

Mercedes-Benz

Unimog Magazine



Forestry in Schkeuditz with the Unimog

In action

Ambulance for the largest open-pit mine

Technology

The new hydraulic spring is here

Heavy-duty transport

Overland transport of a 12-tonne yacht

Road-rail

The success story continues in Finland



Ralf Forcher
Head of Mercedes-Benz Special Trucks

Dear Unimog friends,

These are dramatic times: COVID-19, the microchip crisis and a shortage of raw materials have long kept the global economy in suspense, now overshadowed by the war in Ukraine. These topics have also been of great concern to us in recent months. Thanks to planning with foresight and an immense level of commitment, our Special Trucks team has so far managed to keep Unimog delivery times largely within the normal range, despite all adversities. We are very proud of that.

The exhibition landscape is slowly returning to normal, and we are raring to go. We would be delighted to welcome you personally to the Mercedes-Benz Trucks stand at Rettmobil, IFAT, IAA, Innotrans or Bauma. In addition, we have added new Unimog Service Partners to our network, which will further improve services for our customers. This is the next step in our service campaign.

Or take a look at our Unimog Partner Portal: visit www.unimogpartner.com to find custom add-on solutions from specialist companies, some of whom have been working closely with us for decades. The Mercedes-Benz partner programme only lists manufacturers who meet our high standards with regard to sales, service, quality and technology.

We hope you enjoy reading the first purely digital edition of Unimog Magazine.

Yours

Dr. Ralf Forcher

Impressum

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In action

Ambulances for open-cast mines



Agriculture

An U 219 turns wine bottling mobile



Sponsoring

A yacht sets off with 299 hp

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For worst case scenarios

Extreme off-road Unimog for Germany's largest open-cast mine

It is the quintessential man's man playground: the Hambach open-cast mine in the Rhine lignite mining region. Four gigantic lignite excavators extract up to 40 million tonnes of coal from this site every year. Approximately 1500 employees also have access to a large number of robust, specialist mining machines, 110 kilometres of conveyor belts, wheel loaders, dump trucks and a large number of extreme off-road Unimog special vehicles with tanker and water tanker bodies, platform bodies, loading cranes

and TLF fire-fighting bodies. The newest member of the fleet at the

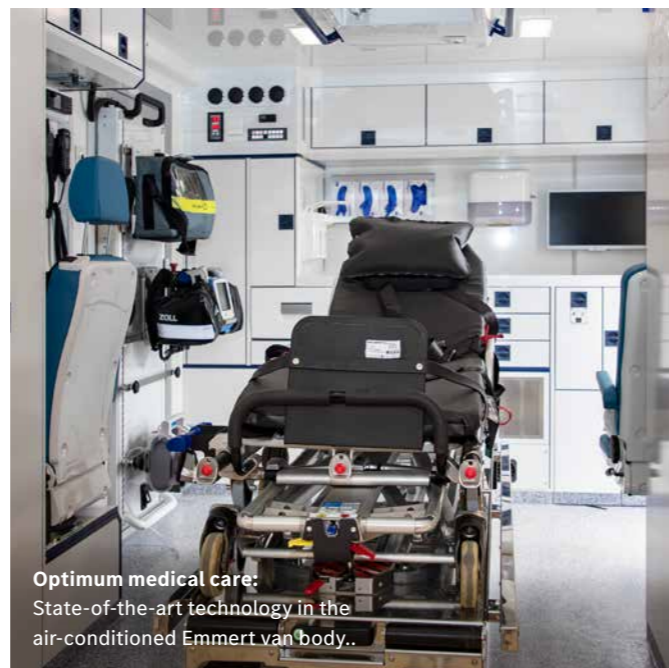
largest German open-cast lignite mine operated by RWE Power AG is a Unimog U 4023 ambulance (RTW). This is to guarantee rapid response in the event of an emergency from the highest to lowest levels of the pit, over extreme terrain, in all weathers and where no other vehicle on four wheels can go. The tyre pressure control system is an extremely valuable feature for this application.

When handing over the vehicle to his colleagues from the rescue station, Sascha Funk, who is responsible for vehicle procurement, remarked: „May this Unimog clock up as little mileage as

possible!" Ideally no emergency deployments will be necessary. However, it is still vital to drive the vehicle around on a regular basis. This is because the open-cast mine changes its appearance almost every day. And rescue teams must always keep their bearings.

RWE has used Unimogs for four decades and has almost 130 units in permanent use throughout the Group. „The extreme off-road Unimog RTW is the ideal vehicle for the really tough conditions we face in open-cast mining“, says Sascha Funk. In contrast, conventional RTWs based on the Mercedes-Benz Sprinter, which RWE also uses in its rescue service fleets, are suitable for fast overland journeys.

