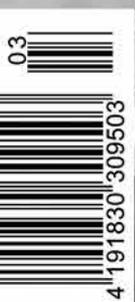
English text



IMC 1:50
Liebherr RL66

Sammlerporträt
Fabio Canus Firmenmodelle

Tekno 1:50
Volvo F8-Serie, Teil II



Editorial



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

Back to the roots

The picture above has special meaning, it goes way back into my past. It goes back even further to a time before I even saw the light of the world. During the 60s, my father worked in an expanding plastic products factory. When it came time to find a way to distribute the products, my father remembered the 'nice Hürlimann tractor' belonging to Setz he came across when walking to work. An agreement was reached and Setz became the "Kunststoffwerke Riwisa (Plastics factory Riwisa)" factory's exclusive freight handler. It was located in the neighboring village of Hägglingen. A lifelong friendship developed between my father Pius and Hanspeter Setz, which still continues today.

The very first DieCast metal truck I got was a Scania from Tekno. It had a box upper chassis and was painted in the Setz colours. My father got it from them as a gift for me. So, therefore, Hanspeter Setz is partially responsible for my early enthusiasm about trucks, and in a little way for the creation of Trucks & Construction magazine. It is therefore a special pleasure, to start with

this issue, introduce you to a portrait of the Setz Gütertransport AG.

There is a German saying that goes 'everything is new in May', and this goes for the Trucks & Construction magazine this year. The most important articles have been given more pages. In the past several times I had to leave out important details in the text, or it was not possible to dedicate enough room for pictures that should have been shown larger, as they so rightfully deserved. In order to continue to introduce the same amount of models as in the past, the new models section at the back of the magazine has been given more space as well. More room for new mold shapes releases, colour variations will be shown with a picture.

I hope that you will like the new set-up of the pages and I would welcome your comments, critical or otherwise.

I wish you a lot of fun reading Truck&Construction


Daniel Wietlisbach

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Fabio Canu collects company color schemes

Colorful

by Daniel Wietlisbach

Fabio Canu grew up in Adliswil near Zurich, the son of Sardinian immigrant parents. He has an older sister and a brother fourteen years younger. His father worked for Dangel, a local construction firm that has now disappeared. Even as a child, Fabio knew on which construction site his father worked and loved visiting him there. The first large project that the collector can recall was the construction of the new Zurich station, the step-by-step progress of which he watched carefully. The boy was even allowed beyond the safety fences but was too small to 'really lend a hand.' During his school time he reconnoitered the construction sites in the neighborhood and slowly increased his operating circle all the way to Zurich. There he not only visited the current construction sites but also the yards of larger construction firms like Zschokke, Spross, Hatt-Haller and Locher. At that time, he was already especially interested in civic engineering projects, therefore, it is not surprising that this theme is a great part of his collection.

A heavy-duty transport company with about 40 trucks was located near where he lived. The son of the owner attended the same shop classes as Fabio. For the preparation of a wood construction project the class was even allowed to visit the company and the school kids got a ride

There are lots of colorful models in Fabio Canu's display cases. Quite a few of his machines and trucks come from his own workshop ...

on a MAN heavy duty tractor truck. In the immediate vicinity of the apartment block where the family lived during the 90s a large housing development took place. Over three years, the youngster was able to follow the progress in detail. The excavations were done by Spross; Senn AG followed using at least seven cranes supplied by the construction company of Zschokke and it became more and more obvious that Fabio, like his father, wanted to work in construction.

Construction sites in the sandbox

Fabio's parents leased an allotment garden near the place where they lived. As his father spent every free minute he had there, so did Fabio. His father built a sandbox especially for him. There, Fabio imitated what was happening on the construction site. He used mainly vehicles and machines from Playmobil, especially the large excavator, but also a few trucks, a dozer and an articulated dumper. With these machines, construction pits were continuously being excavated and then filled in again. When the arm on the

excavator wore out, he scratch built a new one for it. He played there 'for an eternity,' remembers the collector, up to age 13, which was a bit embarrassing for him. Because of his embarrassment, they would place the sun umbrella 'just so;' then he was almost invisible to passersby.

During the colder times of the year he played with Lego bricks in his room. With them he built construction machines, heavy-duty transports and even cranes. He even owned a large plastic box full of sand in which he could use the Lego machines. His mother was not always that enthusiastic about it and her tolerance was severely tested when he started to work with concrete inside the room. This was because real concrete powder was used, mixed with water and poured into frames made from Lego bricks. The pattern of the bricks made it look very realistic; the imprints of the Lego bricks on the hardened concrete walls were easy to recognize. Even in high school, Fabio Canu still played with this sandbox, even during lunch breaks.

Since not only his father but also his uncle worked for Dangel, it was clear that Fabio would take his

bricklayer apprenticeship there. He began his three-year-long apprenticeship and after finishing, was able to stay on in the company. In 2004, he began his training as a site supervisor. He stayed 15 years with the company and then changed to work with a professional colleague who worked as an independent, taking on job lots and doing piece-work. This was a very exciting and interesting time and Fabio had the opportunity to be involved with several companies. Especially agreeable for him was family-run company of Walo Bertschinger and when they were looking for people, he put his name in. He landed a job as site supervisor in the floor finishing department for sports venues. This branch of the company currently employs about 70 people and in addition to floors for gyms and indoor sports venues, they also install artificial turf and specialty outdoor surfaces.

The beginning of the collection

The very hefty apprentice wages (even today no other trade pays that kind of money during the apprenticeship years), made it possible for Fabio to start building a collection

step by step. He found his first model at a dealer in Zürich; it was a four-axle Faun/Demag HC100 mobile crane from NZG (# 123). He was excited about it because of its functionality; every function of the original could be duplicated on the model. Unfortunately, the model did not survive the play activities of his younger brother to whom he had loaned it out for play.

The collection was always expanding. Models from Poclair, Caterpillar and, of course, Liebherr, were added. He bought what he liked and what was available at the time.

Later, heavy-duty transport models in the paint schemes for Schmidbauer and Kübler were included in the collection. Soon, three focal points of collecting emerged: transports, Liebherr and tower cranes. The latter, due to space requirements, were in 1:87. All other models were in 1:50. The collection continued to grow with the addition of about 20 to 30 models a year until, at the beginning of the new millennium, about 100 models stood on glass shelves in his room at his parents' home. A five-year collecting break followed, however, he did not sell any of his models.

A wife with construction background

He discovered the internet as an information source during his schooling as a construction site overseer. At the campus there was an Internet café and one day, while passing, he noticed someone visiting a site with a content he was familiar with. He stopped and asked what the name of the site was. He was told that the site on the monitor was the Hansebube Forum. Joining the site, he was able to connect with the collector Erwin Gerber (see issue 5-2011) and in the same Hansebube Forum he found links to other sites and found some interesting dealers' sites. The collector then ordered several models from Germany over time and went there to pick them up. For him it was important that the model be in pristine condition and he wanted to see for himself before making a purchase.

2005 was the year Fabio Canu met his wife, Lucia. She too had an interest in construction sites since her childhood. Her father originally came from Sicily and worked in the construction trade. Her grandfather was a vice-director with Schäfer, and later Implenia. As a young girl, Lucia and her mother often visited the construction sites where her father worked.

Parallel interests that connect. On weekends, Lucia and Fabio often visited the construction sites in the vicinity while Fabio also made use of long summer evenings after work for this purpose.

They married in 2007. A year later, Luca was born and three years later, Chiara. Despite having a young family, Fabio was still able to pursue his hobby interests. Of course, he

The collector

Fabio Canu (40) apprenticed as a bricklayer and took further training as a foreman and construction site supervisor. Today he works for Walo, in the sports surfaces department.

Besides his model collection, he is interested in construction sites overall, and visits them regularly. He lives with his wife, Lucia, and his kids, Luca (10) and Chiara (7) in Möriken / AG. Any like-minded readers who wish to see his collection can contact him at

Fabio.canu@bluemail.ch

had less time available to do so. The regular visits to his trusted dealer were kept up, however, the previous weekly event stretched out to be only every couple of months. Models were ordered and then picked up; Fabio Canu still wants to inspect every model before he buys it. The number of visits to construction sites too has diminished. Of course, he spends much time on the road because of his job. However, that also means he is current with what is being built and who is building it.

Hardly any standard paint jobs

For five years now, the family has lived in a single detached house where Fabio has a 40 m² large room he can use for his hobby. On three walls there are unobtrusive glass display cases that provide optimal space to show off his models. Besides that, the hobby room has a 7.5 m² diorama with a construction pit and a builder's yard with realistic

dimensions. On it his favorite collecting streams play the lead roles: tower cranes, specialized machines for civic engineering and heavy duty cranes with mobile cranes.

There are hardly any models in his display cases that have the 'standard' paint schemes. As an absolute minimum, they have the decals of the owners on them. Often, however, they are completely repainted in the 'house colors.' Because the model offerings have increased substantially during the last years, the models have often been swapped out, by selling or trading them for new ones. While in the beginning they were mainly models from Kübler, Schmidbauer and Nooteboom, it now has changed to Felbermayr, Toggenburger, Risi and other Swiss companies.

The collector prefers models from Conrad for his kit bashing and repainting efforts as they are held together with screws and therefore are also easier to re-assemble. Models from NZG and WSI are only inclu-

ded in the collection if they come already painted in the colors of one of the desired companies he collects.

