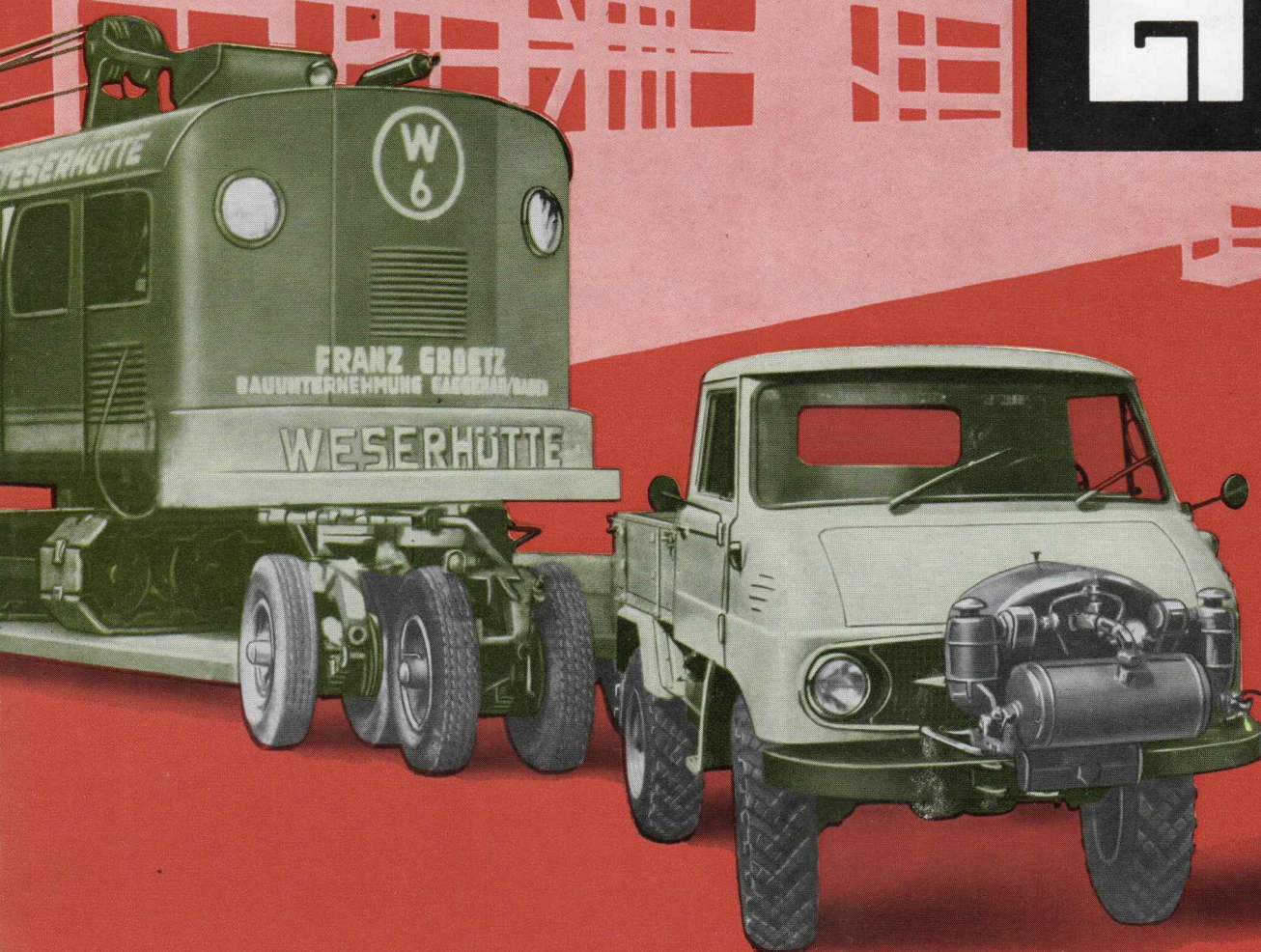


**UNIMOG makes
light of heavy work**

UNIMOG



DAIMLER-BENZ AKTIENGESELLSCHAFT WERK GAGGENAU

High efficiency with any kind of work



Have you heavy loads to move? Have you large trailers to manoeuvre in narrow court-yards? Are railroad cars in your plant? Do you have to do transports on rough roads and cross-country? Do you need compressed air, electrical energy or water under pressure within or outside of your plant? Are your working sites often located at places with difficult approach and off-road? Do you need an earth borer, a grader, a dragline, or similar tools? Have you snow to plough, streets to sweep or roads to maintain? In every case, the UNIMOG is exactly the right thing for your enterprise since it performs with its tools all these jobs and many others. It is at the same time tractor and an implement carrier on and off roads, as well as a stationary engine. Its design combines a multitude of specific advantages:

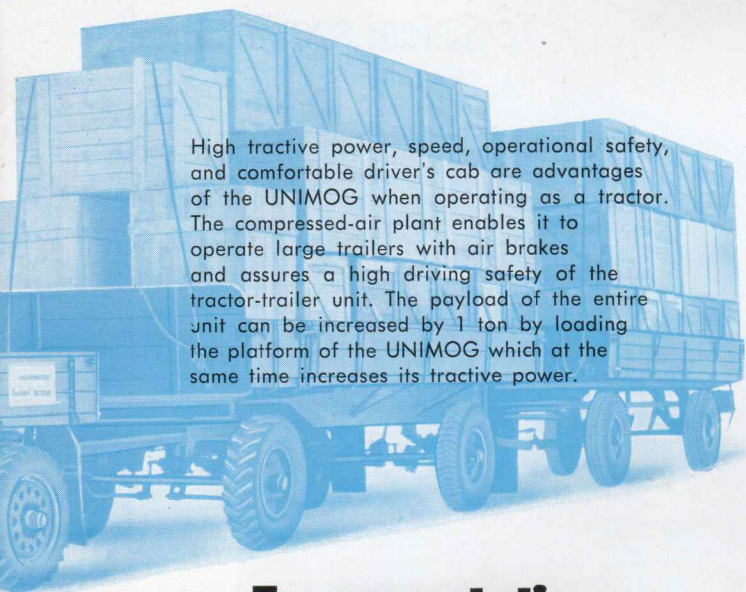
- ▶ **Maximum utilization of engine power by four-wheel drive.**
- ▶ **Impressive tractive power during cross-country operation by the use of differential locks in front and rear.**
- ▶ **High ground clearance by the use of high-built axles.**
- ▶ **Most efficient utilization of tractive power by correct distribution of weight and low position of centre of gravity.**
- ▶ **A well cushioned front and rear axle with aviation type shock absorbers in front and rear.**
- ▶ **Speeds from 820 F.P.H. up to 30.98 M.P.H. by a transmission with six forward speeds, two reverse speeds, and two additional crawling gears. Synchro-mesh transmission can be furnished if desired.**
- ▶ **Two power take-off shafts and a pulley take-off to drive implements.**
- ▶ **Installed air compressor to set the brake of the trailer, to dump the platform of the UNIMOG and the trailer, and to operate the power lifts.**
- ▶ **Platform for loads up to 1 ton.**
- ▶ **Comfortable working conditions for the operator by the essentially improved comfortable and spacious driver's cab (UNIMOG can be furnished with a folding top).**

These advantages make the UNIMOG a vehicle which is indispensable for many industrial and manufacturing problems. With its additional implements it saves many a more expensive special machine. The UNIMOG assists in every industrial and manufacturing plant to rationalize work and transportation by advantageous proportion between its high efficiency and its low operating costs. The next pages show a selection of UNIMOG performances and combinations of implements which may stand as example for many others.