The U 4023 in Signal White with an air-conditioned Emmert van body is by no means standard: the patient stretcher extends two and a half metres out of the van body and is lowered to the ground by a hydraulic/pneumatic system. So it is perfect for recovery tasks. Defibrillator, cooling and warming drawers, vacuum immobilisation mattress, oxygen supply – all medical devices can be conveniently removed from outside the vehicle using a retractable rail system. The open-cast mine operates in three shifts 365 days a year. Hambach never stands still. And accidents can happen. „The Unimogs help us to retrieve injured people from the open-cast mine and hand them over to external rescue services at the gate“, explains Funk. A helicopter landing pad is mandatory in every RWE open-cast mine. The Hambach mine is up to 400 metres deep. The depth tells the miner how deep a point is below the surface. When news of the disastrous flooding in the Ahr Valley reached those responsible at RWE Power AG, they did not hesitate for a second: they immediately sent their extreme off-road Unimog U 5023 and U 5000 diesel tankers to the crisis zone. „Shuttling



Optimum medical care:
State-of-the-art technology in the
air-conditioned Emmert van body..

continuously back and forth, we refuelled emergency services vehicles and construction machines on site – free of charge, it goes without saying. Up to three Unimog tankers were in use for months“, says Funk. RWE is still helping today by providing tankers and material donations. „Shovels, axes, buckets – we get everything the aid workers need to the Ahr Valley. Most recently, they ordered first aid kits“, reports Sascha Funk. RWE employees who got involved and are still involved as helpers today receive full pay compensation.



Project implemented in collaboration
with Unimog general distributor:
RKF-BLESSES GmbH



Watch the video:

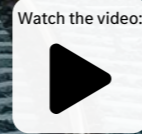


If a Unimog is needed on site, there's no stopping it:
No terrain is too difficult, no ground too challenging.



The success story continues

Rail maintenance and care with the road-rail Unimog



It was THE big thing in Tampere, Finland, the third largest city in the country: commissioning the 23-kilometre tram network around eighteen months ago (reported in issue 2/2020 of Unimog Magazine). The Finns now love their trams. The operating company Tampere Tramway Ltd. is proud of how smoothly it runs. However, ensuring that the Tampere tram always arrives on time takes a huge amount of work done in the background, such as maintaining and servicing the rail network. To this end, Tampere Tramway Ltd bought an U 430 road-rail Unimog in 2020. Although Mercedes-Benz delivers up to 100 road-rail vehicles every year, this U 430 was unique. And because the Finns are absolutely thrilled with the technology made in Wörth, they have now ordered another Unimog for tram network maintenance.

This is a multifunctional implement carrier with numerous interchangeable bodies that is highly flexible and cost-effective. The Zagro turntable rail guide for tight curves is permanently installed on the vehicle. The hydropneumatic suspension from Eggers replaces the standard coil springs of the Unimog so that the vehicle can be lowered evenly on the front and rear axles when changing bodies. The innovative quick-change system is a mechanical interface supplied by the Finnish specialist Piako OY, who also provided the platform. The swap bodies are convenient: MULAG front boom mower, rotary snow blower, snow sweeper and snow plough from Kahlbacher and the road-rail elevating work platform for maintenance on the contact wire. The rail groove sweeper is made by Triletty.

Zagro supplied the box body containing emergency equipment that is used in the event of accidents or technical malfunctions. Vossloh provided the high-speed grinder and a road-rail trailer. The second U 430 is fitted with a new Palfinger crane (PK 14500) and contact wire de-icing system.



Well thought through: The ZWEIWEG trailer holds 15,000 litres of water. It is used with the MULAG front boom spray bar for watering or cleaning.



A practical feature: The Unimog can be driven remotely from the elevating work platform.



Projekt umgesetzt mit Unimog Importeur: Veho OY, Finnland

Sweeping the rails: Triletty supplied a suitable groove cleaning attachment.

The hydrostatic drive means the working speed is infinitely variable. It also allows the PTO shaft and PTO to work at a constant speed, for example when using the rotary snow blower or mower. The maximum rail speed is 50 km/h in both directions. This is useful, for example, when grinding the rails using the

high-speed grinder. Vario Pilot ensures that the driver always has a perfect working and sitting position for the many different applications. For example, the driver can work from the co-driver's seat when mowing or working with the sweeper. A practical feature: during maintenance

MULAG

Nature-friendly mowing for professionals



Innovative cutting system with optimized air flow

Protecting insects and plants

ECO 1200 plus – independently scientifically proven ecological maintenance of the roadside greenery

Professional equipment for roadside maintenance

More info on the web about the new ECO mowing





Early morning on the way to a winegrower:
Martin Engelhart visits up to three customers a day.

