

NEW AT NÜREMBERG

The International Toy Fair, held annually in the German city of Nuremberg, is of such a scale that it took our construction and plant model correspondent four days to get round it all. Here, Steven Downes picks out some of the highlights.



Before I set off on my travels to Nuremberg, I was unsure as to what the year had in store and did not expect too many new releases from the construction model manufacturers. Those fears, though, were quickly dispelled. Makers such as Conrad had a considerable number of new models on display, and there were suggestions that there are plenty more to come, while other manufacturers hinted that they are hard at work producing new models for release to OEMs throughout the year. Orders are up and I left the show feeling confident that 2011 will be another great year for construction and lifting model enthusiasts alike.

Not content with new castings, Conrad also displayed a number of new company decorated models including the Hofmann-painted Doll five-axle trailer with MAN tractor, joining the matching Liebherr LTM1070-4.1 mobile crane recently released alongside the Terex AC100-4 in Wiesbauer livery and the Liebherr LG1750 in Nordic Crane Group colours, complete with luffing jib, back mast and suspended counterweight tray.

For those collectors with deep pockets, YCC had several cranes on display including the Liebherr LG1550 SLK lattice boom mobile crane in Riga Mainz livery, and the Gottwald AMK1000-103 which will be available this summer in both Breuer and Riga Mainz colours decoration, complete with the secondary nine-axle boom carrier. A Krupp 500GMT mobile crane in the Grayston White & Sparrow colours and a Gottwald AMK500 are highlighted for a 2012 release. All are 1/50 scale with impressive detailing and functionality.

There were no new construction models from Norscot at the show, but the company does have two new 1/50 scale models to unveil at the ConExpo show in Las Vegas towards the end of March, and there will be several more 1/50 scale construction models released throughout the year. Universal Hobbies also had little new in terms of construction models, but two 1/12 scale Wacker Neuson hand

tool models are in the pipeline: the EH25 electric breaker, which is supplied with a transport frame and different drill attachments, and the BS60 vibrating compactor plate. UH has promised that new 1/50 construction models will follow during the second half of the year, with releases likely to be of New Holland and Komatsu equipment. The firm is also introducing its first model from a new OEM over the summer.

The Sword Precision Scale Models release of the Mack Granite rigid flatbed has been a long time coming, but the wait should be over soon. Scheduled for a May release, the model will be joined by the Mack Granite three-axle truck chassis with Entyre tar spreading body, which should appear around August. Further new models from Sword will be announced shortly. Another model which has taken a while to enter production is the 1/50 scale Bucyrus 22RB/22BE dragline from EMD, but this is finally scheduled for a summer release, and will be replete with lattice boom, dragline bucket and clamshell.

Above: Bymo now has its very impressive 1/50 scale Komatsu PC8000 mining shovel in full production, and it should be appearing with model dealers within the next couple of months. The Komatsu D355 pipe layer scheduled for release later in the year. An updated version of the Bauer RTG RG21T is also likely to appear by the end of 2011, followed by the Michigan wheel loader

Right: After the successful introduction of the Hitachi ZX870 excavator last year, WSI has revealed its next construction model, the Hamm





HD110 tandem drum compactor. Impressive detailing includes opening engine covers on each side, revealing the modelled engine block. The articulating and offset frame has been authentically replicated with a fully-modelled cab, complete with a rotate-and-slide seat and opening doors on the cab version.

Following the success of the Mammoet PTC crane, the surprise addition on the same stand was the upgraded version of the model, featuring a double sized main boom which increases the lifting capacity. Only 250 pieces of the new version are being produced and the model is priced at €1500



Above: NZG's range of limited edition company-liveried models includes the Liebherr LTM11200-9.1 in Havator colours, and the LR1300 in both Felbermayr and Van Marwijk paintwork. Both come with derrick and wheeled counterweight carrier. The Liebherr LB28 drill rig in Botte Foundation (VINCI Group subsidiary) livery and the Ludwig Freytag version of the Liebherr LRB255 piling rig join the foundation range, and two further variants of the Liebherr HS855 lattice boom crane, in Balast Nedam and Implenla colours, are also now available. New construction kit includes Liebherr's R916 in Frauenrath and Heuvelmann liveries, and its A924 in Wurzel-bau and Brodbeck colours, plus the R313 in Karp Kneip's yellow and green. The PR764 bulldozer in Kibag livery and the Franz Fischer-liveried L586 wheel loader round out the Liebherr offerings. Meanwhile, the next model in the Malcolm Construction Services series is the Terex TR60 rigid quarry truck, joining the recent TA40 release



