



Unimog U 423: Economic efficiency in shunting operations.

The Unimog as a shunting vehicle can haul up to 1000 t. This is made possible by the Unimog's unique drivetrain concept featuring permanent all-wheel drive, torque converter clutch, as well as the track gauge for driving on rails via the vehicle wheels. In this process, the Unimog is extremely cost-effective and particularly environmentally friendly thanks to low fuel consumption and cutting-edge Euro VI technology. As a result of fast on- and off-tracking processes, the Unimog road-railer takes care of transfers between different locations by travelling

on road. The vehicle also features fire detection technology as well as a fire-extinguisher system for the engine compartment to comply with strict fire protection requirements as part of deployments in tunnels, even in situations where passenger operations continue in parallel.

Further information is available online:
www.mercedes-benz.com/unimog-road-rail

Mercedes-Benz
Trucks you can trust





Technical data

Chassis

| | |
|---------------------|--|
| Type: | Mercedes-Benz Unimog U 423 |
| Engine*: | <ul style="list-style-type: none"> • 170 kW (231 hp) output • 4-cylinder diesel (OM 934 LA) • Euro VI emission class |
| Wheelbase: | 3000 mm |
| Transmission: | Mercedes-Benz fully synchronised transmission with 8 forward and 8 reverse gears <ul style="list-style-type: none"> • V_{max} on roads: 90 km/h • V_{max} on rails: 50 km/h in both directions |
| Axles/drive system: | <ul style="list-style-type: none"> • 4x4 permanent all-wheel drive with interaxle differential lock • Differential lock on front and rear axles |
| Wheels: | <ul style="list-style-type: none"> • Track gauge for driving on rails via vehicle wheels for maximum traction |

Optional equipment

- Torque converter clutch for smooth start-off with heavy towed loads – zero wear and tear
- Hydraulic interface for the rail guiding system
- Rear engine PTO for a powerful compressor
- Mechanical battery main switch
- Fire detection device and fire extinguishing system in engine compartment (fire protection expertise for use in tunnels certified by TÜV Süd Rail)

* Euro V version available.

Standard equipment

- Anti-corrosion cab made from fibre composite material, tested in accordance with ECE-R29/2
- Panoramic windscreen
- Steering column adjustable for height and tilt
- Multifunction steering wheel
- Air conditioning system
- Heating and ventilation system with 4 levels of adjustment, pollen filter
- Exhaust gas aftertreatment with SCR catalytic converter and diesel particulate filter
- Two-stage high-performance engine brake
- Telligent® gearshift
- Anti-lock braking system (ABS)

Attachments and bodies

ZAGRO road-rail technology:

- Rail gear with CAN bus safety control
- Radio remote control for shunting operations
- Colour camera assistance for on- and off-tracking and rear-area monitoring system
- Railway wagon brake system for towing loads up to 800 t/52 axles
- Screw compressor with delivery rate of 1750 l/min; operating volume 4250 l
- Automatic drawbar at front and rear with damping element
- Railway lighting system (LED) and horn
- Constant speed mode of 1 km/h for use as towcar in train washing site