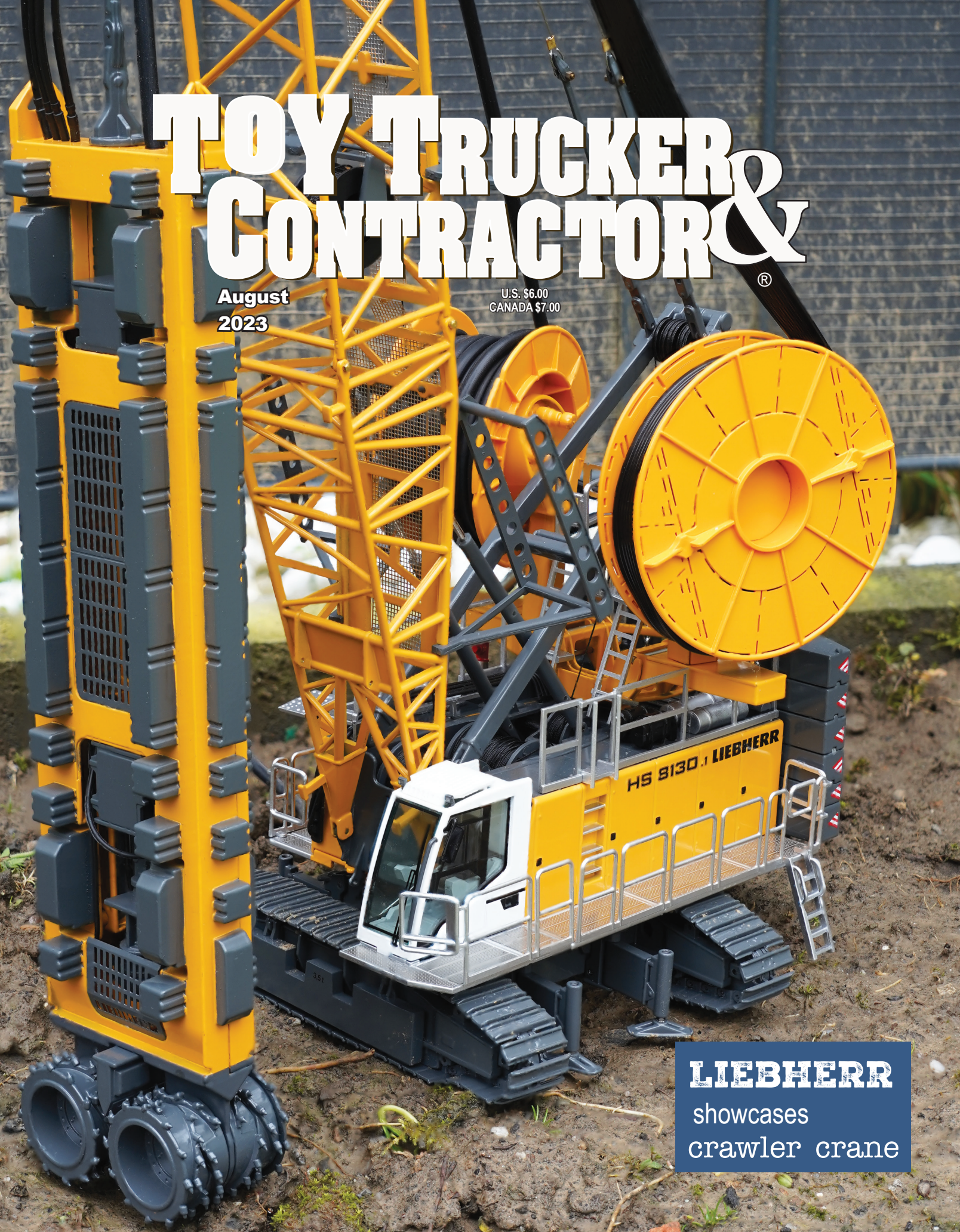
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HS 8130 I LIEBHERR
LIEBHERR
showcases
crawler crane

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At the world's largest construction machine show, Bauma 2022, Liebherr showcased not only new equipment, but also plenty of new die-cast models. NZG presented many new models for Liebherr, and one was the HS 8130.1 duty cycle crawler crane with great functionality. The 116-tonne heavy machine has a lifting capacity of 130 tonnes.

NZG's Liebherr HS 8130.1 hydraulic crawler crane model is highly detailed and comes with a slurry wall grab, dragline bucket and a dynamic soil compaction weight. All dimensions are correctly converted, such as the crawler width of 10.9 cm on the real crane. The length of the extendible undercarriage equals 13.4 cm. The detailed assembly manual guides through the easy assembly.

by Carsten Bengs

When unpacking the box, the basic crane is preassembled with crawler frames and the basic boom section. Handrails and walkways are also already assembled. These walkways and handrails can remain on the real machine during transport. The crawler track frames are extendible and provide excellent stability during work and a smaller width while traveling on a flatbed trailer. The Liebherr name is nicely integrated into the casting of the travel motor. Both crawlers can easily be extended for a maximum stability or minimum transport width.

The HS 8130.1 model comes equipped with authentic single dual grouser track pads and moveable bottom and support rollers. The idler is spring loaded, and the crawlers can still easily rotate. Two stairs need to be attached to the back of the walkways and would ease access to the upper structure.

Two additional counterweight elements are attached to the sides of both crawler frames. Small connection hooks securely hold the elements; the real weight of 3.5 tonnes is printed onto them.

The two jack-up stabilizers between the tracks are used during self-assembly. The base crane is transported without track frames on a trailer and can lift itself from the trailer. While the trailer leaves, the crane can pick up its track frames and assemble it. An optional self-assembly hydraulic cylinder can be ordered for the real machine, but is not copied on the model.