Proven technology reinvented

Mobile wine bottling system using a Unimog tractor

Martin Engelhart from Austria is a viticulture technician. His work regularly involves dealing with filling systems. The technology fascinated him. He often imagined running a mobile system to help smaller winegrowers. And as things would have it, his dream came true. At some point, Martin heard

about a decommissioned mobile filling system belonging to the machinery cooperative in Spitz in the Wachau region. The system for sale was in alarmingly bad condition. But this was Martin's chance: it took six months to get the system working again. Martin dismantled the entire machine and put it back



Turning old into new:
The viticulture technician rethought the whole system.

together. Only the framework – and the machine’s job – is still original. Everything else besides was rethought, remade, optimised and in some cases completely redesigned according to his own ideas. Finally, Martin Engelhart and his helpers got what is probably the most spectacular mobile filling system in Austria on the road. And it not only looks impressive, it also sets new standards of quality and efficiency. However, after two years and many thousands of kilometres on a tractor, Engelhart decided to invest in additional comfort, driving safety and transport volume. This would help him to cover the long distances often required when travelling to Lower Austria and Burgenland. Up to three fillings per day (!) are planned for the season.

This also explains why he ordered this smallest Unimog model, an U 219, with a full set of technical features. Apart from the engine, these include a PTO shaft and front PTO, front and rear power lifts, differential lock in the front axle and a lot of additional lighting. The drivers’ suspension seat, automated manual gearbox and multiple cameras all around are dedicated to comfort and help the driver to manoeuvre with great precision. This new Unimog has the smallest tyre size available for the best possible manoeuvrability. In order to make even better use of the vehicle’s qualities in future, the filling system will be equipped with a truck axle and thus be approved for use on the motorway. Cheers!




Maximum manoeuvrability:
thanks to the smallest tyre size available.



Flexible rear:
rear power lift and the trailer coupling for great versatility.



 **Project implemented with Unimog dealership:**
Pappas Holding GmbH

Nimble, flexible and fast: Unimog U 219 with mobile wine bottling system.



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Water tender that can do it all: U 5023 as a forest fire water tender vehicle.

The Stuttgart fire brigade has been using Unimog vehicles since 1965. Initially, they had two dry agent tender trucks based on Unimog S. These were followed by several series of water tender trucks and a rescue vehicle rail for road-rail use. Unimog fire service vehicles of the air raid fire protection service and expanded civil protection service were also stationed in Stuttgart and later transferred to the municipal fire service fleet. And Unimog's success story in Stuttgart still continues to this day: newly designed water tender trucks for use in forest fires and floods and rescue vehicles based on the current Unimog series are currently being procured. It can even be argued that they are writing vehicle history in Stuttgart. This is because the fire brigade of the Baden-Württemberg state capital is dazzling the experts with a completely new fire truck – a real TLF-W (forest fire water tender truck). And what makes it a real TLF-W? Previously, for financial reasons, calls to tender ignored the unmistakable and essential characteristics required by extreme off-road trucks for fighting vegetation fires. Now, however, the Stuttgart fire service is guided by a new regulations imposed by the German Fire Brigade Association. While numerous chassis and body suppliers assured the association of their vehicles' suitability, the Unimog ultimately proved to be the only worthwhile solution.

In future, the two completely redesigned U 5023 TLF-Ws will be a highly effective supplement to the fire trucks of the professional fire brigade and the Stuttgart volunteer fire brigade. The fact is that the new Unimog is the TLF-W benchmark. This vehicle should be the new standard. The new Unimog TLF-W is very compact at a length of 6950 mm and with an actual mass of 13,900 kg. The low body and tank arrangement also mean the truck has a very low centre of gravity. The vehicle's distinctive



A relationship with a shared past:
The Stuttgart Fire Brigade has used Unimog vehicles since 1965.



A new vehicle standard
will be introduced

The Unimog TLF-W is the benchmark in its class



No terrain is too rough:
Suitable for off-road use and fording

features are its 1.2-metre fording capability, a self-recovery winch and the crew cab, which has a separate air-sprung seat for every crew member and comes with air-conditioning and auxiliary heating. The two roof hatches above the rear row of seats are well thought out: When closed, these hatches are watertight under pressure and can be walked on outside without restriction. In addition to digital BOS radio technology,

the Stuttgart-based TLF-Ws also have completely autonomous analogue radio technology. The standard solution, with a receiver that uses both analogue and digital radio via a Lardis system, was deliberately not used here. No radio handsets are installed on, only speakers because the TLF-W is hardly ever used alone for normal pumping tasks. Every crew member has their own headset.

It is fitted with essential heat protection on all critical components and lines, innovative extinguishing technology on the roof, a special signalling system, surround lighting and a tyre pressure control system that can be operated from the multifunctional steering wheel. Beadlock rims prevent the tyres from rotating on the rims. The Inclisafe sensor system also raises the bar. It uses rows of green, yellow and red LEDs to indicate the severity of lateral tilt. In addition to a shutter reversing camera with sound transmission, the truck features a front camera, a turning assistant with camera and sensors and a monitor on the right A-pillar. The sensors also signal every movement to the right of the vehicle acoustically. The front camera significantly reduces the blind spot in front of the vehicle and has a dedicated screen at top centre between the driver and the vehicle operator. The reversing camera shares the screen of the Lardis system. Together, the two Stuttgart TLF-Ws form the minimum required tactical pair, i.e. two TLF-Ws that secure each other in the field.



Aiming high: Gradients of 70% are no problem for the Unimog, even when the firefighting water tank is full..