Attachment and m

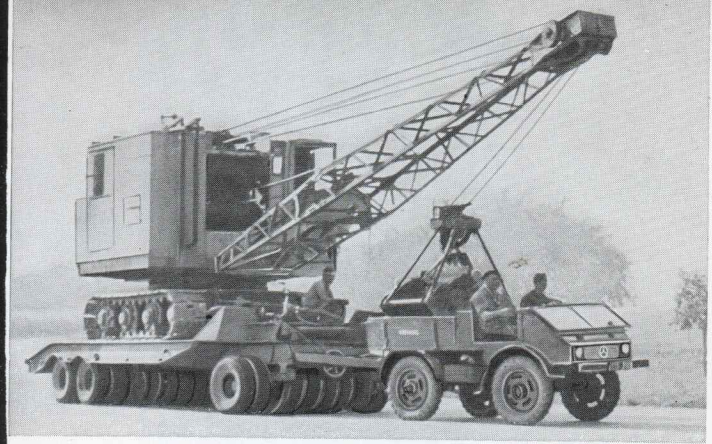


The additional compressor to the UNIMOG has a suction of 2,200 liters per minute is mounted on the front bumper and driven by the front power shaft. It generates compressed air for drill hammers, sump pumps, and other pneumatic tools. The cross-country mobility of the UNIMOG makes it operation at places hard to get at.

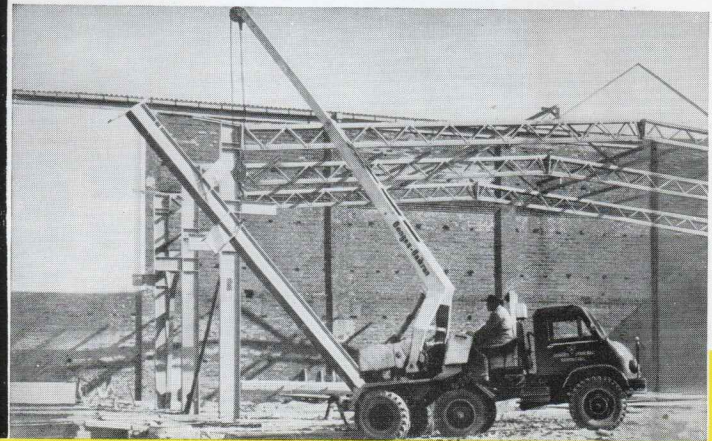


High tractive power, speed, operational safety, and comfortable driver's cab are advantages of the UNIMOG when operating as a tractor. The compressed-air plant enables it to operate large trailers with air brakes and assures a high driving safety of the tractor-trailer unit. The payload of the entire unit can be increased by 1 ton by loading the platform of the UNIMOG which at the same time increases its tractive power.

Transportation

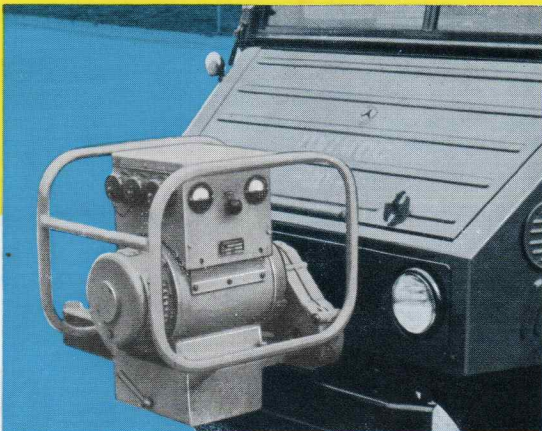


The UNIMOG tows in suburban traffic the maximal trailer load as authorized by the vehicle registration law. Its maximal tractive power exceeds by far this norm. The tractive power of the UNIMOG is also extremely high on difficult terrain because of its four-wheel drive, differential locks, and the particularly suitable ground-grip tires.