A Liebherr 768-horsepower diesel engine would provide enough power for all applications. Engine exhaust pipes, air filters and even hydraulic hoses are nicely copied on the superstructure. Access ladders with railings on both sides would enable safe access to the deck to service the visible components. All walkways are made of perforated plates.

The outstanding HS 8130.1 from NZG with a dragline.

Doors with small hinges to hide winch operations.

The cab is also copied perfectly, with an authentic seat, control elements and sidewalks. Wipers on the front, lights and a mirror complete the details. The upper window is even protected by a guard. And, to provide more operator comfort when working, the cab can be tilted. NZG copied the small hydraulic cylinder underneath the cab.

All winches are hidden behind small doors and can be easily operated with a small key. This looks much better than holes inside the superstructure to access winches. However, due to the access with the key and the doors, winches with small gear wheels and especially the A-frame should not be treated with high resistance to avoid overrunning of the mechanism. The Liebherr name and the machine type, HS 8130.1, are nicely printed onto the superstructure covers.

The counterweight consists of different single pieces with red warning signs on the back. The baseplate would have a weight of 12 tonnes, and the second slab would weigh 6.3 tonnes. Further, four 2.6-tonne heavy slabs are placed on each side for a total of 39 tonnes of counterweight.All weights are also printed on each counterweight element.

The boom comes with a 3-meter and a 6-meter section for a total length of 23 meters. All boom segments and pendants are assembled with the common screw and nuts system, with a special tool set provided by NZG. It is a nice touch that the boom head sheaves are fixed by a screw, depending on the configuration. And the boom pendants are made of real steel wire rope as well, which is a great authentic touch. Walkways on top of all segments are made of perforated plates and look authentic and valuable.

The HS 8130.1 model comes with a dragline; it was also used on the HS 8100 model. The real crane could be equipped with draglines ranging from 1.5-cubic-meter to 5.7-cubic-meter capacity. The dragline features authentic holes to relieve the water when digging under water. A fairlead is assembled to the base machine by using small screws. It would guide and protect the pull rope in reality.

It is nice that NZG realized the huge diameter

Additional undercarriage counterweight and fairlead for dragline operation.

Counterweight with assembly cylinders and detailed printings.

Detailed and functional Stein K 810HD slurry wall grab.

sheave and rope guidance on the boom head. This would protect the rope as well and reduces its wear.

The second attachment is a dynamic soil compaction weight. It is used to compact the underground on large construction sites. It is basically lifted to the top of the boom and then the free-fall winch brake is loosened, while the weight is falling on the surface to compact it.

There is no information about the weight coming with the model, but the real crane's capacity would be 33 tonnes, up to a reach of 8 meters. The compaction weight of the model features nice little lifting chains and a rope connection point.

The third attachment on this HS 8130.1 model is the slurry wall grab. This grab is the same as on the former HS 8100 model. The original grab is made by the German manufacturer, Stein, and it is the Stein K 810HD. Dimensions are also correctly copied, with its 6.8 cm (3,400 mm in reality) long and 1.6 cm wide (800 mm in reality) clamshells, it would weigh an impressive 20 tonnes.

Either trench cutters or these slurry grabs are used to dig deep walls. The overall principle of such a deep wall is simple. The excavator digs the trench, while it is filled with a special bentonite slurry to stabilize the trench and avoid collapsing.

And this slurry grab looks great and massive! NZG used only zinc for it. Guiding frames are located on both sides. Both clamshells have massive teeth, including teeth to empty the grab.

Two steel wires are attached to the grab and open or close the grab; they are attached to the two hoist winches of the HS 8130.1 excavator. All sheaves inside the grab are all metal.

An additional accessory set was announced at Bauma for availability early 2023. This Liebherr slurry wall cutter looks massive and provides additional functionality to the model. There is no type mentioned on the box, but it is likely the LSC 8-18L slurry wall cutter; the real machine would weigh 190 tonnes with this attachment. It also features plenty of nice details.

The hose drum system consist of two devices, with the hydraulic connection wheel for the cutter and the cutting wheel hose attached to the superstructure by small screws. They would provide hydraulic output for the cutting wheels and discharging the loosened material. The rubber material NZG used for both connection lines look authentic.

Nice railings and walkways complete the details here. The basic model needs to be exchanged with the special boom head; here, special wheels are guiding the bentonite and hydraulic connections.

The massive slurry wall cutter also features plenty of nice details. This cutter has 3.4 cm wide cutting wheels, which would be 1,500 mm on the real machine, meaning the slurry wall has a thickness of 1,500 mm. Each slurry wall has a bite length of 3,200 mm, as the cutter has a width of

Detailed railings, walkways and assembly outriggers.

Equipped with the impressive slurry wall cutter.

3,200 mm or 6.4 cm on the model. In this configuration, the cutter has an impressive weight of 39 tonnes and is also heavy on the model! This combination allows slurry wall cutting until a depth of impressive 120 m.

All four cutting wheels, which are 25 cm high (or 12 m in reality), have an authentic profile with casted teeth to loosen the material. The two hydraulic motors set within the main frame and are connected with small hoses. Right in the middle, the mud pump is visible and connected with small hoses. The Liebherr name is nicely indicated into the perforated plate in-between at the bottom of the cutter.

Even the cutter turning device and the top and bottom steering flaps are nicely indicated. On the real machine, the turning device allows continuous turning of the cutter to achieve needed working positions. The steering flaps allow a correction of the cutting direction inside the cutting wall.

With the Liebherr HS 8130.1r, NZG presented an impressive model. TT&C

more *photos* *at:* **www.toytrucker.com/features**

Massive slurry wall cutter with wheels, rotating device and flaps.