Mercedes-Benz Unimog ExpertPartner



Tandem operation for higher tractive capacity

ZAGRO

Unimog road/rail vehicles with S 32 EBO rail approval

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Project implemented in collaboration
with Unimog general distributor:
Henne Nutzfahrzeuge GmbH

Obstacles don't exist: The loading crane lifts up to 840 kg and has a reach of 12 m

Schkeuditz and the fable of tranquillity

A U 5023 for truly multifunctional applications

Apart from the motorway junction – incidentally the first of its kind in Germany – Schkeuditz in the district of Nordsachsen is a peaceful place. This tranquil town is home to around 18,000 residents and is located between Halle and Leipzig. In contrast, nearby Halle-Leipzig airport in the north of Schkeuditz is always a whirlwind of activity. So, apart from the motorway and the international air freight airport, Schkeuditz would be a laid-back place – if it wasn't for Tino Sommer. The 33-year-old master heating engineer and electrician manages the family-owned business along with his father Ronald (61) and sister Bianka (37). And summer is always a busy season. The heating contractors specialise in central heating engineering and have 26 employees. The Sommers install systems in properties ranging from single-family homes to industrial facilities. And to ensure that their work proceeds as smoothly as possible, they made a fine addition to their vehicle fleet at the start of

the new year: the extreme off-road U 5023 with 12-m Hiab loading crane (Hiduo 118 with Rotzler crane cable winch, 38-m cable, 11.0 kN of tractive force, 360-degree swivel range, can be controlled from the cab). The crane can handle a lifting force of 840 kg even at full reach, so it is a huge help for the team. "Firstly, the vehicle is very manoeuvrable, secondly, we can cope with any ground surface and thirdly, we can lift dismantled systems or lower new parts in and out of the trickiest shafts and entrances", enthuses Tino Sommer. "Unimog simply stands for top quality. We chose the vehicle because, in our view, there is no other vehicle more reliable." It comes fully equipped from the factory ("it has a DAB radio to keep us cheerful on the road"), has an increased fording depth of 1.20 metres and an olive-green paint finish. It also features a roof rack for material boxes equipped with LED headlights, revolving beacons and yellow signal lights. The roof structure can also be walked on and is an in-house development designed by Henne in cooper-



Pure traction: The 70-m cable winch can pull the thickest trunks from the undergrowth..

ation with vehicle manufacturer Mordelt. In addition to the front hydraulic system with power lift from AS Baugeräte, the Sommers have treated themselves to another hydraulic system. This can operate the 5-tonne S+R forestry winch (70 metres of cable) and a log splitter. You may be wondering why a heating contractor company needs a log splitter in the first place. They need it for the family's second company, a floristry, gardening and landscaping company specialising in tree felling. For this reason, they also have clamshell bucket and timber grab attachments for the loading crane. Tino splits a good 200 cubic metres of wood every year, largely for his own use. His company and residential properties are heated with wood. Practical accessory for the Unimog: the Müller-Mitteltal tandem 3-way tipper (payload 8750 kg, removable aluminium ramps and stanchions for transporting timber).



As an arborist for special operations, he is a sought-after man in the region. He earned his qualifications while training with the local fire department. Tino Sommer is one of 50 active members of the team and, of course, goes out on calls with them if he is needed. He could tell you tales of spectacular missions in the treetops of Schkeuditz – he can still feel 8-hour non-stop shifts in six 35-metre oaks in his bones to this day. But otherwise everything is quite quiet in Schkeuditz – except for the motorway junction, the freight airport and of course Jack-of-all-trades Tino with his Unimog and all sorts of chainsaws and flashing lights.



Effective: The payload of almost 9 tonnes can be increased by using a trailer.



Police escort to the port


Transporting a yacht safely thanks to Unimog

Theo Lufen has been a driver for over 30 years. It all started in the classic way when he earned a truck driver's licence during his time in the German army. Tanker trucks, truck-mounted cranes, Unimogs – Theo Lufen is familiar with almost every type of truck and is also at home in heavy-duty transport. And that is what his clubmates from the Segelclub Bayer Uerdingen

e.V. sailing club appreciate about their harbour master. If the job is colossal and tricky, Theo is the man to call. And that is exactly what happened during this last major operation. Theo came up with a plan for relaunching the Oeding (a 14-metre-long and 4.2-metre-wide X46 sailing yacht) in the rented boat hall after it had been overhauled. The 12-tonne



The night can come:
Oversized heavy-duty transports only set off once there is little traffic on the road.

 **Project implemented in collaboration with Unimog general distributor::**
RKF-BLESES GmbH



Mission accomplished: As always, the workhorse and driver Theo Lufen were successful..

sailboat and its 21.50-metre mast were lifted onto the special trailer using a truck-mounted crane. Unimog's general distributor RKF-Bleses provided a professional towing vehicle to master the 20-kilometre route from the club premises to Linn harbour on the Rhine near Krefeld. The tractor version of the U 430 with a large 6-cylinder, 299-hp engine and revolving beacons was exactly what Theo needed.