The UNIMOG with prolonged wheel base can be equipped with a fifth-wheel coupling. The trailer crane is easily coupled and uncoupled. It has a lifting height of 8 m at a lifting capacity of 3 tons.

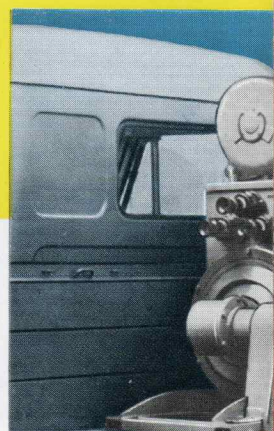
Mounting implements



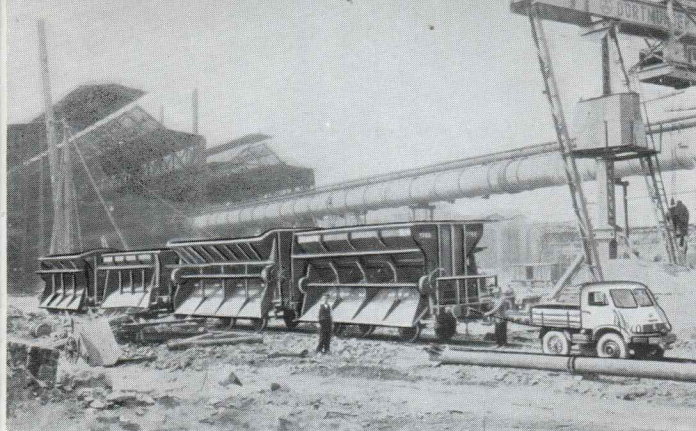
Another field is opened by the UNIMOG to outside assembly teams who work with electrical tools. With the additional generator 5 KVA/220/380 V it supplies electrical energy for the operation of drills, hammers, saws, or grinding machines and for the lighting of the working places. Like the compressor, the generator is mounted and powered in front.



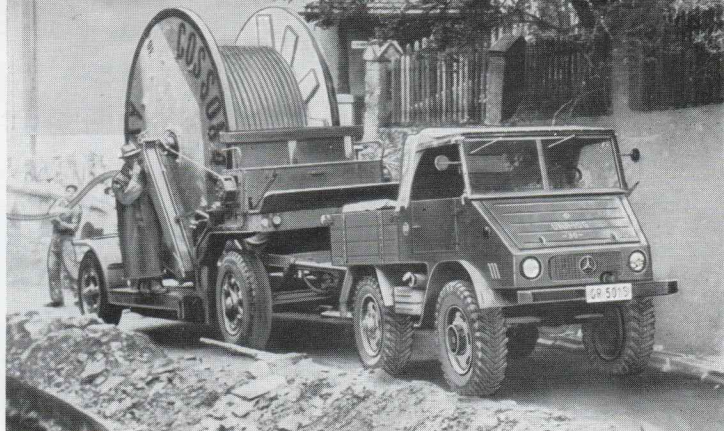
The grader, installed in front, can be raised or lowered by compressed air. Due to its four-wheel drive, the UNIMOG has sufficient pushing power to distribute filled-up earth and to fill trenches. The grader is mounted on a mounting flange which also suits the attachment of other implements such as a snow plough, a sweeping device, and the "Front Loader".



The welding generator "K" platform and powered by the off shaft. The UNIMOG's motorized welding teams, energy, reaches every working place. Additionally, it carries all tools. Additionally, it carries a 5 KVA rotary and alt



In enterprises with own railroad siding the powerful and easily steered UNIMOG does not only switch heavy trailers but also railroad cars. It is able to drive over ties, tracks, or gravel. It is capable of operating the brakes of the railroad cars with its compressed air plant.



The UNIMOG erects masts for line construction and lays cables for open and underground lines. For this purpose it will be equipped with the cable winch. All masts of a line can be quickly and easily removed with the pole-pulling block. Additionally it performs transportation tasks and many other types of work.