For the re-painting he makes do with a simple rack in the garden where he can hang up the parts during good weather. And, of course, he uses spray cans in the matching RAL colors. Since the industry is increasingly releasing models painted in several companies' colors, his repainting projects have shrunk considerably. He makes the lettering for his models either by printing with an ink jet printer on sticky paper or by ordering decals from specialist suppliers. Today, the collection comprises about 500 to 600 models exclusively in 1:50 scale plus a few tower cranes in 1:87. His greatest wish would be a further model of this genre in 1:50 so that the two Liebherr 630EC-H (Conrad 2050/0) and Potain MDT178 (TWH) would no longer be the only models available. He is also hunting for the Liebherr MK88 mobile construction crane to add to his Felbermayr fleet.

Scania 143M 470 Streamline in 1:50

«Intersplendid»

by René Tanner

This metamorphosis happened about ten years ago at the time when I had a vehicle builder assemble my own trucks. This assembler made its name with many owner-drivers with its customized upper structures. Tragically, the owner of the company did not survive the impending transfer of ownership of the business and neither did any of the vehicles of the owner/driver. Reason enough for me to pay a little homage and to overhaul and re-design the Scania completely.

Doing a lot of research on topically-related Internet sites which I consider an enjoyable and inspiring part of the model building hobby, I found a Volvo FH 12 with the 'wrong side opening' kind of three-axle trailer by 'Börje Jönsson.' It is not so 'wrong' because in international load traffic the heavy goods are generally loaded by the front opening of the trailer. With the double-axle and slewing ring drive assist, the trailer runs very smoothly. The danger of jack-knifing and fish-tailing with high and heavy loads is minimized drastically. On top of that, higher center points of gravity can be optimally balanced out when transporting heavy machinery. That is why in Norway there are many such truck and trailer combinations on the road along the countless fjords and mountain passes. There, the front double axle of the trailer

The Scania 143M began its career as a Norwegian truck and trailer set of the now-defunct Nordan Spedition Company. At the beginning it was on the road with a three-axle Ekeri side door trailer. The trailer still exists today however, I saw many more modeling possibilities as a classic streamliner ...

allows for safe and stable driving. In our latitudes such trailers are almost unknown. I know only of two Swiss companies that had or still have such a trailer on offer if required.

The model

I find that the Tekno Streamline from the first series captures the mood of the prototype better than the newer release. Only small alterations were required. Two new wind-deflecting features at the cabin were needed: at the right side to represent the air intake and at the left to even out the sides. The high roof was made higher from plastic sheet stock cut to size and sanded to form. The light board and high beam front lights were soldered to a brass bracket to round off the very high front. Four additional high beam lights on the front bumper are capable of illuminating any

dark road optimally and a further two Danish day driving lights made from tiny pieces of plastic were also mounted.

The original interior was disassembled and detailed. The blue Danish plush cabin lining was made from paper towels soaked in thick watercolor paint. The interior ceiling is made from beige leather as are the comfortable leather seats and there is a lot of cupboard room for stowage and so the driver should be very comfortable on the long international trips. Beside a multi-media center, the driver can access a microwave oven and, of course, there is also a TV. For safety reasons, it was installed in the high roof ceiling.

On the chassis the necessary details like brake cylinder, air suspension bellows, diesel and air lines were installed and the exhaust routed along the side is for the pure enjoyment of the V8 noise enter-

tainment. Two large tanks and several tool boxes took the place of the drive-under side protection. I made new fenders for the whole set from aluminum sheet stock.

The scratch-built trailer is richly detailed. It was made from plastic strip, profile parts and sheet stock. First, the chassis' longitude girders were made. On the slewing ring the pneumatically-adjustable trailer shaft was built including all the brake lines. Axles with air shock suspension, two large storage boxes, two swiveling spare tire holders and, as a special small detail, four additional small tie-down loops to secure the trailer during a ferry crossing were added.

Two carefully measured wooden blocks were the core for the superstructures. These were then covered with cut-to-measure sheet stock and profiles. The rear gate and side walls are made from 0.5 mm aluminum sheet stock. The Edscha sliding cover frame was made from aluminum rod stock and the tarp, as on the MAN Har-

lem, was made from writing paper.

Fictitious Cargo Company

During a late-night brain storming session with Hans Witte we had the idea that the fictitious Dutch Intertextrans Spedition (Company) founded by Hans had grown to become international. So, the Intersplendid was 'conceived' as a branch in Switzerland.

Currently there are now 13 Intertextrans models built by Hans. The cornerstone of my fleet is a heavily modified Lion-Toys DAF NTT 2800 6x4 customized with a Smith-Holmes Wrecker as a tow truck.

In order for our firm to look realistic we have letterheads in addition to pictures of models shown on business cards and also use the same design of clothing on all (miniature) workers. To differentiate between the two branches of the business we agreed upon the following: instead of the metallic black used by Intertextrans, the Intersplendid models will

be painted with metallic blue and the chassis painted in a darker blue tone. However, the lettering style is kept in the same style so as to harmonize the company's image.

So far, my truck fleet comprises six Intersplendid and four Intertextrans models. There is a rich variety of brands. For Intertextrans, an Iveco Eurostar 520, a MAN TGX 480 as well as a Scania 143 450, 143 500 and a Scania T 144 460 Topline with a tanker semi-trailer. Besides the heavy trucks there is in the fleet a well-tuned Ford Transit used as an express van.

As an exclusive Intertextrans charter for all international destinations there is an ERF ECX Olympic 550 for the English market, a DAF CF 430 SpaceCab for the Italian traffic, the DAF NTT 2800 mentioned above as a company-owned breakdown truck and a Volvo FH 16 660 Globetrotter for containers.

There is even a real truck in the Intertextrans colours: my DAF CF 85.410 is painted and lettered in these colors as a proof of our friendship.

Volvo A60H from WSI in 1:50

New King

by Daniel Wietlisbach

These are dramatic times for articulated dumpers and at the moment they are developing in different directions. The smaller ones are coming more and more under pressure from tractor with dumping trailer combinations from which they were originally created. The larger ones, however, are reaching new weight classes. For example, the Cat 745 with its 41 tons, the Bell B60E or, for the underground mining, the Cat AD60, both with 55 tons. The same payload is offered by the current flagship, the Volvo A60H. The numbers in the designations refer to the payload in US tons.

With a working weight of 43.75 tons empty, the dump truck, when fully loaded, if the excavator driver was generous, reaches nearly 100 tons combined weight and it roars over smooth mining tracks with a maximum speed of 55 km/h. The necessary power is delivered by a Volvo D16J 16 litre, six cylinder engine producing 470 kW (639 hp). It fulfills all requirements of the US tier 4f/ EU step IV exhaust control regulations.

Model from WSI

Since Volvo no longer orders models with a guaranteed number of models to be bought, it has been

We still remember with fondness the new release of the Volvo EC950E. And now, just a couple of months later, the matching dumper has been delivered. With this vehicle, Volvo is pushing ahead into a new performance class and WSI enters uncharted territory ...

noticed that mainly the larger machines are being made in 1:50. No one can begrudge a producer if they are taking in consideration current market conditions and concentrating on producing models that are guaranteed bestsellers, and those are, without a doubt, the larger machines. Left by the roadside are the common day-to-day work horses of which there are fewer and fewer models. This cannot be completely what Volvo has in mind, and one poses the question as to how long it will take until there is a change of direction.

The new model arrives to the collector in a cardboard box well protected between two Styropor shells. It is not tied down and has, as per usual, all of its detail parts applied. Once put on its own wheels, the dumper stands stable and the articulated joint does not buckle. The mighty model is heavy and the majority of its parts are made from metal. It has been produced true to scale. The latter comment goes also for the function-

ality: the turning radius of 45° is just as prototypical as the dumping degree of 70°.

The A60H is the first construction machine model with wheels from WSI and these are very nicely engraved, however, the inner surfaces have no textures modeled. This fault is at least partially covered by the way the axles are modeled. The standard tires made from a hard rubber material have the same profile as the original.

The drive train has been modeled completely and the rear axles oscillate and have suspensions. It is pure joy to drive them over a small obstruction; the modeled dampers and stabilizers follow every move.

The typical design of the front part of the vehicle is spot on and has many true-to-the original, engraved details. The head with the driving unit is detailed with separately-applied steps with running boards, anti-skid metal surfaces, safety railings and rotating beacon, all made from metal! The engine can be made out through the finely

photo-etched grille. As per usual on Volvo models, it is possible to open the engine hood and even, this is a first, secure it with a scale rod (please remember to fold it down when closing the hood). The orange step on the inside of the folding down hood folds down too and the engine has been created down to the last details. What else can one ask for?

The interior of the cabin has been modeled exactly; even the instrumentation has been accentuated. The glass is flush fitting and the raised gaskets have been painted.

The very easy-going articulation is nicely detailed. Two hydraulic cylinders, the drive train, supply

lines and the red transport security bar have been modeled and give the machine ‘the right feeling.’

The main frame of the rear section of the dumper is made from a single metal casting and so is the dumping bin. At the front it is augmented with mud flaps made from real rubber and at the rear one can make out the rear lights

behind photo-etched safety cages. The long dumping cylinders look a bit Spartan; they would look better if they had some free standing hydraulic lines on the top of them.

The paint job has been very cleanly applied, and the lettering, which includes many tiny decals, has been printed sharp and legible. Of course, we are curious what future models will spring from the co-operation between Volvo and WSI. By the way, an alternative loader for the EC950E is the largest wheeled loader in Sweden, the L350. It is supposed to be released this summer in the current ‘H’ version by Motorart.

