

Mercedes-Benz

Unimog Magazine



For special operations

The Federal Police on deployment with the Unimog

Road/rail

Unimog instead of locomotive in the largest East German port

Safety

General Safety Regulation New assistance systems

Service

Successful as an entrepreneur with the Unimog

Emergency services

State of Hesse fire and rescue relies on the Unimog



Dear Readers,

In recent weeks, nature has once again shown what it is capable of: the floods in Bavaria and Rhineland-Palatinate have caused widespread damage - and even claimed human lives. In order to be able to face the forces of nature, qualified specialist personnel in emergency services are required, as well as correspondingly robust materials. With the Unimog, we can make a contribution to saving lives - in a variety of ways. Whether in technical relief agencies, in the municipalities, in the emergency service or, for example, in the fire brigade: In situations like these, the Unimog can reach places where other vehicles are at a disadvantage. And don't forget: the increase in forest fires. The Unimog has proven itself as a special fire-fighting vehicle over the last decades. This is one of the reasons why the state of Hesse has now acquired 26 Unimog vehicles - read about it in this issue.

At Mercedes-Benz Special Trucks, we work on safety and sustainability every day. That is why we are pushing the topic of hydrogen drive. We make no compromises when it comes to safety! On the following pages, you can read all the important information about our assistance systems initiative GSR (General Safety Regulation). Since day one, Mercedes-Benz Trucks has supported the EU in its "Vision Zero" and is working towards making serious accidents on European roads a thing of the past by 2050.

As a reader of the legendary Unimog magazine, you are part of the strong Unimog community. We are constantly growing, especially in social networks. Follow us on Facebook, LinkedIn or Instagram and get involved in our topics. Your feedback is very important to us - also personally. Will we see you this year - perhaps at FireMobil or Innotrans in the autumn? My team and I would love to see you there. Until then,

Best regards
 Franziska Cusumano, Head of Mercedes-Benz Special Trucks and Custom Tailored Trucks

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Agriculture

"We really enjoy driving the Unimog!"



Operation

26 Unimogs strengthen Hessian emergency services



Classic

Off on holiday

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Multifunctional:
The Unimogs used by the riot police meet all the requirements of the intended operational scenarios.

Clearing barricades, planning routes

The Federal Police is putting ten new special Unimogs into service

If the riot police of the Federal Police are alerted, the men and women may well face a challenging operational scenario. "We often have to deal with barricades and barriers that are supposed to make our operations more difficult," says police commissioner Marco Seidl (37). And whenever, for example, barricades have to be cleared so that the Federal Police can get to the scene, robust special vehicles are used in Germany. But logistical tasks, such as transporting and installing police equipment, are also becoming ever more complex and must be managed by the specialists with their equipment.

There are ten riot police departments in this country. Between 600 and 800 men and women work there. And each of these departments has a very special Unimog in its fleet – and since

this year, each has a brand new one. "In 2024, we will be putting the new U 530 into operation across the board. These ten vehicles are identical in design and are produced exclusively for our needs," explains Marco Seidl. Seidl is the specialist coordinator of the ARMAS department, which deals with precisely these special operations. Internally, ARMAS stands for the work machines of the specialist group for technical measures for barriers/clearing/use of special vehicles. Five of the ten riot police departments have an ARMAS unit. The specialist coordinating office is based in Deggendorf, from where Marco Seidl and his deputy, police commissioner Maximilian Ganser, coordinated the new procurement with five other colleagues.

All Unimogs are equipped with a Hauer front loader, which can also be equipped with a pallet fork. "The practical thing now is that we can dismantle it in just a few minutes when it's not needed. The axle load on the new U 530 is designed in such a way that we do not need a counterweight to the Palfinger crane (PK 18502 SH) mounted at the rear." The crane can be extended up to 12.40 metres and lift 1,180 kg. In addition, this crane is equipped with a cable winch and a multi-functional gripper. "For example, we can supply emergency equipment or transport our tree climbers to clear tree house camps in a man basket that is attached to the crane hook."