The UNIMOG makes fast low-scale transports up to 1 ton on its loading platform. This saves the use of a trailer which is often so hindering. Additional equipment such as slip-on seats and boards as well as a cover for the platform is available for the transportation of persons.



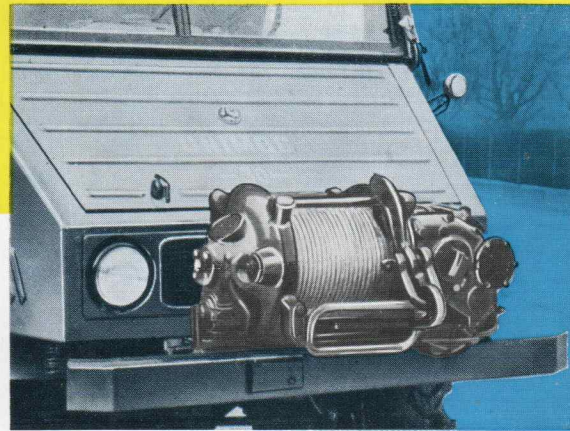
For the transportation of construction material and bulk goods it can be equipped with a two-way dumping platform; the latter is operated by the compressed-air plant with which a one-axle or a two-axle trailer can also be braked.



The "Klaus-Loader", set up on the platform, is good for all loading work and digging of cable trenches and small pits. It works fully hydraulically and its pump installation is powered by the rear power take-off shaft. Due to the manoeuvrability and cross-country mobility of the UNIMOG, it can be used everywhere.



"OPOL" is mounted on the divided rear power take-off. It offers many advantages for working site, and, moreover, it may be coupled with an alternating current generator.



The front cable winch with a pull of 3,000 kg can be used for many purposes, e.g. to salvage vehicles, to tow heavy loads, or to erect or lower masts. It can be equipped with hand brake and relief brake. Besides, there is a rear cable winch with 3,500 kg pull with and without reeling device.



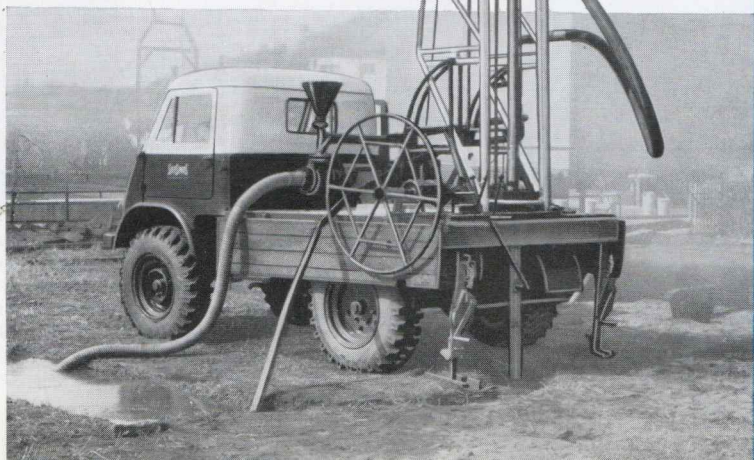
Power unit

With the earth drill attached you can excavate holes up to a diameter of 60 cm and up to a depth of 2 meters to erect masts or to plant trees. Hydraulic system and drill are driven through the rear power take-off shaft.

Where the use of a large dredging machine would not be economical or impossible for technical reasons, the UNIMOG with the trailer dredger is a very good help. The hydraulic pump of the dredging machine is driven by the rear power take-off shaft.

Filled up building sites or road surfaces are compacted with "Weller" vibrating roller. The implement has its own engine; it is pushed or pulled in crawling gear as required for which the manoeuvrability of the UNIMOG is very advantageous.

Test boring to tap open water and oil sources as well as prospecting other mineral resources is greatly aided by the cross-country mobility of the UNIMOG. On its platform it carries measuring instruments, tools, or -like here- a boring device. The mechanism and pumps are driven by the rear take-off shaft.