At a glance

- + Metal content
- + Detailing
- + Functionality



Cat «Evolution Series» from DM in 1:50

Evolutionary

by Daniel Wietlisbach

As the name promises, this new series of models has as its focus the showcasing of machine development. This is very popular with collectors as can often be seen in display cases. The series is starting with two sets, each containing an old and a current machine of the same kind and size packaged in a nice gift box. Included is a 44-page, English language, spiral bound brochure that describes the development of the machines.

Diecast Masters delivered the two sets of the new Evolution series shortly after the end of Toy Fair ...

Resurrected from a collection of old molds at Norscot were the only two historic models of the Cat 966A wheeled loader and the 977 Traxcavator tracked loader. These were re-activated, cleaned up and re-worked. Joining them are the current models of the 966M and the 963K, it being offered for the first time ever.

Cat 966 wheeled loader

The Norscot rear-steered 966A from 1960 was one of the best models but Diecast Masters has improved it further. In particular, the completely new wheels with the wider matt black tires and the appropriate profile used at the time

suit the wheeled loader excellently. The new shovel with nine teeth also looks more realistic. It was not possible to optimize the somewhat restrictive lifting height; however, it is sufficient to load dumpers of the time period, even ones with high sides. The sun umbrella looks a bit unusual for European eyes; it is a good thing that it is removable and can just be left off. A good thing too that the maker for the historic models has called Bob senior back from retirement, because in the 1960s, safety vests, protective goggles and helmets were not required. With jeans, shirt and ballcap adorned with Caterpillar logo, Bob senior operated the old Cat like in his hey days.

There are 55 years of development in the Cat 966M launched in 2015. The model has been taken from the current line-up without any changes. In many areas the finished model clearly surpasses the 980M introduced in the last issue. The wheels are modeled superbly, the safety railings are made from stout metal and the hydraulic cylinders supply lines are exactly detailed.

Cat 977D and 963K

The former model of the 977D had great potential for improvements and this was recognized by DM. The newly re-worked model now has sprung guide wheels and a new radiator grille with integrated lights. The most eye-catching new design item is the completely newly constructed rear ripping attachment. It has a ripping depth that is true to the original and has hydraulic cylinders and supply lines. The continuous bolts and where they attach look a bit on the coarse side. Consequently with the upgrade, the hydraulic fluid tank was adapted and a further operating lever was added. Thanks to the re-engineered anchorage point at the lifting mechanism, the maximum lifting height is achieved. It is a pity though that the lifting cylinders have been mounted the wrong way around; the supply lines should be at the bottom and not at the top. The shovel also comes from a completely new mold. It looks much more realistic than the one on the predecessor model. On this machine Bob senior is wearing a brown shirt.

By the way, the 977D was introduced in 1955 and the 977 series ended in 1982 with the 977L. In its place came the newly engineered Cat 963 in 1981. At the time, this was a completely new series of tracked loaders; the most obvious change was that the engine was moved behind the cabin. That is why it is very fitting that the 977D was paired as the current machine with the 963K. It is a completely new model for this year and for the first time ever is offered in the Evolution Set. The model was made from the previous 963D. The rear with the engine room that is a bit longer had to be adapted and, of course, the radiator grille. Both design items were successfully translated into model form. It would have been nice to also increase the maximum lifting height. After examining the model, I think it should be possible to do. According to information received from Diecast Masters, the series will be continued. Because all the 'archived' old molds have been used up with these sets, we are eagerly awaiting the next installments. Historic Cat models of this producer are an attractive proposition for many collectors.

Palfinger roll-off bin dumper from WSI in 1:50

Easy roller

by Daniel Wietlisbach

There are no fewer than 37 different types of these containers, among them 16 for heavy duty trucks starting at 26 tons shown on the Palfinger website.

New now is that there are four models by WSI available in the Palfinger shop. The following items were released: type T20 on a Volvo FH4 6x4 with asphalt bin in a brown-metallic colour and for a MAN TGX XLX Euro6 6x4 with a 40 m³ bin in orange; type T26 on a Scania R 8x4 chassis with the 15 m³ bin in silvery grey.

'T' stands for telescopic, because the hooking arm is telescopically adjustable so as to use the different lengths of the containers. The number corresponds approximately to the weight of the frame; of course, this varies for each truck chassis.

Palfinger, synonym for truck cranes, has also been building roll-off containers for the last 40 years. WSI is building the models for them ...

These variable and flexible options make it possible for WSI to produce two types by choosing a length which did not require any changes to existing masters. We have been given one of each to test.

The hooking-on arm has been reproduced exactly in model form. It is painted in two colors and has the Palfinger logo on the cylinders, hook arm and on the control box mounted at the left side. This allows for the duplication of the functions of the original. The containers can be taken on board, dumped at a maximum degree of 49° and, of course, can be rolled off the truck again. To

duplicate all these functions in miniature is a lot of fun and the model is robust enough to withstand all the handling. All the trucks that come with the bins are robust too and all have fenders with anti-skid surfaces on them.

The two open standard container models are closed at the back but have a nicely designed shape. In particular, the insulated Thermo bin shines, not because it is a chromed half-pipe shape but because of the very detailed finish that includes a moveable rear flap and removable tarp.

Liebherr T55-7s from Conrad in 1:50

Piled high

by Daniel Wietlisbach

The T55-7 will be the largest telescoping loader in the Liebherr program. Its maximum lifting capacity is 5.5 t and the top extension of the single segment telescoping arm is 7.0 m. The 's' in the type designation indicates that this is a machine of the Premium-Line. Telescoping loaders are especially known for their extreme manoeuvrability and it is therefore not surprising that Conrad got the contract to produce the model for it. The legendary functionality of the maker for sure was right at the top of the check list for the making of this model. The rear axle is made to oscillate and all wheels are steerable, so that a very tight turning radius can be achieved. It almost goes without saying, but the model of course can

The model of the new telescoping loader from Liebherr was delivered, even before the original appeared ...

reach the maximum lifting height. Two exchangeable tools are included with the model. Besides the high-volume shovel for loose low weight materials there is also a new pallet fork, unfortunately it does not fit the new pallets produced by the maker from Kalchreuth.

It was not possible to check the measurements of the model against the prototype, because it does not yet exist! The model looks well proportioned and mirrors the characteristics of the Liebherr telescoping loaders very well. The exactly engraved white metal

castings are augmented with several, separately applied details: exhaust, trailer hitch, work spot light and a warning beacon, while the included rear view mirrors have to be added by the collector. The very fine injection cast cabin has a flush fitting glass insert, whose windows have slightly tinted glass. The protective bars at the top have been modeled to be raised and is, like the window gaskets and wipers been coloured with printed on black. Paint job and lettering are without any faults.

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Liebherr RL66 from IMC in 1:50

100 Tonner

by Daniel Wietlisbach

The newest pipe layer from Liebherr, the RL66, supersedes the RL64 at the top of the production program, however, the RL64 is still offered. With a working weight of 60 t, the RL66 is capable of lifting a maximum of 98.1 tons. These are impressive performance numbers and with them, Liebherr is catching up to Caterpillar's PL87 which is the acknowledged leader in this field.

Produced in house, the colossus is powered by a six cylinder in-line D 946 A7 engine that can put out 275 kW (374 hp) of power. It conforms to the exhaust norms of step IV / Tier 4f. It carries 100 m of steel wire with a diameter of 20 mm. The hook block has four rolls.

The Model

There was already a cast resin model of the machine produced by Liebherr in a very limited edition, but it was only available for internal use. Now, a miniature metal model has been made available for the collecting world. The model arrives fully assembled and rigged in the box; the bolt for the trailer hitch is packaged in a separate, clear plastic bag so that it does not get lost during shipping. When unpacking the model, it pays to take care so that the cable does not slip out of the guide and hook rolls.

The new top model of the Liebherr pipe layers has impressive performance data. The job to make the matching promotional model went to IMC ...

The pipe layer has been produced true to scale and gives a positive first impression. The model rolls smoothly because the springing for the tracks has been handled with restraint and so the tracks move nicely. The drives have been modeled prototypically correct. The drive wheels are finely engraved and so are the running and support wheels; the latter are dummies. The tracks are made up from single segments and are 914 mm wide (as translated to the original) and provide the model good stability.

The radiator blades painted silver that are seen through the pierced radiator grille are very nice details. Everything else at the front has been produced in scale very exactly: steps, rear view mirrors, work spotlights with protective grille, tie-down loops and handholds. The handholds are made from stout wire.

The very well-proportioned engine hood is nicely engraved and has the joints and service hatches with locks at the right places. The area around the tank and the cabin is also just as nicely detailed and has free-standing hand grips and partially pierced, photo-etched, air exhaust grilles. The glass for the cabin is a snug-fitting, one-piece clear plastic casting. However, it is not quite understandable why the roof window is just a black painted surface. Headlights, window-wipers, a warning beacon and the air-conditioning unit complete the cabin. The interior modelling is detailed and multi-colored. At the rear, in addition to the hitch are some pre-drilled mounting holes for accessory tools.