Above, Left & Below: Volvo announced the introduction of three concept machines at the Bauma show last year, and Motorart had samples of the production models on display. The model maker also displayed the Volvo EC700C tracked high-reach demolition excavator and JCB 330 wheeled skid steer loader, both in 1/50. Another new JCB model was the 1/35 scale Midi CX backhoe loader from Joal, reviewed in Model Tractor & Miniature Construction Scene last year. Now finally available from model dealers, it is joined by a new Manitou MSI-30T K-series lift truck which is available with either pallet fork or tipping bucket





Above & Right: Ertl did not have a presence at the show, but the company has announced several new 1/16 scale skid steer loaders. They include two from New Holland – the C238 tracked skid steer and L255 wheeled variant – and two machines from sister brand Case – the SV250 wheeled skid steer and TV380 tracked loader. All four models feature working boom arms and bucket, plus an enclosed cab with opening glazed door

Below: On display in the NZG booth was the 1/50 scale P&H 4100XPC mining rope shovel from TWH Collectibles, featuring fully-functional winches with excellent detailing throughout and illuminating work lights around the superstructure. Also on display was a range of liveried Grove GMK and RT crane models, being produced exclusively for NZG by TWH Collectibles in a limited run of 150 pieces of each version





Above: Rumoured for over a year, Conrad finally unveiled its new Terex AC1000-9 nine-axle telescopic crane at the show. The nine-section telescopic boom can be broken down to display in transport configuration, with functional superlift boom and mountable counterweight rigging supports. The chassis has removable two-stage telescoping and pivoting outriggers with separate transport fenders, while the superstructure has a height and angle-adjustable cab



Above: Construction models from Conrad included the Sandvik TH550 underground hauler, which is available in two versions, one exclusive to Sandvik and one through the usual Conrad dealer network. It joins the Liebherr TA230 articulated dumper, now in its third version since it was launched at Bauma, the Liebherr MK88 construction crane, the Vögele Super 3000-2 tracked paver and the Case CX240 long reach excavator which were all introduced at Bauma



Above & Below Right: Following the sale of the Terex construction excavator range last year, NZG has now released 1/50 scale 225LC tracked and 140W wheeled excavators in the new Atlas corporate decoration, with the 54 metre Liebherr luffing jib and extension set rounding out the new models. Also from NZG, a new MAN truck casting is likely to appear in numerous decorations fitted with tipping half-pipe body, Meiler tipping body or Liebherr concrete mixing body. The Hamm GRW280 rubber wheeled roller, which is being produced in both enclosed cab and open ROPS versions with opening engine compartment and rotating and sliding seat and controls joins the Wirtgen Group model range



CUSTOMISED CREATIONS PART III



Steven Downes turns his attention to customising and detailing items that don't require the original model to be modified in any way, in the third part of his series on customising construction models.

Fine details can improve significantly the overall look and finish of a construction model, and a number of firms offer a range of parts for fitting to popular replicas.

The Hitachi ZX1000 demolition excavator from NZG is a prime candidate for some custom add-ons, due to the pin connections used on the model to connect the demolition boom. Two replacement booms are currently available, with a specialist lifting boom, used for self-loading/unloading of massive demolition equipment, making an ideal addition. Cast in a single piece block of resin, the unit shown, from Gaz Evans, fits simply to the boom footing and requires only drilling a few holes and a coat of paint. No demolition machine is complete without a digging boom, and this is also available in kit form from Gaz Evans. Everything has been included in the kit, from the resin boom, stick and bucket and the white metal bucket linkage to the metal pins, hydraulic cylinders, flexible piping and decals. The kit is relatively easy to assemble, although there are no instructions supplied with the parts so a little knowledge of customising would be a benefit. Once assembled, the boom fits perfectly to the original model. A good colour match to the base machine is RAL 2009 orange 2K CP, which can be obtained from any good car paint supplier.



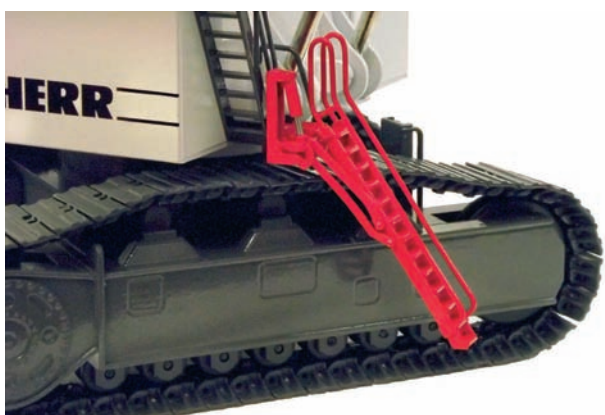


AT&C Die-Cast Models supplies an access ladder to fit the Liebherr R996 backhoe or shovel. The ladder is supplied completely assembled and available in a choice of several different paint colours, including company liveries like Mt Arthur Coal. Everything is included to fix the ladder to the model, with a small grub screw on the underside gripping the lower platform, allowing the ladder to be fixed or removed in seconds. The working linkage

has been well engineered, with the small hydraulic ram allowing the ladder to function through the full range of movement.