Special vehicle

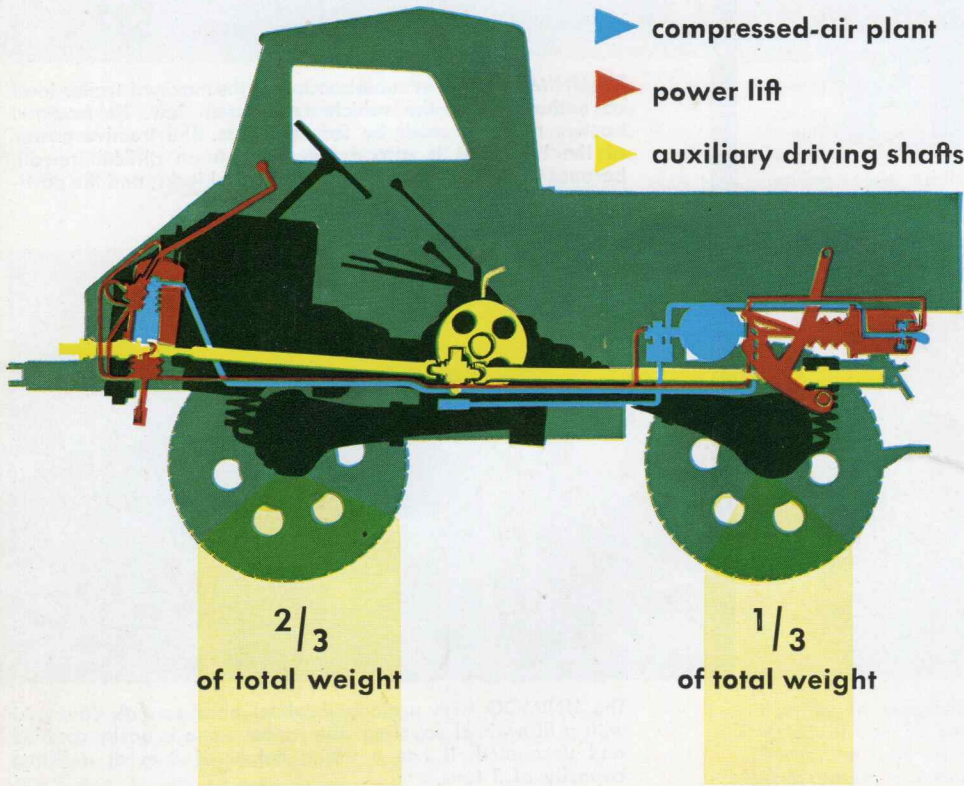


Advantageous features of the design of the UNIMOG instigate new applications. Thus, the UNIMOG has shown by trial to be excellent for research jobs and expeditions. Here, you see a special body containing a complete set of instruments for geological research work.

Technical specifications

The UNIMOG multi-purpose tractor is equipped with the sturdily-built OM 636 Mercedes-Benz Diesel engine. The speed of this power plant which has been successfully tried out many thousands of times, has been cut down to meet the special working conditions of the UNIMOG and has been trimmed to deliver the output required in this special case. Even continuous operation at full power cannot overload this engine. Transmission and its special construction give the UNIMOG high tractive power and unparalleled climbing ability. The vehicle is capable of doing 1/4 kilometers per hour in crawling gear and has a top speed of 50 kilometers per hour.

The outstanding tractive power of the UNIMOG stems from its favourable weight distribution. Power is transmitted to the ground by four equally sized wheels. The four-wheel drive which can be shifted during driving without disengaging the clutch, and two differential locks give the vehicle a firm grip, even on rough and difficult surfaces. The high ground clearance of its high-built axles is one of the main reasons for its outstanding cross-country capability. Because of its compressed-air plant and its well planned system of power lifts and auxiliary driving shafts, the UNIMOG can be used as a tractor as well as an implement carrier or as a stationary engine.