As we already mentioned, the model comes assembled, including the counterweight slabs. Unfortunately, these are fixed and cannot be removed for transportation purposes. The kinematic works like the original and the counterweights swing out quite far. While the two modeled hydraulic cylinders at this location are rather simple, the mas-

At a glance

- + Detailing
- + Functionality
- + Photo-etched parts



sive adjusting cylinder at the mast is very detailed and includes all the supply lines. The 8.5 m standard boom and the whole area around it have been lovingly replicated. The winch can be operated with a little thumb wheel, however, the hook rolls should be kept taut during this operation, so that they do

not slip from the four single rolls at the upper guide or from the hook rolls. To properly display the pipe layer, the model set includes a steel pipe. The scale size pipe has some wire that has been threaded length wise through the pipe to suspend it from the machine crane. This is not prototypically correct, so we have

not used it for the pictures on these pages. Instead, we showed a wire cargo belt sling, from a crane accessories set.

The paint and lettering on the model are without any faults and, in particular, the lettering is correct down to the smallest details.

Volvo 8-series from Tekno, part II

Savior of Volvo trucks

by Hans Witte

In contrast to the more modern trucks for which there are existing CAD drawings from which models can be easily made, classic models like the Volvo F88 series have to be built from blueprints, if they are still in existence. Alternatively, an original cabin has to be measured and new plans be drawn up. In this instance, such a process is still used for the classic models from Tekno. Two F88 and F89 original cabins were carefully measured and documented with hundreds of pictures. From this data, detailed 3D computer drawings of the exact shape of the cabins were made so as to be as correct as possible. These were then rotated and checked carefully on a PC screen. At this stage corrections can still be made on the 3D computer model if needed. This is a superior process when comparing it to a two-dimensional drawing.

After introducing the earlier versions of the Volvo F88 we are now chronicling the further developments of the F88s and later F89s. And, of course we will take a closer look at the Tekno models ...

To check the measurements and shapes, a 3D print is made and re-checked again and corrected if necessary. The computer files are used to mill the molds from hardened steel. The new cabins are then cast in white metal. So far, this is the simplified explanation of how the development and mold-making process for each model is done.

Finely detailed

The end result of all that effort is a high-quality model in 1:50. The pictures show the Tekno F88 and

F89 miniatures which exemplify the highest quality, prototypically-correct painting and lettering. No less prototypically correct is the detailing of the interior. The interior of the side windows is one unit with the interior upholstery of the doors and the window gaskets on the outside of the windows are raised and printed black. One can imagine what complex work processes were necessary here.

Unfortunately, because of the costs involved, the interior cabin walls are not painted. When I did a personal upgrading of the F89 mo-

del, I carefully took the cabin apart and painted the insides in light grey and brown. The hinted-at sun visors in the ceiling, the interior lighting and the roof hatch can be picked out in the appropriate colors. After that, the interior looks breathtakingly real.

On the steering column are the indicator and the gear shift stick. Like the original, the gear stick is flange-mounted to the engine. When the cabin is tilted, it stays on the engine and disappears into a hole at the side of the engine shaft tunnel. Below the cabin is a detailed engine mock-up with turbo injector and the air intake pipes with air filter. The gear shift rod runs past the exhaust pipe to the gears. The Volvo F88/F89 series from Tekno was produced with the highest possible technical level for making and detailing truck models in 1:50.

The original

The F8 series of trucks from Volvo was a success right from its beginning in 1965. The trucks were reliable, comfortable and could handle pulling weights up to 70 t. During the next years there were regular upgrades and adaptations. At the end of 1965 the first right-hand drive F88 for England was delivered. In 1970, new vertical indicator lights were mounted at the lower corners of the cabin and also new was that the window wipers were mounted below the windscreen.

An important event was the launch of the more powerful F89 series in 1970. The new top model was easy recognizable by the large, black front radiator grille that almost covered the whole of the front. Hidden below the cabin was

the mighty 12 litre TD120A engine capable of 330 hp and the 16-gear transmission. The F89 was the first Volvo truck with the high air intake duct behind the cabin. A year later the F88 was given the same kind of duct. A major difference between the models was that the engine tunnel was wider on the right side. This was the reason that the F89 could not be delivered as a right-hand drive version.

To keep the British customers satisfied, Volvo created a more powerful version of the F88. The TDA 100A engine was re-engineered to produce 290 hp and was given the wide front radiator grille to make it look like a F89. One major difference was that because of the thicker black cooling radiator, a cover plate was mounted behind it so that the grille was no longer closed at the bottom and stood out at a slight angle. A further difference was that the air intake duct which was mounted on the driver's cabin left side now had a round lid on the top. The English truck was called F88.290 and was a 'rocket' but unfortunately, because of the large radiator grille, the engine was prone to overheat and so it was not that reliable.

From 1970 to 1972 the cabins of the F series had a grey interior with red seats. From 1971 onwards the F88 could be ordered with the 16 gear transmission. In 1973 the F88 was given a new black plastic front radiator grille with the Volvo logo in the lower section of the cabin, two black handholds below the front wind screen and two steps in the front bumper. Between 1973 and 1975 the seat upholstery color was changed to blue, the interior remained grey and the padding on the inside of the doors was black. There

were small improvements like the slightly re-designed dashboard, a sleeper cabin with two beds and a clothes storage bag. The last update for the F88 and F89 happened in 1975 with a further enhanced cabin interior and dashboard. The upholstery was changed to brown. In the last years of production, from 1975 to 1977 the F88 / F89 programme was very extensive: F88-F89 / G88-89 as 4x2, 6x2 or 6x4; for Great Britain the models F88 and F88.290. The G models with superior front axle were only available in Scandinavia, Australia and New Zealand. One could choose between single or double coated transmission clutch and a stroke reduction option was available for really heavy duty work.

In 1977 the completely new F10 and F12 series was introduced. It marked the end of the legendary F88 and F89 models. Fortunately, many of these trucks have been restored and can be admired at truck shows today. And, of course, we have models that keep the history alive in 1:50 scale.

Model examples

The Frans Maas tractor truck in the pictures is an example from the late production years from between 1973 to 1977. It has the black plastic radiator grille with the Volvo logo in the lower part of the cabin and two hand grips at the front. The two steps in the front bumper are there as are the two additional fog lights ordered by Frans Maas. The window wipers are black and so are the decorative rims of the lights.

The red/green/white FB89 is from Tekno's Basic Plus series and is a very nice example of the last production years of the original.

It has the brown upholstery and a few optional extras that make it a comfortable place for the driver to work. The company sign on the cabin could be lettered for any owner. This tractor-truck can be coupled

with a matching semi-trailer and then the 'road muscle power parcel' can be fully enjoyed.

Over the last four years Tekno has released many F88/F89 models in many attractive liveries in-

cluding at least one Danish Tiptop and a British F88.290. You can find all the models made up until now in the digital museum on the Tekno website.

A legend in the Swiss freight hauling business

Setz Gütertransport AG

by Erich Urweider

It was in 1911 that Gottlieb Setz, the grandfather of Hanspeter, together with his wife Elise opened a dry goods grocery store specializing in imported foods. In addition to groceries, he also dealt with local agricultural products and fuel that, at the time was mainly coal. To satisfy his transportation needs, Setz used a light truck as well as relying heavily on the railroad where a lot of freight was transshipped on tractors for distribution.

In 1932, the single-owner company of Gottlieb Setz became Gottlieb Setz and Sons because from then on Oskar Setz and his brother took part in the company. However, as they were not always of the same opinion, Oskar's brother decided to withdraw from the company a few years later. Because the coal and agricultural product sales developed favorably, the firm expanded and built a new building in 1935. At that

When talking to older Swiss truckers the name Setz is often mentioned in hushed, reverent tones. We would like to tell you why this is so and illuminate it with this article of the Setz Gütertransport AG Dintikon history ...

time, Saurer trucks made deliveries to their customers.

Oskar Setz was not required to serve in the army as he had to undertake important work for the country. He not only organized a part of the supply of food products to the population of the Freiamt but was also charged with providing hay and straw for the horses and mules of the Swiss Army. He fulfilled these requirements satisfactorily even though during that difficult time it cannot always have been easy. Founder Gottlieb Setz passed away in 1944. His wife continued to operate the grocery store for many years. In

the meantime, the store had joined the USEGO (Union Schweizerische Einkaufsgesellschaft Olten -Union of Swiss purchasers, Olten), a union of independent grocery stores that increased their purchasing power.

During a fruit exposition in 1944 the new fruit warehouse was inaugurated. Even then it featured a ventilation system for the optimal storage of fruits.

Founding of Oskar Setz AG

Oskar Setz continued to increase its volume of agricultural product and fuel purchases. For

this he founded the Oskar Setz AG, a company that still exists today. Then it was one of the largest Swiss dealers in agricultural products and fuels. Besides five trucks from Berna and Saurer, a Hürlimann tractor was still in daily use. If, now and then there was an idle vehicle, odd jobs were given to less familiar customers. In the fuel part of the business they even took care of ‘harvesting.’ For example, in a forest near Sempach, they used 15 workers to harvest a huge patch of forest that had been blown down during a severe storm. The damaged wood was processed and sold through the fuel section of the business.

In 1950 Oskar Setz purchased the freight company of Gütertransport AG Hallwil and after two years renamed it Setz Gütertransport AG. This allowed him to take on transports from the Rhine harbor near Basle for which there were only a limited number of permits issued. At that time, rail freight was heavily promoted by the federal government and protected against truck freight which had the advantage over the short distances that freight was transported in Switzerland. Also, the truckers were more flexible. With the permits acquired from Gütertransport AG Hallwil, Oskar Setz was able to increase the business volume by about 85%. The Die Setz Gütertransport AG made most transports for the mother company but more and more frequently for customers all over Switzerland.

