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Um leistungs- und wettbewerbsfähig zu bleiben, benötigt die Industrie gerade bei härteren Marktbedingungen hochqualifizierte und ihre Märkte betreffende Informationen. Diesem Verlangen kommt Kran & Bühne mit praxisorientierten Artikeln nach, die dem Leser helfen, fundierte Entscheidungen zu treffen. Die Artikel werden von einem erfahrenen, international und in Deutschland tätigen Journalistenteam verfasst. Kran & Bühne liefert dem Leser harte Fakten darüber, welche Ausrüstung für welche Einsätze geeignet ist, sowie Neuigkeiten und Baustellenberichte.



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GOING UP IN THE WORLD

A history of Simon Engineering, the development of the powered access industry and a lifetime as an engineer, by Denis Ashworth

Ashworth was a keen engineer and from an early age found himself in at the very start of the modern powered access industry.

His book is an unusual combination of autobiography and history of Simon Engineering Dudley, a pioneer of the powered access industry and at one time, the world's largest manufacturer of aerial lifts.

The coffee table sized book, is highly readable and includes around 150 photographs and drawings from the very beginning of the industry. It is a 'must read' for anyone who is interested in powered access, the hydraulic equipment industry or in comparing modern day engineering challenges with those of an entirely different era.

The book is available direct from the publishers at £19.50, plus £4.50 postage and packing.

- Continental Europe: €23 plus €6.50 postage & packing
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Liebherr LTM 1750-9.1

At its recent Customer Days event at Ehingen, Liebherr launched a number of new products including the LTM 1750-9.1 All Terrain crane. This nine axle crane is rated at 750 tonnes and fills a gap in the range between the trusty 500 tonne LTM 1500 and the top of the line 1,200 tonne LTM 11200. A feature of the machine is that the crane travels with its heavy duty 52 metre boom installed.

To commemorate the introduction Liebherr commissioned a scale model of the LTM 1750 which was available for the event. It is in the smaller 1:87 scale rather than the more usual 1:50 scale, and has been made by WSI of the Netherlands.

It comes in a small Liebherr branded box and is in a number of parts which provide good flexibility in how the model can be displayed. To enable detail in the smaller scale there is more plastic than in a typical 1:50 model, but it is still very much a diecast model.

The carrier is good with rubber tyres on the detailed wheels, although there is no steering functionality. At the front the carrier cab has interior detail, with clip-on door mirrors and the engine detail behind the cab is excellent, considering the scale. The outrigger beams are entirely plastic and fold out from the

side of the carrier and as the pads cannot be lowered they need to rest on something to provide support when the boom is up.

The crane superstructure is a nicely made part and includes a cab which can be moved from transport to working position. The counterweight tray is a separate part which pins into position and it can be posed on the carrier deck to replicate self-ballasting. The ballast weights are in two pieces and are made of metal with very good graphics applied.

The boom has a metal base section and while one section can be telescoped it is made of plastic. There is a metal sheave at the boom head with the main cluster of sheaves being a single plastic piece. A working winch is provided with a solid metal hook block which can have one fall of rope which is a compromise of the scale.

This is a relatively small model at under 350mm high, while the carrier is 230mm long so it is ideal where display space is limited, or even as an item on a model railway layout. Although there are a number of modelling compromises to suit the scale the model looks good and is expected to be priced at around €60.

To read the full review of this model visit

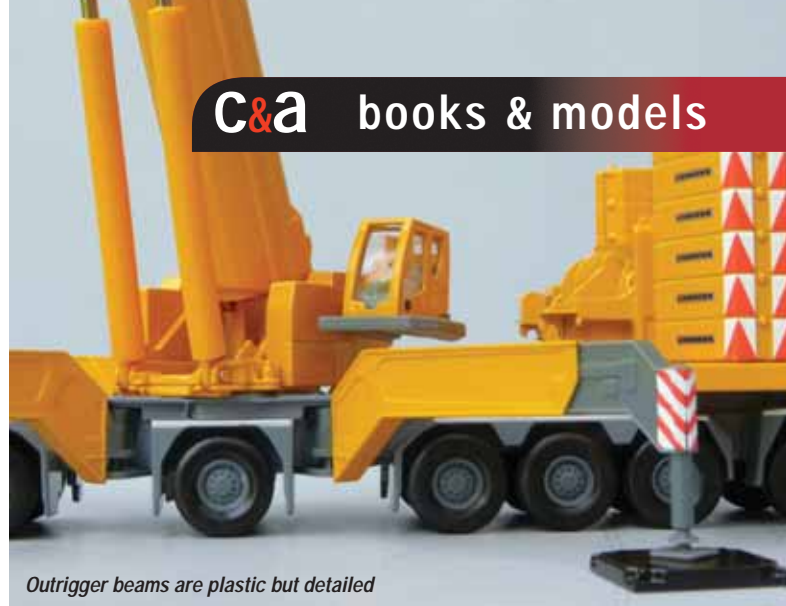
www.cranesetc.co.uk

Cranes Etc Model Rating

Packaging (max 10)	7
Detail (max 30)	23
Features (max 20)	16
Quality (max 25)	18
Price (max 15)	11
Overall (max 100)	75%



Lifting steelwork



Outrigger beams are plastic but detailed



In road-going configuration



Setting up the ballast on the carrier. The plates under the outriggers are not included with the model



Excellent detail on the carrier deck