Engine:
4-cylinder Mercedes-Benz Diesel engine, Bosch fuel-injection system, watercooled, featuring waterpump and thermostat, electric starter and engine speed governor.

Chassis:
High-built axles with bevel-gear differentials and transfer gear propelled drive-wheels. Front wheel drive can be independently engaged or disengaged (four-wheel drive). Differential locks on both the front and rear axle can be operated in all gears without disengaging clutch. Rear end suspension employs dual coil springs. Front and rear end suspension has hydraulic shock absorbers.

Brakes
Foot brake Hydraulic four-wheel brake system
Hand brake Mechanical brake acting on the rear wheels.
Compressed-air trailer brakes on special request.

Tires:
7.50-18 AS Special for track and road driving. 10-18 on request.

Electrical equipment:
12 volts Bosch generator.

Right to alter design and equipment reserved. Accessories upon request.

Trailer equipment:
Automatic towing attachment and towing beam at the rear end of vehicle
Coupling sleeve and locking latch at the front end of vehicle.

Drop side body:
Platform has approximately 2.2 square meters of useful loading surface. Sides and platform of body are easily removed.

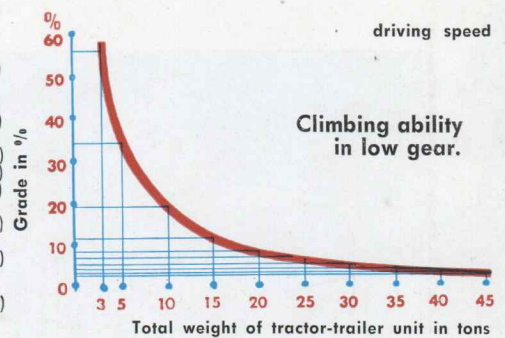
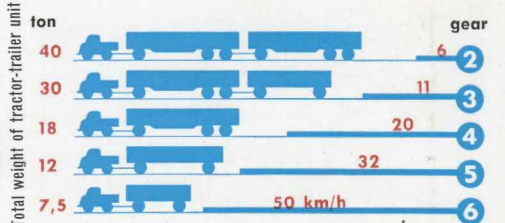
Weight:	Folding top	Closed-type driver's cab
Empty weight	3,940 lbs. (1,795 kg)	4,270 lbs. (1,940 kg)
Payload on loading platform	2,200 lbs. (1,000 kg)	2,200 lbs. (1,000 kg)
Permissible total weight	7,040 lbs. (3,200 kg)	7,040 lbs. (3,200 kg)

Fuel consumption:
Approximately 10 ltr./100 km for level roads and without trailer.
From 2 to 6 ltr./hr if employed in cross-country driving and depending on working performance.

Dimensions:	50 3/4 in. (1,290 mm)	50 3/4 in. (1,290 mm)
Track front/rear	50 3/4 in. (1,290 mm)	50 3/4 in. (1,290 mm)
After interchanging the wheels front/rear	60 9/16 in. (1,538 mm)	60 9/16 in. (1,538 mm)
Wheelbase	67 3/4 in. (1,720 mm)	83 1/2 in. (2,120 mm)
Ground clearance:		
below differential	14 15/16 in. (380 mm)	14 15/16 in. (380 mm)
below axle	18 7/64 in. (460 mm)	18 7/64 in. (460 mm)
Overall length	138 9/16 in. (3,520 mm)	150 19/32 in. (3,825 mm)
Overall height		
with top and windshield	81 9/32 in. (2,065 mm)	83 3/4 in. (2,130 mm)
without top and windshield	63 in. (1,625 mm)	—
Overall width	64 5/32 in. (1,630 mm)	70 15/32 in. (1,770 mm)

Minimum turning circle diameter towards left and right	24' 11" (7.6 m)	29' 10" (9.1 m)
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Tractive power on dry and level roads.



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