Oskar Setz died suddenly when he was only 47 years old. Hanspeter was only 17 then and first had to finish his business apprenticeship and do his Swiss military service. His mother, Clara, led the business

through the stormy times. Whenever they could, Hanspeter and his future wife Elisabeth stood beside their grandmother during the daily struggle to keep the company going. Three of the leading managers gave notice and started a competing freight company in a neighboring village. A very critical situation for the Setz Company. The situation, including finance, was deteriorating and the question of whether they should sell the two companies came more and more to the fore. However, no acceptable offers came in.

Hanspeter Setz enters the business

In 1960, after finishing his apprenticeship, Swiss military service and a year with a produce dealer in the French-speaking part of Switzerland, he entered the family firm. He was just 20 years old. The manager that had been hired to fill in could not fulfill the expectations made of him and after two years Hanspeter gave his mother an ultimatum: “Either he goes or I go!” The manager was let go while Hanspeter bought the shares to get a majority on the Board. He took a chance and made a new start. First of all, he re-structured the company. The trade in agricultural products and fuel was closed down. Unfortunately, a large number of the employees had to be laid off. The Oskar Setz AG morphed into a purely real estate company that from then on leased out space to the Setz Gütertransport AG. Because of this, the Setz Gütertransport AG lost three quarters of its former business volume overnight and had to re-invent itself. That meant that new business had to be found and new customers attracted. And of

course, new trucks had to be bought and further warehouse space rented. In the beginning, the fleet was expanded with second hand trucks. But already by 1962 the first brand new Scania-Vabis arrived from the factory in Sweden. Hanspeter took on all and any transports that he could organize. Besides wood shavings from sawmills which were loaded by hand with large baskets on to the truck, he also transported mineral water, heating fuel and paving asphalt. As he recollects now, he was happy that for his large customers he had only to supply the tractor truck unit. The tanks were picked up from the customer. On one occasion Hanspeter observed sawdust being loaded on to a truck owned by the Tschopp Company (today Interspan). The sawdust silo was connected to the truck with a long hose and was loaded just like using a vacuum cleaner. With this in mind, Hanspeter went to the well-known semi-trailer and upper chassis builder Lanz+Marti in Sursee. L+M were given the job of building such a trailer structure. This was built using a single-axle semi-trailer and had a BMW engine to power the suction apparatus. A competitively priced 120 hp Magirus was used as the tractor truck for the unit. A total of five such truck and semi-trailer combinations were used by Setz.

‘A cobbler should stick to his lasts’

Still, Hanspeter was not content. He made some money, but the business did not meet the vision he had for it.

So, in the seventies he finally came to a conclusion: ‘Cobbler stick to your lasts,’ meaning to

concentrate on one thing and do it right. His vision of a transport company of the future evolved over many years of planning. It was to be able to deliver cargo anywhere in Switzerland within 24 hours. The key element of this concept was that the same driver would drive the same territory every day and so would build up a personal relationship with the suppliers and customers. Also undertaken was a concentration of only a few branches of business such as consumer electronics or sport supplies. The main reason for this was to bundle deliveries in business branches. Hanspeter recognized very early on that it did not make a lot of sense if, for example, dealers in consumer electronics got each brand delivered by a different trucking company. His idea was that different importers, say Phillips and Sony, should use the same hauler and so reduce the delivery trips. In the end this profited everyone; the

Dangerous

The Hürlimann tractor mentioned earlier (unfortunately without a picture) almost cost Hanspeter Setz his life. Riwisa Hägglingen, not far away from the company seat at Dintikon, had some raw material in storage with Setz. And anytime they needed fresh supplies in their factory they would call Setz and asked for a delivery. When mid-winter a call came, Hanspeter Setz took the Hürlimann tractor and a trailer and drove to Hägglingen with the requested products on board. As he drove into the firm's compound he wanted to brake but the yard was so icy that his speed on the slightly downwards-sloping surface increased. Hanspeter jumped from the tractor on to the trailer and tightened down the hand brake. With a big scare under his belt, he managed to stop the lash-up just before crashing into the ramp.

store no longer had to accept deliveries several times a day and the wholesaler knew that his merchandise was transported optimally and with price consistency.

The company and its workers got an excellent reputation very soon. Sony was the first consumer electronics company to take notice. Hanspeter wrote Sony a two-

page offer and after two weeks of negotiation they came to an agreement. Setz Gütertransport AG had won its first major customer in the consumer electronics branch and soon thereafter Hanspeter was able to acquire further contracts with companies in the same line of business.

(To be continued.)

Tinplate

Dumper truck

by Robert Bretscher

In 1935, the British producer Triang made a decision to offer some simple, less expensive toy models operated by a clockwork mechanism in addition to the usual large, expensive models. Along with this new series of toys, many cars, trucks, road rollers and matching buildings were made in the same scale. This allowed children to wonderfully simulate a variety of traffic situations with only a few models and so stay occupied for a good length of time.

Many of these cars and trucks were built in a modular fashion. For example, all clockwork-powered vehicles got the same type of

This nondescript, two-color dumper truck from Triang Toys is only 14 centimeters long. It is from the 'Minic' family series of toys ...

wind-up engine and the same cabin with chrome decorated parts. For the truck versions, only two chassis were produced; a long one for the dumpers and a short one for the tractor trucks. This is the reason why beside their 'ready to run' models, Triang Toys also offered a construction set that allowed you to build your own.

Our dumper shown here is from the last production series made about 1950 and is equipped with a flat bottom dumping bin. A lever at

the side lifts the bin up so that loaded material is discharged through the moveable rear gate. All cars and trucks that were made had easy-rolling, smooth, profile-less rubber tires on their wheels and so were capable of travelling a great distance, despite the rather weak clockwork mechanism.

Thanks to the careful British craftsmanship in assembling the little truck, it still functions perfectly!

Model show and Saurer truck meet

Success repeated

by Daniel Wietlisbach

After the great triumph of last year, it became clear that this event fills a gap and should be held every year. After the current event was announced, all sales tables in the Ebianum's event room were snapped causing organizers, Hans-Jakob Bärlocher and his Ebianum team, to scramble to increase the exhibition space. In the end, a total of 130 tables were set up, an increase of 26% over the previous year. This was accomplished by using space in the roomy lobby as well.

Around 1,500 visitors streamed through the gates of the Ebianum. This was a 35% increase in the number of visitors over the previous year. Included in the ticket price was admittance to the whole site including the excavator museum and the Heinz Eberhard model collection. 39 new Liebherr excavators were added to the collection just a short time ago. All are scratch-built brass models; these one-of-a-kind models came from the workshop of Ulrich Pöschl. The two newest model additions on display were remote controlled. A Volvo A40 and a L220 in the gigantic scale of 1:2.5 were put through their paces by the museum team.

The model show and Saurer truck meet was held for the second time and the event was a huge success ...

Model exhibition

The 'AMS' club from Germany set up in the lobby. It showed how well construction machines can be built from metal model construction sets. The models shown were very impressive. In addition to the well-known Menck M90 model from Märklin, many other scratch-built items such as excavators and road construction machines were shown off. Matteo Ferrari from Trilexmodelli, Italy, showed the progress they are making to produce a 1:50 model of the world's largest dozer ever built, made for the Italian construction company Acco. Such model presentations and of course the many scratch-built models on display make a visit to this show a unique experience. A total of 70 model building groups, single exhibitors, private sellers and dealers from Germany, France, Italy, the Netherlands, Austria, Rumania and, of course, from Switzerland, participated.

The Saurer meet

This year the Saurer meet, organized by Gregor Blickenstorfer, highlighted the cab-over types of D 290B F 4x4 and D 330B F 4x4 / D 330B F 6x4 G. 29 two-axle and 5 three-axle vehicles responded to the invitation and found their way to the Ebianum. A very impressive number, considering that a total of only 41 two-axle and 7 three-axle trucks of these types ever left the factory in Arbon, Switzerland. It was the last newly developed generation of municipal vehicles by Saurer that reached the market in 1982. The vehicles were offered as tractor trucks, three-way dumpers, dumpers with cranes, special vehicles or fire trucks. Today, most of them still remain and most are serviceable. Of what happened to the two vehicles that went to a fire brigade in Eregly, Turkey, nothing is known.

The show next year will again be held in Fisibach, Switzerland, on April 27th, 2019.

Fiat 682/N2 from Mercury, Italy

Maybe the nicest truck of the 50s

by Robert Bretscher

Both versions, with some minor differences, were built in 1:50 scale between 1956 and 1965. The toy-making company was located in Turin, in a former metal casting factory that had previously made components for the car industry. The factory was founded in 1932 by Attilio Clemente and Antonio Cravero. After an expansion in 1935, the company purchased diecasting machinery and started to produce the first metal toys. The actual production of toy cars began only in 1945 after Mercury successfully produced a model car with clockwork engine for a customer. With this ingeniously designed car that used a variety of cam plates it was possible to make it perform a number of curving routines. This was a great success and gave the company the break-through into the promising model car market. New cars, trucks, motorcycles, ships and construction machines in all kinds of scales.

Hard to get

But, in the German-speaking regions, models from Mercury were found rather seldom, especially the truck from Fiat presented here. I can

With a small but very fine model series of the Fiat 682/N2, Mercury was able to produce some truly fantastic truck models with some unusual outlines ...

still remember very well my first encounter with the blue Fiat 682/N2 in the car transporter version, fully loaded with Fiat 500 models, that graced a small display case in a Fiat garage. It was a dream of a truck! I had never seen anything like it.