Theo wasn't bothered at all by two police cars suddenly turning up and escorting the convoy at the front and back. He is well used to flashing lights and people making a fuss while he is driving. Without a single snag, he successfully manoeuvred the club's gem to the Rhine, where the 200-tonne port crane was already in position. And then it was time to cast off. Destination: IJsselmeer, Holland. The Oeding only stayed a short while to wait for its crew. She then set sail with a crew of six to travel to regions in the North Sea and the Baltic Sea on a series of sailing trips for the members this season.

Segelclub Bayer Uerdingen is a sailing club with 522 members that maintains beautiful club premises on Lake Elfrath. The club has been celebrating success since it was founded in 1972: 56 German Masters titles, 7 European Championship titles, 3 World Championship titles, more than 80 regatta wins, Olympic participation (London 5th place), green ribbon for exemplary youth development, most successful sailing club in Germany, multiple awards of the jubilee trophy, 5-times winners of the training award... the list is long and impressive. Just like the Unimog vehicle combination made possible by general distributor RKF-Bleses. "Thank you very much for the unbureaucratic logistical support, which helped us a lot", says club chair Frank Suchanek.



Precision required:
Space was tight in the loading area.



With the DAM 900 and DAM 1050 series, we have developed our boom arms with the largest working width to use the favorable mounting position in the rear of the Unimog.

The latest sensors and controls with joystick and color monitor guarantee versatile and economical use with the various implements.

The combination of the DAM top mounted outrigger with the MK 25 mower combination, the Unimog becomes a Trio mower with 2 outrigger arms and 3 mowing heads, 3 cuts in one pass.

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Driving force: The U 530 has a hydrostatic drive and pushes the semitrailer combination forwards at a constant speed..

A little bit proud

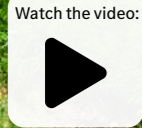
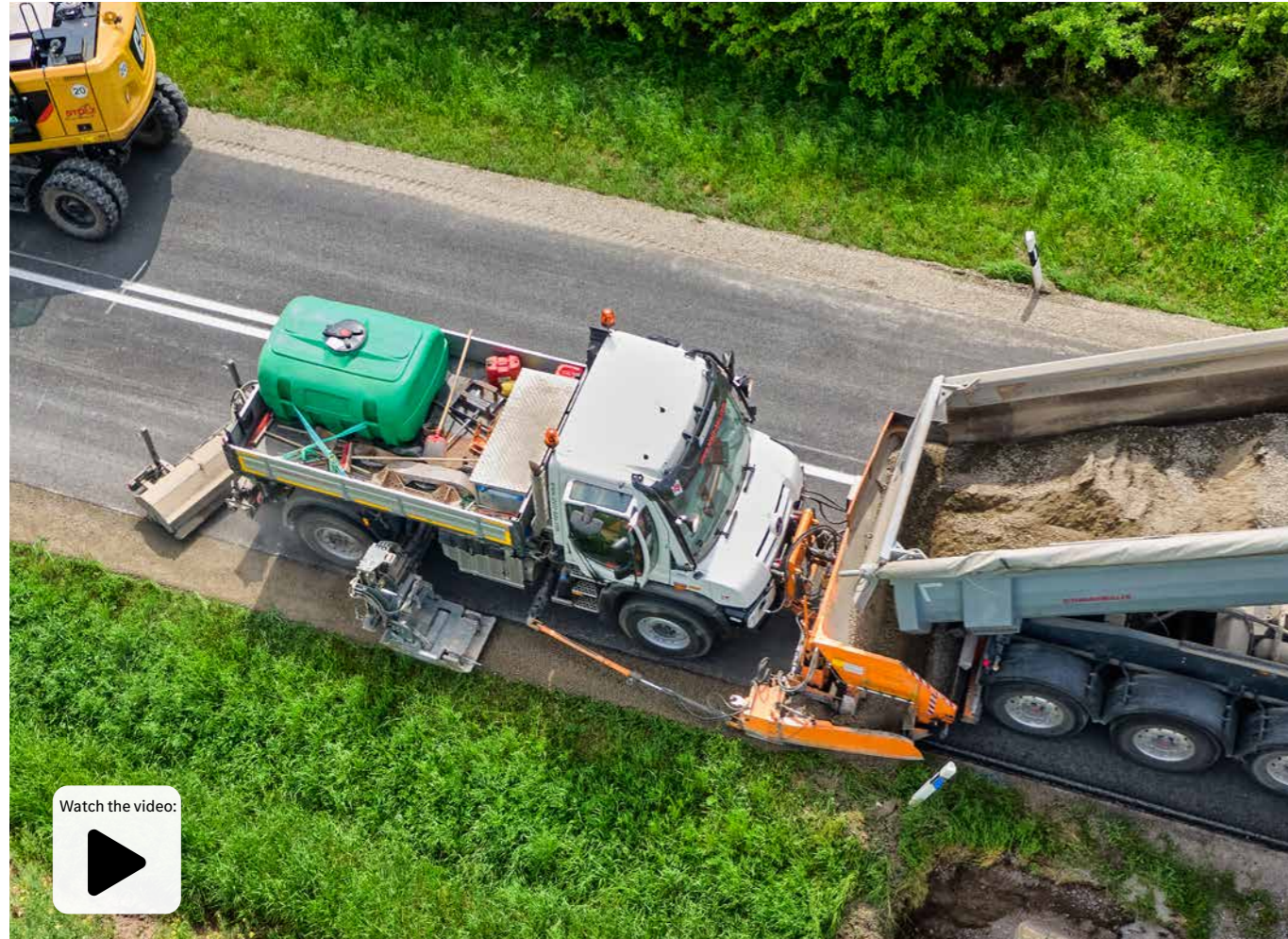
Road construction with a roadside paver