However, the front loader is important. This is because officers often have to level or pave field or forest paths so that colleagues moving behind can continue in difficult terrain. The centrally installed drum cable winch from HPC (65 m steel cable) has a tensile force of five tonnes - with a guide pulley even ten tonnes can be applied. To improve stability, a recovery support specially adapted to the cable winch is mounted at the rear. New: all vehicles are equipped with Lexan glazing, a plastic glazing that is extremely robust ("impact-resistant") and protects the officers from stone throwers and other impacts.

It goes without saying that the Unimogs painted in cobalt blue (RAL 5013) are equipped with a Hänsch special signalling system as standard. Another new feature is that the new U 530 no longer has a crew cab. "The previous fleet was equipped with a five-man



Police commissioner Marco Seidl

crew cab. However, because we need the largest possible loading area to be able to carry emergency equipment on up to three pallets or perform logistical tasks, we have dispensed with the large cab," says police commissioner Seidl. The ten green-painted predecessors of the U 2150 L from 1996 are currently being phased out. True Unimog enthusiasts can hardly wait to bid for them.

Quick installation at the site:
The new U 530s are unique.



Watch the video:



Work tool:

Removing barriers with the front loader, dismantling and moving equipment with the loading crane. The riot police are entering a new era with their Unimog.

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 **Project implemented with Unimog general distributor:**
Harald Bruhns

Unimog instead of locomotive

A U 423 now manoeuvring in the port of Königs Wusterhausen

The harbour railway chugs steadily through the port of Königs Wusterhausen – every day in two shifts. Ten kilometres of railway tracks are on the 65 hectare site – around 40 kilometres from the Berlin city centre. The port of Königs Wusterhausen is one of the largest of its kind in eastern Germany. 28 companies have already rented premises on the site. Business is booming. Last year, managing director Michael Fiedler (54) celebrated the best financial year of the operating company Lutra GmbH with his 25-man team. "We handle everything that is delivered or transported by barge," says Fiedler, "this includes grain, scrap, waste wood for the nearby biomass power plant and also building materials." Two to three ships dock every day. But it is not only shipped cargo that

is handled in the port; freight trains must also be loaded and unloaded on time. Container handling in the port is also of particular importance. Metrans, a subsidiary of the Hamburg-based port logistics company, is the leading company for this in the port. The container terminal alone covers an area of 35,000 square metres. To ensure that up to two trains are handled smoothly every day, Lutra GmbH uses a typical yellow road/rail Unimog of the U 423 model with ZAGRO conversion including EBO approval. This means that the Unimog can also drive on public rail transport if necessary. "We are very proud to be the first company to use ZAGRO's automatic rail monitoring system with a road/rail Unimog," says managing director Fiedler enthusiastically. The system detects people or other



Safety first: Automatic rail monitoring with the U 423.



obstacles in front of it and automatically initiates emergency braking in the event of danger. Five women and men have been trained on the new vehicle, which can also be driven by radio remote control. The predecessor, a U 1650 from 1998, was only recently manoeuvred onto the siding – into well-deserved retirement. And because

the 'Universal Motor Gerät' (universally applicable motorised implement) also lives up to its name in the port, Fiedler ordered the new U 423 with a Dücker sweeper and a Schmidt snow plough. "When we're not manoeuvring, we keep our premises in perfect condition with the Unimog."

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"We really enjoy driving the Unimog!"

Agrarservice Vorpommern with the new U 535 as a harvesting aid



Claus Stegelmann, Managing Director of Agrarservice Vorpommern

"It was very important for us that the employees like the vehicle," says Claus Stegelmann, managing director of Agrarservice Vorpommern GmbH in Sassen-Trantow. And they like it! During the harvest last year, they got a demonstration vehicle from the Unimog general distributor Sietrack in Rostock Sievershagen. They put the Unimog through its paces: Up onto the field, down from the field, up onto the road, into the yard and back again. Every day. A full programme. "It turned out that the Unimog was the ideal logistics vehicle for us," says Claus Stegelmann enthusiastically. "The fuel consumption is sensational compared to the agricultural tractor." Tyre wear is also positive: "With a conventional agricultural tractor, we pay four times as much for a set of tyres," he says. The trained farmer and master of agriculture knows what he is talking about. In addition to combine harvesters and numerous agricultural tractors, his fleet also includes two older Unimog Semester trucks:

Watch the video:





A U 1500 and a U 2100 have been valued harvesting aids for many years for the total of 1,500 hectares of land to be cultivated. The new U 535 is mainly used in logistics. "We transport the crop from the field directly to the customer or storage area. With agricultural tyres and the tyre pressure control system, we can cope with any terrain and any weather. It's great that there is now a Unimog in the 350 hp class. After all, we're talking about a 40-tonne vehicle that needs to be moved safely." The two biogas plants have to be considerably replenished with corn, while the Unimog reliably transports grain, rapeseed and beets in the region

around Greifswald - painted in nostalgic MB-trac green. This is because there is also such a tractor in the fleet. "The vehicles do look pretty good together in the yard."

In winter, Agrarservice Vorpommern supports the municipality with snow-clearing operations. A municipal mounting plate is mounted at the front for the snow plough. But the Unimog is also used for path maintenance as well as for trimming greenery and hedges in its home region in the north-east of Mecklenburg-Western Pomerania. Three drivers share the U 535. And they don't just like their workplace - they love it.



Dynamic trio: The Unimog fleet of Agrarservice Vorpommern.



For all those of you who can't get enough of the Unimog.

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The special trucks are made to perform exceptionally. Every vehicle is unique, because there are more than a million ways to build one. This is ensured by a unique team in Wörth am Rhein, the largest truck assembly plant of Mercedes-Benz Trucks. From 1 August 2024, guests from all over the world can visit the "manufactory" with a professional tour guide, where the Unimog, Econic and Zetros are practically created individually according to customer orders. With the guided tour of production, visitors get an insight into highly flexible and innovative production and learn more about the unique products of Daimler Truck AG.

Factory tours can now be booked via:

www.factorytour-woerth.mercedes-benz-trucks.com

Go to Booking:



130 years of service for the Unimog

Thank you to Annett Herold-Behl, Thomas Stangl and Otto Schütz

Congratulations, felicitations, long may they live! There's something to celebrate in the Unimog family! These are three anniversaries of deserving personalities who have contributed to the success story of the Unimog during their era – a total of 130 years of service.



Annett Herold-Behl

Congratulations and a low bow to **Annett Herold-Behl** from UGV Herold in Würzburg: After 40 years, she has now handed over her part of the management to her brother's two sons, Dieter Herold, together with whom she ran the successful company. Together with their father, Christoph and Andreas Herold are now running UGV in the spirit of the founder Kurt Herold, who founded the family business, which employs 30 people, in 1949.

Annett Herold-Behl joined her parents' company in 1984. In particular, she recalls the time when the MB-trac celebrated great successes in agriculture alongside the Unimog. "Over the years, the Unimog has developed from a universal agricultural power tool to an all-rounder. Municipalities, service providers, building contractors and also fire brigades are impressed by its diverse range of applications. As spokesperson for the Unimog General Representative Advisory Board, I have learned to represent opinions and interests that were not always my own. But the opportunity to help shape the future of the Unimog was an exciting task. In the course of my entrepreneurial career, I have met many interesting people. Be it with colleagues, in the manufacturing plant, with bodybuilders and especially with customers; everyone has the Unimog bug," she still enthuses.

Also a low bow to **Thomas Stangl**, who has been in the service of the Unimog for 45 years and will retire this summer. In 1978, he entered the world of the Unimog at UGV Henne in Heimstetten - initially as a mechanic where he was responsible for all kinds of repairs. When he was offered a job as a Unimog sales-



Thomas Stangl

person in 1982, he didn't think twice. "Together with a colleague, I was the most successful Unimog salesperson for many years," he says with pride. Everyone in the city and district of Munich who had something to do with the Unimog knew him. He still serves customers who bought a Unimog from him back in 1982. "I have a customer who has ordered every new model from me ever since. And always the biggest!" The success proves him right: "Back then, there were sales competitions that you had to win as a salesperson in order to rake in great prizes," he recalls. "This is how I got to travel the world, I won the most amazing trips. From Mexico to Jamaica, from France to Egypt - my wife and I have seen a lot of the world." His achievements shortly before retirement: 1,200 new Unimogs sold!