And even though I visited many toy shops and asked about this model not yet known to me, I was not successful and nobody knew anything about it. A bit later on I screwed up my courage and entered the sales room of the Fiat dealership. There I

All versions of the Fiat 682/N2 from Mercury

# No. 97 (1)	1956	Dumper with only one driver's seat
# No. 97 (A)	1956	Military version, dumper, always with tarp included
# No. 97 (2)	1960	Dumper with tarp, co-driver's seat and glass
# No. 99 (1)	1957	Car transporter without loading ramp, no windows
# No. 99 (2)	1965	Car transporter, no loading ramp, with windows
# No. 95	1964	Car transporter with a simplified loading ramp, glass
# No. 100 (1)	1957	Car transporter trailer with four small guiding rope pulleys
# No. 100 (2)	1964	Car transporter trailer with a simplified loading ramp, only one rope pulley
# No. 82	from 1961	Set Car transporter and trailer including load
# No. 82	from 1965	as above (with or without load)

The car transporter was also offered as a special gift pack loaded. They were not always loaded with Fiat cars (depending on what was on hand, once in a while an Alfa Romeo was also included).

Source: Original catalogues, Mercury

found out that the truck in question was a promotional model from Fiat and, unfortunately, was not for sale. So, for me there was nothing else to do but dream on.

The car transporter with the two-axle trailer is especially noteworthy because of its mixed material construction. The chassis and the cabin are made from white metal castings and the loading platforms for the car transporting superstructure are made from ornately formed steel sheet stock giving the model the 'something extra' look. Paired with realistic looking rubber tires, complete with spare tire underneath, and the stylishly curved fenders it shows off the Italian flair for details and design.

The real showpiece of the set is, without a doubt, the cabin that was designed 60 years ago. It is finely

made and for the Model 682/N2 has the typical oval radiator grille divided in 11 longitudinal bars and one diagonal bar. Even the raised type lettering 682/N2 is there! Looking closer at the interior of the cabin, one can discover the driver's seat and a three-spoke steering wheel. On the series produced later, around 1965, the cabin got glass and an additional co-driver's seat. Notable too are the side doors that open forward, as the trend was in the 50s. The matching trailer with the loading ramp is a further tour-de-force of the Italian maker. It is fully functional using a double guided pulley and string system. The lifting ramp at the end functions like on the original. The required height of the ramp is arrested, very professionally, with a gear and ratchet set-up.

Also available as dumper/ with tarp

In addition to this very attractive car transporter, Mercury made the Fiat truck in a dumping version. It could also be used as a flat deck truck using the included metal tarp. The dumping bin can be locked in using a lever movement. The unlocking is done by engaging the lever into the lifting mechanism. The nicely finished side wall and the fully functioning rear flap make this old timer a really attractive model.

It also exists painted in dark green color as a military vehicle. Since Mercury only bought small batches of paint, it often happened that they experimented with different color hues. Therefore, trucks were produced with up to eight different color combinations (see box).

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Historical construction site

Road construction

by Wilfried Schreiber

A Demag cable-controlled excavator of the B 406 type with a clamshell bucket is used at the gravel ballast pit in the vicinity. The 20 t excavator was first introduced in 1955 at the Hanover exhibition and was produced until the 70s. It was available as a front scoop bucket with a 0.8 m³ capacity or, as shown here, in the 0.6 m³ capacity clamshell bucket version. The excavator, powered by a 75 hp Deutz diesel engine, could be ordered with a hydraulic clutch or a torque converter. The unit was steered with a pneumatic hydraulic system using compressed air. The name Demag is the short form for 'Deutsche Maschinenfabrik AG' that was founded in 1820 by the Carlshütte company situated in the Silesian town of Waldenburg-Altwasser.

On the downtown construction site, a three-axle Mercedes-Benz cab-over, design LPK 2232, is unloading the material previous-

This time around we temporarily leave the road construction site and visit a gravel quarry, one of the supply companies ...

ly loaded at the gravel pit site. It is used for the construction of the sidewalk. At the same time, crossing on the bypass road, a Krupp Zyklop dump truck is going to be loaded with excavation spoil by a Menck M90. This Zyklop was produced by 'Friedrich Krupp Motoren und Kraftwagenfabrik,' a daughter of the German heavy industry company that had produced trucks, dumpers, buses and other utilitarian vehicles since 1919. Production came to a halt at the end of the 60s. From 1946 to 1954 the brand name of the vehicle production branch was 'Südwerke,' as the name of 'Krupp' was not received favorably because of the war. Vehicles were made in Kulmbach near Bamberg and Nuremberg instead of Essen. The Krupp logo

that was also present on the vehicles shows three intertwined seamless railway tires. Krupp made these tires for the first time in Essen.

Models

In the 90s, Peter Veicht scratch built the Demag B 406 model using a soldering technique. The outrigger arm can be made longer using an extension piece. Also from Peter Veicht is the LPK 2232, a kit-bashed model using parts from Gescha/Conrad models. The Zyklop, also made in the 90s by Peter Veicht, is a scratch-built item made using cast white metal parts. These trucks were used in the 60s in Peter Veicht's home town of Munich for the construction of the subway.

A processing plant in 1:50 part IV

Gravel fresh from the plant

by Markus Lindner

The crushing plant is the place where the quarried rock material is crushed to a specified size before it is processed further. In addition to stationary crushers, mobile crushers are also used in quarries. We are familiar with them because there are scale models such as those by Kleemann or Sandvik. Many quarries, however, do have the stationary crushers.

These are made up of two parts: a feeder hopper and a crusher underneath. The hopper is fed with dump trucks; the size of the hopper is designed to fit the load capacity of the trucks that are used. The jaws of the crusher are arranged on a slight downward slope. A dust control device and conveyor belts for the crushed material and for the fine leftover particulate complete the plant.

Earlier on, such plants were open to the air. To control emissions, newer plants are completely enclosed and all elements are integrated into a solid structure. Because of the vertical distances needed for the components, the crushing plant is ideally situated on a slope or the edge of a quarry.

On our gravel plant diorama,

The gravel processing plant that we built bit by bit over the last few issues is now receiving an important addition. It is the crushing plant ...

the right-hand side had been left free in anticipation of building the crusher plant. To generate the necessary height difference, the contours of the landscape need to be elevated by about 15 cm which is 7.5 m. This is done by using Styrodur. Later, on the plateau we created will be the access road for dump trucks feeding the crusher.

A completely enclosed building style was chosen for the crushing plant. This makes it much simpler to construct and it also blocks the view in front of the backdrop.

The crushing plant itself is made up from two parts. On the left is a steel building completely clad in corrugated iron. The building is easy to make from a core of 6 mm MDF stock. This is then covered completely with corrugated cardboard, including the roof, using a process already described earlier. A few details like metal corners or doors are needed to complete it.

The conveyor belt that takes the material to the classification plant was made principally the same way as the ones described in an

earlier installment of this article. Frames are made from Polystyrol strips, the belt from a strip of black PVC sticky tape and the barrel-like enclosure is from a cut-open piece of electrical conduit.

The conveyor belt that takes away the fine, left-over particulate has been temporarily stored in a heap. It is there in our imagination only as it is situated at the rear of the structure and outside the diorama surface and so is not represented in model form.

On the right of the crusher is the receiving housing. The frame for it is also made up from 6 mm MDF stock which is painted in a grey tone to represent concrete. The actual dumping hopper is built into it. Only the visible part of the hopper has been modeled; it is created from four 1.0 mm Polystyrol sheet stock. On the bottom it rests on an invisible wooden block.

Around the hopper opening there is a maintenance access walkway made from Polystyrol profile pieces and window screen material. It includes a ladder that leads

down into the crushing plant. It is protected from the weather above by a framed shed with corrugated iron sheeting and slanted roof that protects against dust and weather. The shed is open to one side only.

The steel frame of the building is made again from plastic profiles and sheet stock. Because the corrugated sheeting is visible from the inside and the outside the use of corrugated cardboard is not possible here since it has a flat back side. Instead, it would be better to use plastic miniature

corrugated iron sheet stock. This is available in hobby shops or stores selling architectural modeling supplies.

There is a much easier solution with the corrugated cardboard we used previously by taking the smooth side off. This is especially easy on corrugated material that has a metallic surface. By carefully peeling off the flat part you get a sheet of cardboard that has now corrugations showing on both sides and this is what we used here to add sheeting to the sides and the

roof. A striking detail here is a two light traffic signal. It indicates to arriving dumper drivers whether they can proceed and dump their load or must wait depending on the level in the receiving hopper.

It was made from plastic parts. The sun visors are folded paper behind which clear red and green foil was glued. The whole signal was attached to a steel girder with a bracket made from bent copper wire.