Hammelburg at the foot of the Rhön mountains in Lower Franconia is a tranquil town in the district of Bad Kissingen with almost 11,000 inhabitants. Hammelburg is the oldest wine-producing town in Franconia and is one of the 30 oldest cities in Germany. The largest employer in the town is the Germany army. Quite a few military service conscripts, temporary soldiers and professional soldiers will remember their time at the troop training grounds and Bonmland, a unique village used for urban

combat training. In 1875, a company was founded in Hammelburg, where tradition is taken seriously. It is now in its fifth generation and employs over 400 people. Gebrüder Stolz GmbH & Co. KG has grown from a small bricklaying company into a major player in this huge region. Earthworks, road construction and civil engineering, building construction, traffic safety, structural renovations and investments in asphalt mixing plants form the core of the company group. Stolz's four paving convoys process



Filling - compacting - sweeping:
Kilometre-long verges are produced in a single pass.



Keeping a close eye on the verge: The cockpit is used as a right-hand drive vehicle for working at the edge of the carriageway.

around 350 thousand tonnes of tarmac every year. Roughly speaking, the men build around 350 kilometres of road per year depending on their width, thickness and application. The last stage of road construction is to construct the verges. "Verges have to be sturdy", says Bernhard Stolz. Because anyone who loses concentration or has to swerve to avoid something doesn't want to land straight in the roadside ditch. The main job of the 1.50-metre-wide gravel strips next to the carriageway is to drain water away quickly. For this purpose, the material, which usually comes from regional quarries (grain size 0 to 45), is installed with a slope of 6% at the higher edge and 12% at the lower edge of the carriageway. What other road builders employ subcontractors to do, the Stolz troop completes right away. The new roadside paver based on a Unimog U 530 is one of a total of eight Unimogs in their fleet and was equipped by AS Baugeräte. It has a front conveyor unit for broken material and a rear plate compactor with sweeping brushes. Essential ex works feature: VarioPilot, i.e. transferable LHD/RHD steering. The water carried in the tank on the platform body improves material compaction. "The U 530 has four-wheel steering that makes it very agile. The vehicle can drive from construction site to construction site on its own wheels without needing a low loader trailer. The Unimog beats any other vehicle", enthuses general manager and technical director Bernhard Stolz. And at the end of the year, after producing around 700 kilometres of verge, the road builders have every right to be a little bit proud.



Ideally equipped for tight bends: The 4-wheel steering system copes with the tightest bends.



Project implemented in collaboration with Unimog general distributor:
Ing. Kurt Herold GmbH & Co. KG



Dream job

The Unimog team

Automotive mechatronics technician apprenticeship

One thing is certain: not everyone can contend with a Unimog. If you're working on a Unimog, you're a real specialist. And specialists are needed in workshops as truck mechatronics engineers. This profession has great potential.

Mercedes-Benz particularly encourages apprentices' personal talents even while they are still in training. After all, Unimog has been regarded as a something truly special for generations and a real treat for any automotive mechatronics engineer to work on.

While municipal trucks or vans, for example, are easy to handle and have simple designs, the versatile Unimog is much more demanding. For some trainees, Unimog is actually the reason they even start this apprenticeship.

It is not without reason that experts call the Unimog the Swiss army knife of the automotive industry. The commercial vehicle bearing the three-pointed star is extremely versatile and its possible areas of application and numerous implements make it unique. However, the hydraulics of the attached implements in particular are very complex. On the other hand, this also means that if you can handle the Unimog, you can handle anything. Have we piqued your interest? Apply now! See the overview of all workshops in Germany on page 33