We are also making a low bow to **Otto Schütz!** He also has 45 years of service on his working time account, which is maintained at UGV Henne. Officially, he is already retired, but has decided to stay on board until the end of the year, to be more precise: in vehicle delivery. This was also where Otto Schütz started in 1977. "The official skilled worker contract started in 1979, but I had already worked at Henne before," he recalls. After an apprenticeship as a car mechanic at a Mercedes-Benz dealership, I went straight to the Unimog. "I still enjoy working on the Unimog today." He has travelled around the world a lot: "The Unimog is on the road all over the world. And they often called me to do

repairs on site at the customer's premises." After the master craftsman's exam, he moved into sales for 15 years, then headed up the service department for four years before returning to vehicle delivery. "When the Unimog 1000 came out, I was just starting. At the same time, the MB-trac 800 was introduced. It was a great time!" And Otto Schütz didn't have to do without the Unimog in the Bundeswehr either: When he was drafted to the telecommunications school in Feldafing, the first U 1300 Ls were delivered there for testing purposes. Not a day went by when he did not have to do something to do with the Unimog - unofficially for over 45 years.

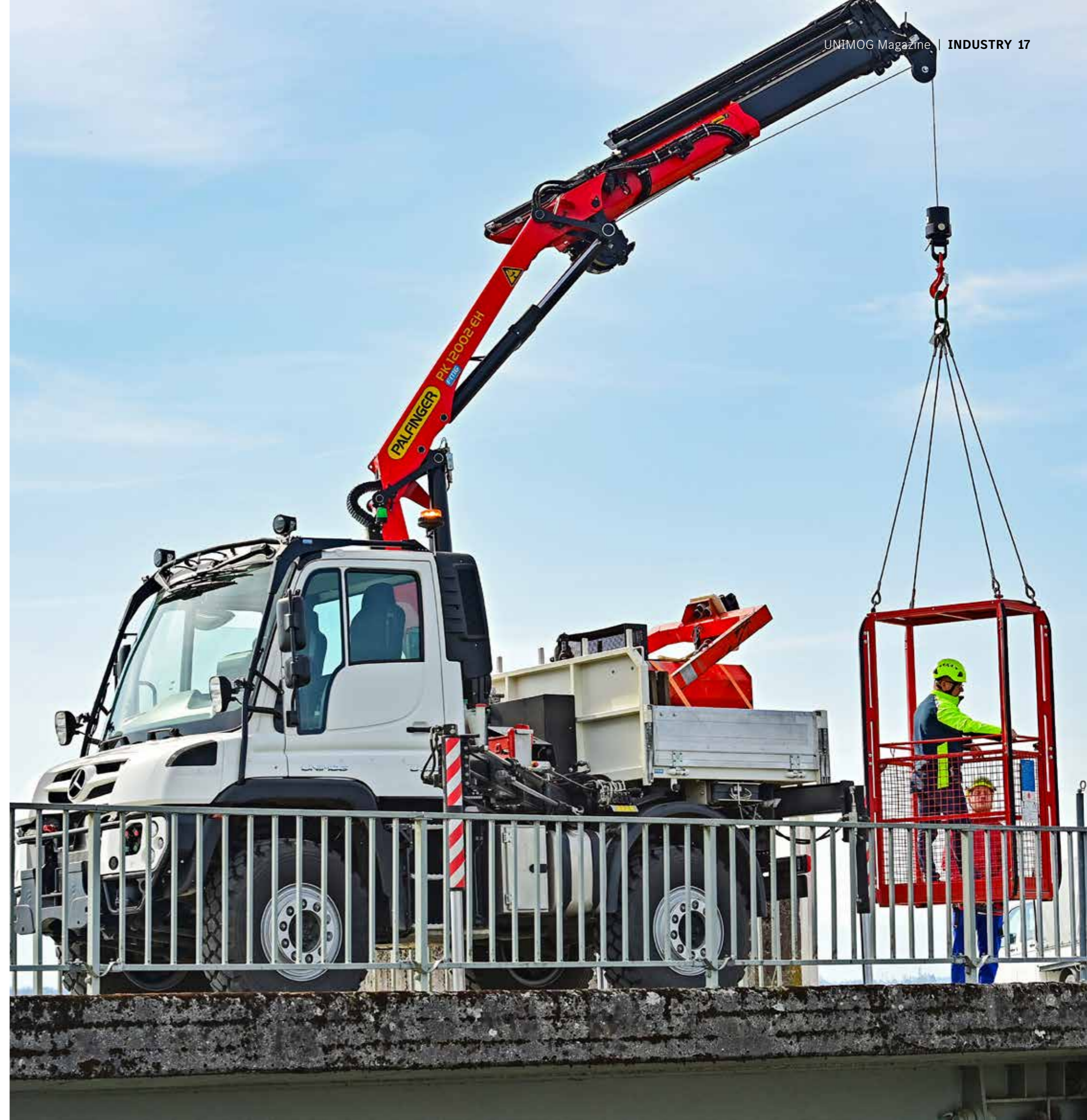


Otto Schütz

Maintenance work on the hydroelectric power plant

Safely crossing the narrow dam wall
with the Unimog

Around half a million Austrians are supplied with electricity by the Ennskraftwerke AG's 14 hydroelectric power plants. Some power plants even generate electricity for the Austrian Federal Railways (ÖBB). As a tributary of the Danube, the Enns is Austria's longest inland river with its 254 kilometres. Regular maintenance of the systems is essential in order to ensure constant power output. However, in order to transport heavy equipment directly to the plants, agile and absolutely reliable all-wheel drive vehicles are required.





Watch the video:

Release! Employees are safe during maintenance and repairs – thanks to the reliable Unimog.

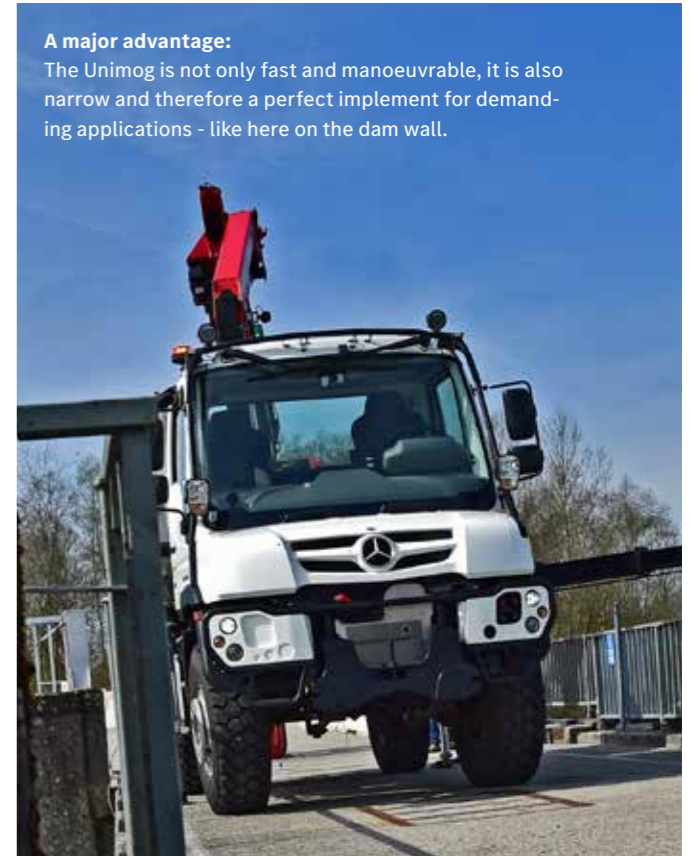
It is no coincidence that the company, which is based in Steyr, has chosen the Unimog as the lead vehicle for all its operations on site.