Another detailing kit from AT&C Die-Casts to fit the R996 is a set of sunscreens. The

five-piece set includes the ridged side and rear screens, which are constructed from white metal and have crisp cast louvres. They are supplied unpainted, and a little work sanding the raw castings to remove any imperfections before painting may be required. A good colour match to the original model is Halfords' Appliance White spray paint. The screens can then be tacked over the side and rear windows of the cab.



The Liebherr R996 detailing accessories are available from AT&C Die-Casts (julian@atandcmodels.co.uk 01827 894727), while the Hitachi mass excavation boom kit, which includes the lifting boom, is available from Gaz Evans (gaz485@hotmail.co.uk 01633 411646) 🚜





LONG-REACH LIEBHERRS

Following on from his profile on the firm in the last issue, Steven Downes takes a look at recent crane model releases from Liebherr, real machines from which span the 35-1,200-tonne range.

LTM1050-3.1 THREE-AXLE CRANE

The full range of Liebherr mobile cranes, from the smallest 35 tonne capacity two-axle LTM1030-2.1 to the massive LTM11200-9.1, with nine axles and a capacity of 1,200 tonnes, is produced at the Liebherr-Werk Ehingen GmbH factory in Germany, which opened in 1969 and now employs over 2,500 people.

Recently modelled in 1/50 by WSI, the popular LTM1050-3.1 is a three-axle crane with a lifting capacity of 50t and maximum lifting height of 38m, with an additional 16m range achieved with the use of a folding lattice jib. Powered by a 367hp six-cylinder turbo-diesel Liebherr engine, it drives through a 12-speed ZF gearbox with AS-TRONIC control system and hydro-pneumatic suspension.

WSI's replica of the LTM1050 is the first crane model it has produced for Liebherr, and raises the bar for all other manufacturers, thanks to the incredible detail throughout. The underside of the model shows all the key components of the drivetrain, from the all-wheel drive axles to the gearbox and engine block. There is working suspension with good oscillation, and each axle has independent steering, allowing various steering modes to be demonstrated, including crab steer, while the wheel hubs display crisp detailing with very accurate and intricate moulded rubber tyres.

Among the most stunning features of the model are the stabilisers, which have the screw thread hidden within the casing, giving them a realistic piston appearance with each arm extending smoothly from the chassis to provide the model with a sturdy base. The fully-functional sliding pads, which can be adjusted to allow them to fold within the profile of the crane during travelling or positioned dead centre of the jack during lifting, is a welcome detail on the model and works very well. Etched grille panels on the engine bay, along with the small grab handles, add to the realistic appearance, with a high-





quality paint finish allowing all the casting details to show clearly.

The rear frame of the upper structure has flexible hydraulic piping to the winch motor, and there is a tilting cab complete with a fully-replicated interior, including display screens, seat and controls with tiny safety labels printed onto the door and rear cab mounting. The four counterweight sections push-fit together, with the uppermost one having the Liebherr name embossed into the surface while the others have cast dimples simulating the lifting lugs. Operation of the main winch is via the supplied winding key, which raises and lowers the hook block.





LTM1060-4.1 TELESCOPIC TRUCK-MOUNTED CRANE

WSI is well known for its highly detailed and realistic truck models, so it's no surprise that it has produced a model of the Liebherr LTF1060-4.1 telescopic truck-mounted crane. Based on a Scania 8x4 four-axle truck chassis with Liebherr crane superstructure, the real machine makes an economical alternative for crane operators, allowing speedy travel on public roads and the ability to get to work immediately thanks to the onboard ballast.

Many of the fine details first found on the LTM1050-3.1 are to be seen on this 1/50 model, such as the outrigger pad arrangement and hidden screw thread on the jacks. The single-stage extending outriggers pivot from the chassis into an 'X' pattern, with etched storage cages fitted to the insides of the front arms, while flexible hydraulic hosing has also been added. The chassis has been nicely produced with air and fuel tanks fitted to the chassis sides along with plastic moulded wheel covers, complete with simulated rubber mudguards.

On the front wheels are etched wheel hub covers that have the Scania logo embossed across the centre, and accurately treaded rubber tyres. Both front axles have a limited amount of steering movement,

with the entire underside detailing of the full sized truck accurately modelled, including the drivetrain and suspension. The tilting front cab reveals the modelled engine block, while the superstructure cab can be tilted back to about 25 degrees for a better view of the work area.

The upper crane structure features smooth and full rotation with very crisply cast body panels that have door handle and grille detailing, plus highlighted filler cap and door latches. Bolt heads are visible on the toothed slewing ring, while the upper deck has intricate, diamond plate textured panels. The rear of the crane structure houses the single winch, complete with hydraulic winch motor detailing, while the removable counterweight plates use plastic friction pins to locate snugly.