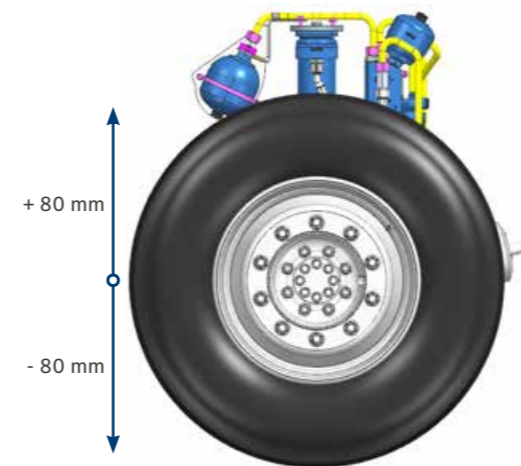
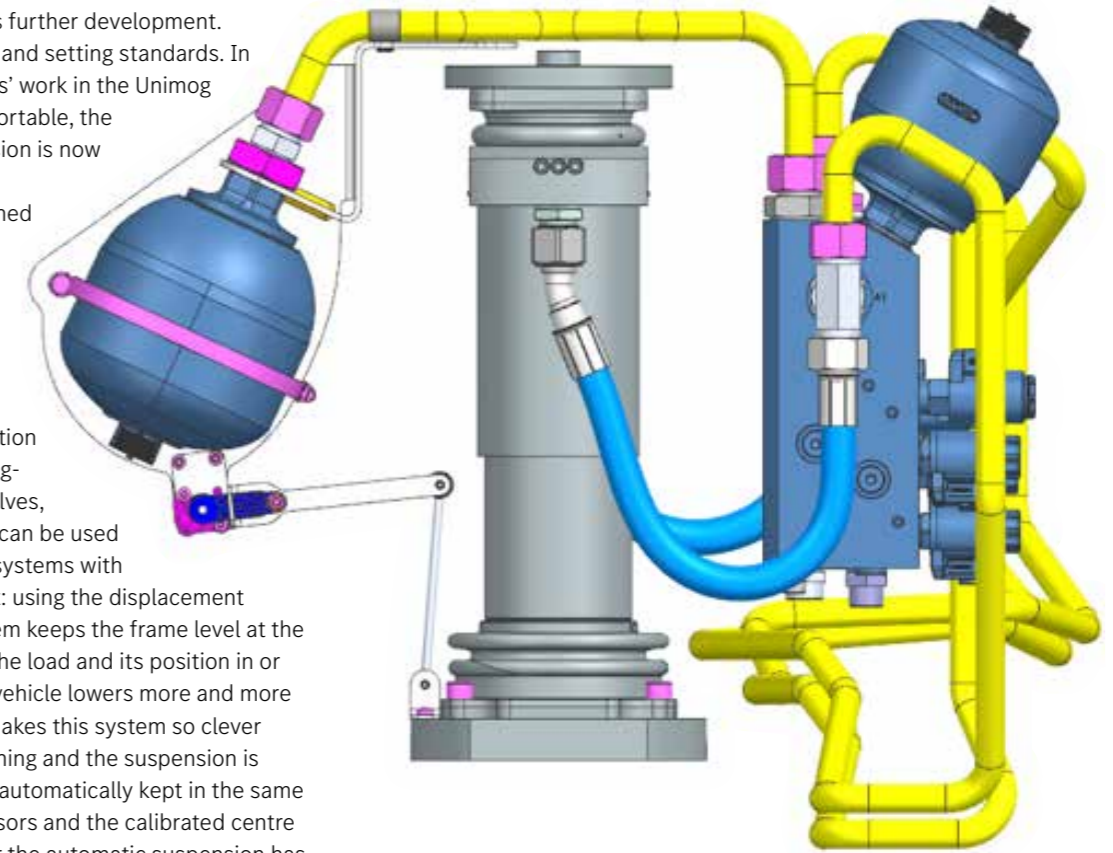
Be part of a legend!...

**PART
OF
A
LEGEND**

The new hydraulic spring is here

Significantly improved comfort when working

Unimog stands for continuous further development. Unimog stands for perfection and setting standards. In our bid to make our customers' work in the Unimog even more efficient and comfortable, the new hydropneumatic suspension is now available as an optional extra. This is a system that is combined with hydraulic components to form the overall suspension system. The basic principle is that gas is compressed or decompressed by changes in the oil volume, resulting in an cushioning effect. In combination with hydraulic cylinders, spring-loaded cylinders, hydraulic valves, sensor and control units, this can be used to create vehicle suspension systems with different functions. The result: using the displacement sensors, the suspension system keeps the frame level at the same position, regardless of the load and its position in or on the vehicle. Normally, the vehicle lowers more and more as the load increases. What makes this system so clever is that when the engine is running and the suspension is activated, the frame height is automatically kept in the same position by displacement sensors and the calibrated centre position. If the engine is off or the automatic suspension has been switched off, the system becomes a passive spring.



Advantages of the new Unimog hydraulic spring

- ⊕ **Optimum vehicle stability**
- even for tall bodies
- ⊕ **Fixed frame height**
regardless of load weight and distribution
- ⊕ **Optimum driving comfort and lateral stability**
when cornering and on uneven surfaces
- ⊕ **Manual axle adjustment for frame adjustment**
in relation to bodies or attachments
- ⊕ **Coupling and uncoupling aid**
for rear attachments
- ⊕ **Fixed rear axle**
for setting the frame height
- ⊕ **The suspension is only adjusted based on tyre pressure**



A new addition to the family: The Weitkamps are proud of their new U 435.

