

Below:

The Liebherr LRS 545 has a more usual appearance for a container handler than the previously released LRS 645 with functional rear axle steering and a wide front end for stability.



Liebherr LRS 545 ReachStacker Container Handler

Liebherr first commissioned a container handling model back in 2006 which was produced by NZG. The machine featured some rather interesting features; the most impressive was the curved telescopic boom and the rather interesting design decisions Liebherr took which made the machine look totally different to other such container handlers. Liebherr has now followed up on the earlier release with new look LRS 545 Reachstacker and this time, the appearance is much more in keeping with the equipment from other OEMs. Gone is the curved boom, replaced by a telescopic straight boom and the cabin is now positioned centrally, below

the boom and able to traverse forward between the main lift cylinders. Once again, NZG has been chosen to bring the LRS 545 to the shelves of collectors and they have done a cracking job with plenty of features and attention to detail resulting in an impressive addition.

The chassis has a fixed front axle fitted with two tyres on each side with a centrally mounted stabiliser which can be lowered to provide additional support. The main drive hub housing has three photo-etch covers which add realism to the model while the detachable upper cover for the engine compartment reveals a stunningly finished engine block, complete with the full hydraulic system, from the distribution block to all the hoses. The side mounted stairway for the



Left:
The cabin has a coloured interior with plenty of glazing, allowing all the internal detailing to be viewed.



Left:
The cabin is mounted to rails, allowing it to slide forward to give a better view to the operator and this works well on the model.



Above:
The front of the model has a lowering support allowing it to lift heavy containers. Interestingly, this is adjusted with a small screwdriver from beneath.



Left:
The Toplift head has a full range of movement, from extending arms to connect with large or small containers to the tilting movement and rotation of the head for accurate container placement.



Manufacturer: NZG

Item No: 960

Scale: 1:50th

Star Rating: ★★★★★

Right:
One very nice addition is the engine compartment which is accessed by removing the upper cover to reveal a very detailed and coloured engine block, complete with all the hydraulic lines and distribution block.



operator leads to the centrally mounted cabin which is again finely detailed with a coloured interior allowing the driver's seat and controls to be seen. It is mounted on rails with a hydraulic cylinder used to traverse the cabin forward, while at the same time, the side rubber cable bundle unfolds. It is a tight fit when the cabin passes between the two main lift cylinders and it just about makes it.

The boom has a single stage telescoping section which locks when at full height with the Toplift container handling head able to extend to accommodate containers from 20' to 40' with ease, while the entire assembly can be adjusted and rotated for perfect alignment when stacking containers. The paint finish is flawless in a combination of grey, white and yellow with a black finished Toplift and silver safety railings. The Liebherr markings are accurately placed and round out a very nice release.



Above:
The stairway leading to the cabin has platforms top and bottom with metal railings and textured upper surfaces



Left:
The telescopic boom extends smoothly, locking at full extension and the plastic 40' container clips onto the head.



Above:
The new 1:50th scale Liebherr LTM1250-5.1 mobile crane has been implemented very convincingly.

Liebherr LTM1250-5.1 Mobile Crane

When NZG released the Liebherr LTM11200-9.1 mobile crane, it was a huge hit, acknowledged by the many different company finished models produced since its introduction so fans have been eagerly anticipating the new LTM 1250-5.1 mobile crane. My first impressions are that NZG has once again released an interesting and realistic model.

All five axles have springs mounted into the suspension, allowing them to move independently and each axle is also individually steered, reaching a very respectable angle. The steering is free moving so it is possible for the wheels to move out of alignment. Above the wheels, real rubber guards have been added and there are a number of tiny printed safety and warning labels along the sides of the chassis for added realism. The outriggers are two-section telescopically extending and have jacks which can be lowered by rotating them. As they extend, the screw thread is internal so they look authentic with a smooth finish. The pads are adjustable,

with two tiny pins pre-set in the working positions. For transport, the pins need to be removed and the pads slid into the travel position. I found on the sample that the pins are fairly tight so pliers are needed to remove them.

The upper deck of the carrier has a raised central section with textured side panels providing a stable footing while non-functional ladders have been modelled in the storage positions. The engine housing behind the main cabin is raised and includes fuel tank and exhaust detailing. The heat shield for the exhaust has tiny printed circles and from a distance, they really look perforated. The upper structure has a set of stairs leading up to the single winch and, while other models have 2 sets of safety railings depicting folded and raised,



Above:
The ballast can be assembled on the deck before swinging the upper structure round, lowering the jacks, locating the lugs and lifting the ballast into the working position.

Left:
The crane is modelled with the VarioBallast system, complete with wind down lifting jacks for the ballast.





Above:
The safety railing can be folded for transport mode and the cabin can be tilted.



Above:
The VarioBallast is fully operational on the model, shown here in the extended position.

Right:
Two hooks are included in the box.



Above:
There is a full complement of ballast plates and blocks.

Manufacturer: NZG
Item No: 959
Scale: 1:50th
Star Rating: ★★★★★



Above:
The model stands firm once the H pattern outriggers have been deployed.

Below:
The front cabin has a coloured interior highlighting the driver and passenger seating.



the railings here are hinged which is a nice touch. The crane cabin has a finished interior and can be tilted with external detailing including up and over grab rails and screen wipers while more tiny safety labels have been added to the side of the cabin.

The main 6-section telescopic boom contains five extending booms which have the ability to lock at three different heights with the boom head having removable pins holding the metal pulleys with spare pulleys included in the box. Care is needed as the fit is fairly loose, and turning the model over results in them falling out, releasing all the pulleys. The side mounted jib is presented as three separate sections which need bolting together. This can be a little frustrating as the tools supplied can only be used to get

the nuts and bolts started. You then have to hold the nuts with tweezers while you tighten everything up. The jib can be set in one of three different angles and because of how it is constructed; there could be the opportunity in the future for NZG to produce additional lattice sections for a long fixed jib.

For me, one of the most interesting parts of the model is the engineering of the counterweight system, giving us a true-to-life replication of the lifting mechanism with two small cylinders which can be wound up and down to raise the ballast off the deck of the crane, just like the full sized machine. The ballast consists of a number of parts, including side blocks and a raised block across the rear. These can be assembled in two different positions on the deck, as the model replicates the VarioBallast system, reducing the radius on constricted work sites. The LTM1250-5.1 is certainly a worthy follow up to the LTM11200-9.1 with a good finish and crisply printed markings. It will be interesting to see how long it takes for the first company decorated version to be released.



Left:
The three section luffing jib is bolted onto the boom head.