In short, WSI's new LTF1060-4.1 and LTM1050-3.1 set new standards for construction equipment modelling, and it will be interesting to see what they can do with one of the larger six-axle Liebherr cranes.





MK88 FOUR-AXLE MOBILE TOWER CRANE

Liebherr produces a full range of construction cranes at its Liebherr-Werk Biberach GmbH factory, including a line of mobile, fast-erecting tower cranes. Conrad has already modelled the top of the range MK100, so it was something of a surprise when the four-axle MK88 model appeared at Bauma last year.

Built to the same high standards, the model features functional flashing amber beacons, this alone is an interesting addition from Conrad. The engineering on the model is well thought-out, and closely replicates the erection mechanism of the full sized crane. The chassis houses four steering axles with detailed moulded tyres and hubs with H-pattern telescopic outriggers. While not as detailed as the recent WSI releases, there are some nice touches on the model, including the storage areas for the plastic mats and fold down access ladder.

The front cab casting has recently been updated from the original Bauma release with a more curved side window profile. In the crane's upper structure are three winches used in the erection of the crane and for operating the hook block. These use the familiar locking mechanism where pressure on the winding key is needed before the winch will rotate. The winding keys have a standard-size diagonal head, allowing them to be fitted to screwdrivers with removable bits, and this makes the job a lot easier.

A nice touch from Conrad is the pre-rigged ropes, which have small plastic clips holding everything in place to allow quick and simple rigging of the crane. The erection mechanisms have been replicated on the model so that, with the turn of the lower and mast mounted winches, the jib can be authentically extended into its working position. This can be a little tricky to accomplish, but it is a good addition to the model, with the parts connecting and operating very well, leaving the jib nice and level. The use of metal pulleys is a nice find, with self-fit metal ladders fitted to the side of the mast allowing the operator's cab to traverse to any position for an unobstructed view of the work area.





LATTICE-BOOM CRAWLER CRANE

Liebherr also produces a range of tracked lattice-mast lifting cranes at the Liebherr-Werk Nenzing GmbH manufacturing facility in Austria, and the latest to be replicated in 1/50 scale is the LR1300, rated with a lift capacity of 300t. With a quick and easy self-assembly system, the crane can get to work quickly without any need for support cranes, and the versatile boom configurations allow it to be used in a wide range of lifting applications.

NZG produces the model in standard configuration, while a separate derrick and wheeled ballast tray accessory kit has also been produced. Both crane and derrick have now been released in a single carton, while two limited-edition livery versions have recently been announced, in Felbermayr and Van Marwijk colours.

Crawler lattice cranes are typically supplied in a large box and require erecting into the chosen configuration. The packaging holds all the parts securely and assembly is relatively straightforward. The rear counterweight tray is crisply cast with holes for the lifting mechanism to connect. The chains and lifting bars look good, and once connected they can be positioned as required, fully demonstrating the lifting system on the full sized machine.

Four large and three small counterweight blocks are supplied for each side of the tray, with metal bars passing through their centre to prevent them becoming dislodged. The undercarriage features removable track frames which can be disassembled by removing the four screws on the upper side of the main undercarriage frame. These are hidden once the two silver plastic walkways are installed.

The frame has four pivoting stabilisers with screw down pads which

raise the frame off the ground allowing the crane to be authentically posed in a transport configuration. The frames also have cast holders for the four large ballast segments which connect to the undercarriage, and the linked metal tracks are kept tensioned with spring loaded idler wheels.

The main body has three winches fitted, one operating the rear A-frame and two main lifting winches. Winding keys, which locate with the square ends of the winch drums, where pressure is required to release the locking mechanism before the drums can be rotated, are supplied. The metal pennant lines are a nice addition to the model and give it a very lifelike appearance, with most of the pennants pre-assembled and joined to make rigging the crane relatively easy.

Working with the tiny nuts and bolts can be frustrating, but NZG has provided two tools which allow the collector to easily connect everything together. The base of the back mast has an integrated winch which operates the raising/lowering of the main boom. As with the other winches, pressure is needed to release the holding mechanism before the drum can be turned. The tip of the back mast has the pennant lines pre-assembled that eventually connect to the A-frame and wheeled ballast carrier once the extension pieces are bolted into place.





The frame of the ballast carrier is highly detailed and functional, with walkways fitted along the top of the extending arm, complete with integrated access ladder and safety railings, not to mention the flexible hydraulic hoses. The four axles have simulated, non-functional suspension detailing with four wheels fitted to each axle, complete with rubber tyres that have a grooved tread pattern. Two large stabilisers are also integrated into the tray, and are extendable simply by pulling them out.