East Westphalians are not jealous folk

Jobst Weitkamp has bought the first large-engine Unimog in the region

Finally, the day had come. The Weitkamp family from Bünde won't forget the day in February when the new, leaf-green (RAL 6002) Unimog U 435 arrived at the farm. They were so excited about the new vehicle. After 11 years, it was high time to retire the predecessor, a U 400 with 10 thousand operating hours on the clock, from the Weitkamp farm. The new addition was the first Unimog with the new engine type to be delivered in North Rhine-Westphalia. "We already knew that this Unimog would be the boss's vehicle", says Jobst Weitkamp with a grin. He runs the farm and cultivates 230 hectares of arable land.

The Weitkamps grow barley, wheat, rapeseed, beets and maize. The second in command in the company is son Jan Philipp. The father and son duo are supported in their daily business by an 8-strong team. A second mainstay of the Weitkamps is their agricultural contractor business. They cultivate 150 hectares for this purpose – exclusively maize. It is grown for a biogas plant and also generates additional tasks, such as crop protection measures and spreading liquid manure. "We use our Unimog every day, above all in logistics", explains Jobst Weitkamp. "We drive everything to the edge of the field with the Unimog.

From there, a standard agricultural tractor takes over." The new Unimog U 435 has a large engine and an output of 260 kW/354 hp. It supplements the Weitkamp's fleet of green Mercedes-Benz Actros: three 1846s with hydro all-wheel drive are also on the road all day long to deliver seeds, pesticides, machines and, for example, slurry to wherever it is needed. "The Unimog brings flexibility to our fleet", enthuses Jobst Weitkamp. "It's fast, multi-functional, has the necessary power and we can keep it working all year round." For this reason, the Unimog is also equipped with a municipal mounting plate at the front. This is needed, for example, to attach the Schmidt snowplough. After all, snow ploughing in winter is yet another service offered by the family-owned company. The Unimog also carries a Schmidt automatic gritter on its back in winter. There is no weather or ground that is too demanding for this leaf-green all-rounder: 24-inch agricultural tyres, tyre pressure control system, rear power lift, hydraulic PTO shaft, ISOBUS, LED revolving beacons, raised headlights and roll bars will make many a colleague envious. But East Westphalians are not by nature jealous folk. And so Jobst Weitkamp waves cheerfully to colleagues and passers-by as he transports a rental excavator on an impressive low-loader trailer (up to 23 tonnes payload), pulls his 26-m³ Kotte slurry tanker or uses the 3200-litre Inuma body-mounted sprayer (21 m working width).



On the road in East Westphalia: The output power of 260 kW/354 hp allows payloads of up to 23 tonnes.



From the road to the field: The agricultural tyres with tyre pressure control make the U 435 a workhorse on all.

Watch the video:



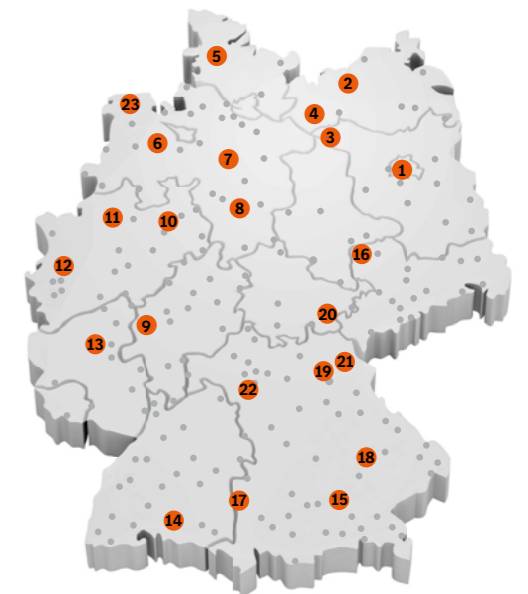


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Winner of the "Gute Form" award: The work of the Design Centre in Sindelfingen

A new cabin

Design, space and ergonomics shaped the new era

The beginning of the 1970s brought a new way of thinking: the cabs of earlier Unimog series were a secondary consideration to the functional purpose of the vehicle. Of course, this meant sacrificing space and comfort. Now, a completely different cab design was created when developing the new Unimog series 424, 425 and 435. The priorities were improved visibility, more space, good ergonomics regarding the arrangement of the

controls and optimised accessibility of the components for maintenance and repair purposes. The new cab was to be used for multiple series and be produced in different versions to cover all applications. For the first time, no open version with a folding soft top was available and this model was only manufactured in small quantities for military vehicles much later on. The new generation of cabs has been modernised several times



over the course of its construction period, but its basic features have remained the same. It is still used today in the 437.4 UHE extreme off-road series, although almost every single part has been modified over the construction period. When it was first launched, one innovative feature was that it could transport up to three people. This was followed by the crew cab offering space for up to seven passengers. In addition to proving very popular with customers, the new cab won the German "Gute Form" (good design) Federal design award in 1977. It was created in close cooperation between the Gaggenau development team and the Design Centre at the Sindelfingen plant.





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