(To be continued)

Translation of page 48

Roadbuilding Construction Equipment

By Edgar Browning, self-published, size 21.5 x 28 cm, 128 pages, Pictures are black and white with some color ones, English, softbound, ISBN 978-0-578-19739-5

This is the ninth book with the same title that Edgar Browning has published. It covers the construction of the highways in the 40s, 50s and 60s in the US state of Maryland. The only chapter with color pictures is dedicated to

construction machines of the 80s. The main emphasis of the book is on the scrapers from Caterpillar, LeTourneau, Wooldridge, Heiliner, Allis-Chalmers and Euclid. Among them are also the 'dream-team' from Euclid made up of the TS24 twin engine scraper and the twin engine TC12 as the pushing dozer. Also, the heavy, cable-operated excavators are not overlooked. The layout of the book is designed so that most of the pictures take up half a page each. (up)

MAN Typenkompass

By Wolfgang Westerwelle, published by Motorbuch Verlag, 128 pages, about 140 pictures, size 14 x 20.5 cm, softcover, ISBN: 978-3-613-04051

Eight years after the first edition was published, the newly revised and up-to-date booklet in the series of truck brands of all types since 1915 has been released. It starts out with the Saurer trucks built under license and ends with

the current 'Agrar' truck. Every truck is represented with a picture and the most important technical information and a short explanatory text is in a small box on the page. It therefore not only shows the history of development for MAN trucks, but also shows a clear path thru the jungle of for the mostly inexplicable type designations. The book also highlights vehicles that were the results of cooperation with Saviem or VW. (dw)



Remo's old iron

Here you can challenge your expertise. Recognize the truck and win a model ...

by Remo Stoll

One wonders how many kilometers this beautiful long hood front only steering truck already has on the clock. It is powered by a 10-liter engine. In any case, it has been well looked after. Unfortunately, such intricately painted company liveries are less often seen nowadays. This truck is an early version, therefore, we need the five-number type designation for it.

Recognize the machine? Send us your solution and the exact designation. The contest deadline is the 15th of June, 2018. We will hold a draw to select winners if there are more correct answers than prizes. Please note that only entries with complete address information can be considered so that we can mail the prizes out correctly.

This time the winners will receive one of the following prizes: a Cat 980M from Diecast Masters, a Hitachi ZW310-6 from Replicars and the Scania R 8x4 with a Palfinger roll-off dumping container from WSI.



Solution from Trucks & Construction 2-2018



The Elevator scraper in question is a Wabco 333 FT. The winners are: Christian Meinschad from Oberhausen (D) who won the special model of a Cat 906M

with the 'Spielwarenmesse 2018' logo from Diecast Masters; Frédy Eberhard from Domdidier (CH) who won the Arocs 6x2 roll-off dumping bin in blue from Conrad and lastly, Conny Meier from Mitterteich (D) who won the Hamm H7i 'Leonhard Weiss' from NZG.

Congratulations to all the winners!

New on the market

Caterpillar 906M in 1:50

Contrary to the fact that smaller machines are often produced in the larger scales, Diecast Masters has released a model of the smallest wheeled loader available in Europe from Caterpillar. Weighing 5.6 t., its engine can produce 75 hp. It is designed to be used with shovels having a volume capacity of 0.75 to 0.90 m³. The tiny, true-to-scale model has a nice weight for its size. Despite the compactness of its construction which led to some compromises in the turning radius and the degree for dumping material out, the 906M can reach the prototypical loading height so can reach high-up dumping bins. Additionally, the supply lines to the non-functioning, quick change attachment have been modeled very finely and underline the fine construction of the model. All bolts on moveable parts are painted yellow. The cabin glass looks very authentic and allows one to look in and see the multi-part interior that has been finished in two colors. Freestanding details like rear view mirrors, handholds, headlights and exhaust are made from plastic. The engine hood and especially the radiator grille are exactly engraved and the finish is first class.

Heinz-Herbert Cohrs has died

Every collector who is also interested in the world of the large construction machines is bound to have among his books a few works

that have Heinz-Herbert Cohrs' name as author on them. We are grateful to the author who has given us around 30 titles on the subject. Among them are indispensable standard works like the series, 'Faszination Baumaschinen (Fascinating Construction Machines),' published by Geisel Verlag or the 'Menck-Album,' both from a time when it was possible to count books about construction machines on the fingers of one hand. Now, the voice of the author, born in 1955, a knowledgeable expert who had studied machine construction, has fallen silent forever. He passed away at the beginning of the year after battling a serious illness. He leaves a large gap and will be sorely missed.

Meiller three-way dumping bin on Arocs chassis in 1:50

Conrad is offering the new Arocs as a three-way dumper for the first time. With its attractive blue color combined with convincing functionality it is very likable at first glance.

CIFA MK28L in 1:50

Concrete mixers with pumps are universally practical. They can serve small construction projects independently and can also be re-supplied from additional concrete mixer trucks. The Cifa 'Magnum' MK28L is available with a 7 or 9 m³ capacity drum. The four segment mast can reach an impressive working height of 28.1 m and

a reach of 24.1 m. The support base spread at the front is 5.4 m maximum; this is not reached by the new Conrad model; however, the working area is as close to the original as possible. The mixer pump is mounted on a four-axle chassis that has been equipped with the narrow cabin of the Arocs which is typical for this kind of application. The upper parts of the machine are made mostly from metal. In consequence, they are very robust and, as expected, have great functionality. The mixing drum rotates and underneath it the pistons of the pump are hinted at. The loading hopper is topped with a pierced plastic grille and the pump line has been modeled until the end of the rubber hose at the arms tip. The construction of the mast is very complex and it has been duplicated with the necessary exactness we come to expect; it makes opening up and folding down of the arm a real joy. Paint and lettering have a first class finish.

Nooteboom MCOS in 1:50

Conrad has augmented the low deck semi-trailer with tractor truck with a metal surface version. On top of that change, the addition of the new Streamspace cabin of the Arocs 6x4 with the 2.3 m wide narrow cabin is also interesting. The 'narrow' cabin is not only an excellent fit for the production program from Conrad that is heavy on construction vehicles, but it is currently not offered by any other model producer. The character of the cabin with all its round edges and corners and the distinctive 'teeth' of the radiator grille is

very well copied. Also impressive are the headlights with glass and the very flush-fitting windows. The semi-trailer tractor set in this combination is available exclusively from the Nootboom-Shop.

Wiedemann enviro tec Super 2000 in 1:50

Conrad is delivering a modernized design of this sewage pump on a 6x4 chassis with a choice of two currently available cabins. The very nice looking solid metal model on a MAN TGS Euro 6 chassis (picture) is also available on a Mercedes-Benz Arocs.

Linde R14 X in 1:25

Traditionally forklift models in 1:25 scale are almost a collecting segment by themselves. The Linde R14 X Elektro material-handling reach forklift was made by NZG in 2005 and now has been re-worked and re-released in the current version and lettering. Especially the area of the roof is new with today's version having bullet-proof glass for better top viewing. And this with a maximum

lifting height of 5.6 m is of great importance. The lifting capacity is 1.4 t and it has a unit weight of 3.63 t. The model can reach the same height using the twice-extendable lifting frame. It has a steerable wheel at the rear and adjustable forks. Interesting also is the drawer underneath that can be pulled out to display the batteries.

The release of the Liebherr R 9150 has been postponed

Counter to the announcements in the last toy fair report, the new model of the Liebherr R 9150 from WSI that was awaited with excitement was not shown at the Intermat. The reasons for this are the changes on the original machine that now have to be incorporated into the model.

Semi-trailer tractor set 1:50

Siku is sending the Arocs with a dangerous liquids load container into children's playrooms. The play value of the set is increased by the length extender at the rear that allows the loading of two 20 ft. containers from other sets.

Paus PFL 20 1:35

Behind this designation hides a wheeled loader for the underground mining and tunnel construction trade. It has a 2 m³ shovel and 4 t load capacity so it can transport mining spoil over longer distances. Conrad has built a model of the machine in 1:35 scale with lots of metal parts and a high degree of functionality. The top of the rear chassis is engraved very plainly, like on the original, but all the details can be easily seen. The rear and especially the sides are very plain; air intake grilles, for example, are only printed on in black. Very nicely done are the wheels with the exact copy of the rubber tires, the simple driver's seat with pedals and joy stick, and the lifting arms of the shovel. Paint and lettering are faultless.

Industrial Scale Models 1:50

Erik Pioscack is increasing his program of fine white metal detail castings. New is a hydraulic counter balance with return pulleys as it is mainly used on logging excavators. The precise kit has all the necessary parts included.

Here in short form is a list of the new models from the Intermat and the exhibition of Bauer at Schrobenhausen.

Type	Scale	Maker	Type	Scale	Maker
Bauer GB50	1:50	Bymo	Mecalac 15MWR w. new boom	1:50	Conrad
Liebherr L 509	1:50	Conrad	CIFA Energya mixer (on MAN)	1:50	Conrad
Poclair TY2P «Intermat edition»	1:50	Conrad	Yanmar B110W	1:50	NZG
Mecalac 6MDX	1:50	Conrad	Yanmar SV120	1:50	NZG
Mecalac 15MC	1:50	Conrad	Doosan DX160W-5 «special edition»	1:50	Universal Hobbies

Collector's guide

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

Type	Scale	Maker	Available from	Infos
Caterpillar D9L two new versions	1:48	CCM	Dealers	www.ccmmodels.com
Liebherr R920 «Black Edition»	1:50	Conrad	Exclusive	www.baggermodelle.com
Liebherr R922 demolition «Oetjen»	1:50	Conrad	sold out	—
MB Arocs 4x4 tipper with crane red	1:50	Conrad	Dealers	www.conrad-modelle.de
MB Arocs 6x4 / Putzmeister M38 «Yamacon»	1:50	Conrad	Exclusive	www.kenkraft.net
MB Arocs / Nootboom semi lowloader «Kassecker»	1:50	Conrad	Exclusive	www.baggermodelle.com
MAN TGS Euro 6 6x2 winter service	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGX XXL 8x4 SLT «Max Goll»	1:50	Conrad	Exclusive	www.man-shop.eu
MAN TGX XXL 4x2 «Red Lion»	1:50	Conrad	Exclusive	www.man-shop.eu
MAN TGX XL 6x4 / Meiller three way tipper red	1:50	Conrad	Exclusive	www.man-shop.eu
Tool container «Kassecker»	1:50	Conrad	Exclusive	www.baggermodelle.com
Komatsu HD605-8	1:50	First Gear	Dealers	www.firstgearreplicas.com
Demag AC250-5 «Nordic»	1:50	IMC	Dealers	www.imcmodels.eu
Demag AC220-5 «Mc Govern»	1:50	IMC	Dealers	www.imcmodels.eu
Scania R 6x4 / Nootboom MCO-PX «Straumann»	1:50	IMC	Dealers	www.imcmodels.eu
Scania R164 8x4 / Nootboom MCO-PX «Brame»	1:50	IMC	Dealers	www.imcmodels.eu
Volvo FH04 8x4 / Nootboom MCO «Ter Linden»	1:50	IMC	Dealers	www.imcmodels.eu
Volvo FH04 8x4 / Nootboom MCO-PX «Peinemann»	1:50	IMC	Dealers	www.imcmodels.eu
Volvo FH04 8x4 / Nootboom MCO-PX «Bomholt»	1:50	IMC	Dealers	www.imcmodels.eu
Volvo FH04 8x4 / Nootboom MCO «Rensink»	1:50	IMC	Dealers	www.imcmodels.eu
Volvo FH04 6x2 / Nootboom Euroflex «Premat»	1:50	IMC	Dealers	www.imcmodels.eu
Volvo FH04 6x2 / Nootboom MCO-PX «Van Wijgerden»	1:50	IMC	Dealers	www.imcmodels.eu
Volvo FH04 4x2 / Nootboom OSDS44 «Van der Vlist»	1:50	IMC	Dealers	www.imcmodels.eu
Volvo F12 4x2 / stone trailer «Gerben Buiters»	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros 8x4 SLT «STL»	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros 8x4 SLT «Van Grinsven»	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros 8x4 / Scheuerle Intercombi «OnRoad»	1:50	IMC	Dealers	www.imcmodels.eu
MB Arocs 8x4 / Scheuerle Kamag K25 «Collett»	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros 8x4 / Nootboom Ballastauflieger «Brouwer»	1:50	IMC	Dealers	www.imcmodels.eu
Scheuerle Kamag K25 «Sarens»	1:50	IMC	Dealers	www.imcmodels.eu
Ford F250 Set weiss und blau «Sarens»	1:50	IMC	Dealers	www.imcmodels.eu
Liebherr HS8100 mit Schlitzwandgreifer «Implenia»	1:50	NZG	Dealers	www.nzg.de
Komatsu PC200-11	1:50	Replicars	Dealers	—
Morooka MST-2200VDR	1:50	Replicars	Dealers	—
Scania Torpedo 6x2 / tipper semitrailer «Loenen»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH04 Globetrotter 4x2 / semi tipper trailer «De Ben»	1:50	Tekno	Dealers	www.tekno.nl
Mack F700 6x4 «Van der Vlist»	1:50	Tekno	Dealers	www.tekno.nl
Tadano ATF 70G-4 «Verschoor»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 6x2 / Nootboom Euro Pendel X «Autaa»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 6x2 / flatbed / Palfinger crane «Wiklunds Akeri»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH3 6x4 / Palfinger roll-off bin dumper «Thurhagens»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 6x4 / semi lowloader «Friderici»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FM4 6x4 / Nootboom MCO PX «Van der Vlist»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / roll-off bin dumper «JA Transport»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / Palfinger PK7800SH «Kristensen»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 6x4 / Nootboom Pendel X «Hareket»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / ballast trailer «SE Leverage»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Arocs 6x4 / semi lowloader «Welti-Furrer»	1:50	WSI	Dealers	www.collector.wsi-models.com
MAN TGX XLX / semi tipper trailer «Aertssen»	1:50	WSI	Dealers	www.collector.wsi-models.com
Liebherr LTM 1400 «Wiesbauer»	1:50	YCC	Dealers	www.collector.wsi-models.com

Our partner page

RH 6, RH 9 and L 45 in the quarry

O&K machines were very good machines for working in the quarry. They stood out because of their robust construction and strong hydraulic system. For many years it was the brand we supported. The

RH9 was a customized unit with a reinforced chassis which increased its working weight to scale in at 37 t. The L 45 was fitted out with a quick change attachment. This made it very easy to change

it from a block handler to a material handler. We regret very much that the brand is no longer produced like this.

222 tons of Swedish steel

In the framework of a multi-year long partnership, the Robert Aebi AG transferred eight new construction machines to Eberhard Unternehmungen from its company headquarters in Regensdorf on April 6, 2018. They are all from Volvo, have a total weight of 222 t and when combined, develop 2,600 hp.

In the acquired lot there are five wheeled loaders and three articu-

lated dumpers. The two L350H wheeled loaders of the 50 t class are the first ones of the H series in Switzerland. For Eberhard, they are # 9 and #10 from the successful L350 series.

The L35GS compact loader, a 14 t L70H wheeled loader and one L350H are going to work at the ESAR contaminated soil recycling plant in Rümliang. The L180H with

special full rubber profile tires is destined for the loading of slag ash from garbage incinerator plants at the slag recycling plant 'super sort' in Lufingen. The second L350H large wheeled loader is going to work quarrying gravel and loading product in Weiach, and the three A25G articulated dump trucks will be used on a variety of construction sites.

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News in brief

MAN goes Kiwi

With around 200 MAN trucks, the New Zealand transport company TIL Logistics has the largest MAN fleet in the Australia and New Zealand region. Included in the total are the 36 TGS and TGXs in a variety of finishes, with 480 to 540 hp of power that were delivered at the beginning of the year. The TGS have M-cabins and the TGXs have the XL cabins. The Roadtrain shown here with the TGS 35.540 is capable of transporting 50,000 li-

ters of diesel fuel. In New Zealand, the train, reminiscent of the Swedish combos, is called 'Truck and Trailer' with maximum allowable length of 23 m and with a weight of up to 50 tons. In January alone, the importer for both countries, Penske Commercial Vehicles, was able to sell 109 trucks. This is a new high point for the company.

The TIL logistics group unites many different freight transport companies in New Zealand and its tanker fleet runs under the 'Pacific' logo. According to information from them, it transports 40% of all fuel to the island nation. (dw)

Volvo FL Electric

With the FL Electric, Volvo launches the first completely electric-powered truck for the urban delivery and municipal services sector. Volvo is relying on its experience with electric Volvo buses, 4,000 of which have been on the road since 2010. The FL Electric has a total weight of 16 t and is powered by an electric motor that can produce a maximum of 185 kW. To solve the problem of energy storage, Volvo uses two to six Lithium ion batteries that have a capacity of between 100 to 300

kW. With these, the truck has a range of 300 km. (dw)

eDumper

The eDumper of Kuhn Schweiz AG and Lithium Storage GmbH is the largest electric vehicle in the world. The purely electric-powered dumper is based on a Komatsu HD605-7 with a 40 m³ capacity bin. The power plant is a 590 kW electric motor that is fed from four 1.8 t heavy accumulators. Since April 2018, the Ciments Vigier SA has used the eDumper in their quarry located in the Swiss Jura mountain range. Because the quarry face is situated above the crusher, the eDumper generates about 40 kWh of power through re-generation. The trip up the mountain uses about 30 kWh, so the dumper is able to feed surplus electricity back to the net at the end of the working day. (up)

Liebherr R936 Compact

Liebherr is augmenting its short slewing excavator program with the 35 t R936 Compact. The model series now comprises four excavators. R914, R920 and R926 have working weights starting at 14.7 t. The R936 Compact with a compact slewing radius of only 1975 mm is well suited to narrow downtown construction sites with tight clearances where it gives flexibility and maximum safety in use. The built-in engine produces 190 kW (285 hp) and conforms to the current EU exhaust protocols. To reduce downtime due to servicing, the short slewing excavator has a fully automatic central lubrication system that is part of the

standard equipment and all service points can be easily reached from level ground. (up)

Caterpillar 24 Motor Grader

The new type designation without any letters requires a bit of time to get used to. The 24 is based on the tried-and-true open pit mining grader 24M. With its 7.3 m wide plough, it is well suited to the maintenance of the dirt tracks used by dump trucks starting at 180 t. To increase traction and thereby, production, the torque in the Low-End-Reach was increased and the working weight raised by 11% to 73.3 t. Depending on the gears selected, between 399 and 518 kW are available from the Cat C27 engine that has a 27 liter displacement. With a seven-tooth ripper attachment at the rear, the 24 reaches a total length of 16.7 m. (up)

Mercedes-Benz eActros

In an almost monthly rhythm, we receive press releases from producers who claim to be the leaders in building electrically-powered trucks. Besides Volvo (left page), this time around it is from Mercedes-Benz. The fact remains that this subject is right at the top of the innovations list for all makers and it looks like there is a real race on.

The eActros, about which we have reported in this space previously, started the year with an ‘Innovations fleet’ of ten heavy electric trucks with weights from 18 and 25 t total. Some selected companies will test the units under normal working conditions to pro-

ve their reliabilities and in a best-case scenario, 2021 would be the first year of serial production for the eActros. Their maximum range is 200 km. (dw)