Thurnsdorf power plant example: It was built in 1964. The dam wall is only two and a half metres wide. A conventional crane would not get you very far if heavy components of the complex dam and turbine technology have to be replaced. The positive experiences over the past decades with the Unimog as the loyal

companion of the Ennskraftwerke team made the decision for a new model from Wörth easy. The U 323 copes well with the local conditions. Plus: not just the quality of the vehicle, but also the range of services and the always prompt support provided by Pappas Nutzfahrzeuge dealership were factors that made the Unimog the vehicle of choice again. With the crane construction and the implementation of various special technical equipment by the Styrian company FMG, it was possible to configure a truly

custom-made solution – which also took into account the wishes and practical experience of the Ennskraftwerke employees. Confidence in the technology, including the loading crane, is unwavering – after all, Edwin Mühlberger is inspecting the structure 20 metres further down the dam wall – on a steel cable in a work cage. He checks the structure for cracks, for example. Thanks to its hydraulic supports, the U 323 does not move a millimetre. A few hand signals are all it takes to tell his colleague Paul Wieninger where to manoeuvre his colleague in the cage. "Without trust in people and technology, nothing can be done in such situations," says Jakov Jakic, who is responsible for this operating area at the Ennskraftwerke. The power plant chain on the Enns is operated in so-called hydro-peaking. Electricity demand – and therefore electricity production – is approximately four times higher during the day than at night. For this reason, the water in the upper-level power plants is accumulated at night and released in larger quantities during the day. This makes it possible to increase electricity production during the day with an even inflow of the Enns.

Project implemented with Unimog general distributor:
Pappas



A major advantage:
The Unimog is not only fast and manoeuvrable, it is also narrow and therefore a perfect implement for demanding applications - like here on the dam wall.



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Two identical U 535 models in forestry operations

The Holzwolf company is a wood professional

So far, they have still been able to see the wood for the trees – after all, the forest is their employer. Paul Wolf and Fabian Freisleben are professionals when it comes to wood: tree felling, tree maintenance, firewood, wood chips. And: without heavy

equipment, they would be lost. Because Paul & Fabian value quality – both in terms of their equipment and their work – they recently put their second Unimog U 535 into service. The young entrepreneur Paul from Lehnin Monastery, which is located

Watch the video:





Full steam ahead: The company run by Paul Wolf and Fabian Freisleben even removes massive tree stumps with the Unimog.

south-west of Potsdam in Brandenburg, has grown into his job in a very typical way. "When I was around 20, I had a woodburner at home. I had to get wood for that. And because my friends also used wood for heating, they suddenly wanted their firewood from me. So I bought a chainsaw and made and sold even more firewood," he says proudly. There were more and more enquiries, a friend with extensive climbing experience offered to help with the challenging tree felling and then many training courses were added for the young workforce. Today, there are four of them, and they are no strangers when it comes to wood chips and firewood in the Berlin, Brandenburg and Mecklenburg regions. "With our Posch S375 mobile firewood processor, we saw and split firewood from tree trunk to firewood ready for use." The Unimog with long wheelbase for the largest possible load of wood and wood chips is used both in the forest and for wood deliveries. They are fast, agile "and" says company boss Paul Wolf, "the service intervals for the Unimog are much longer than for an agricultural tractor. This is very important for us." Most of the time, the Bieber 84 from Eschböck is used to chip directly onto the platform - a custom-made model from Söder. Wolf can both shred from above onto the platform and blow the chipped material in from below using a flap. A mesh fabric as a lid makes it possible. The Stepa rear crane, which still lifts a respectable 750 kg when fully extended, is an indispensable feature to keep operations running. No matter where, the crane is there. And because the successful company even has real fans, Paul Wolf has also set up a fan shop on his website. There are clothes with cool designs and slogans - all about wood, of course.



Powerhouse with loading crane: Paul Wolf and Fabian Freisleben's two Unimogs have a long wheelbase. This ensures the greatest possible payload.



**Project implemented with Unimog
general distributor:**
Harald Bruhns

Watch the video:



Independence with the Unimog

How Tony Rose from Thuringia became a businessman



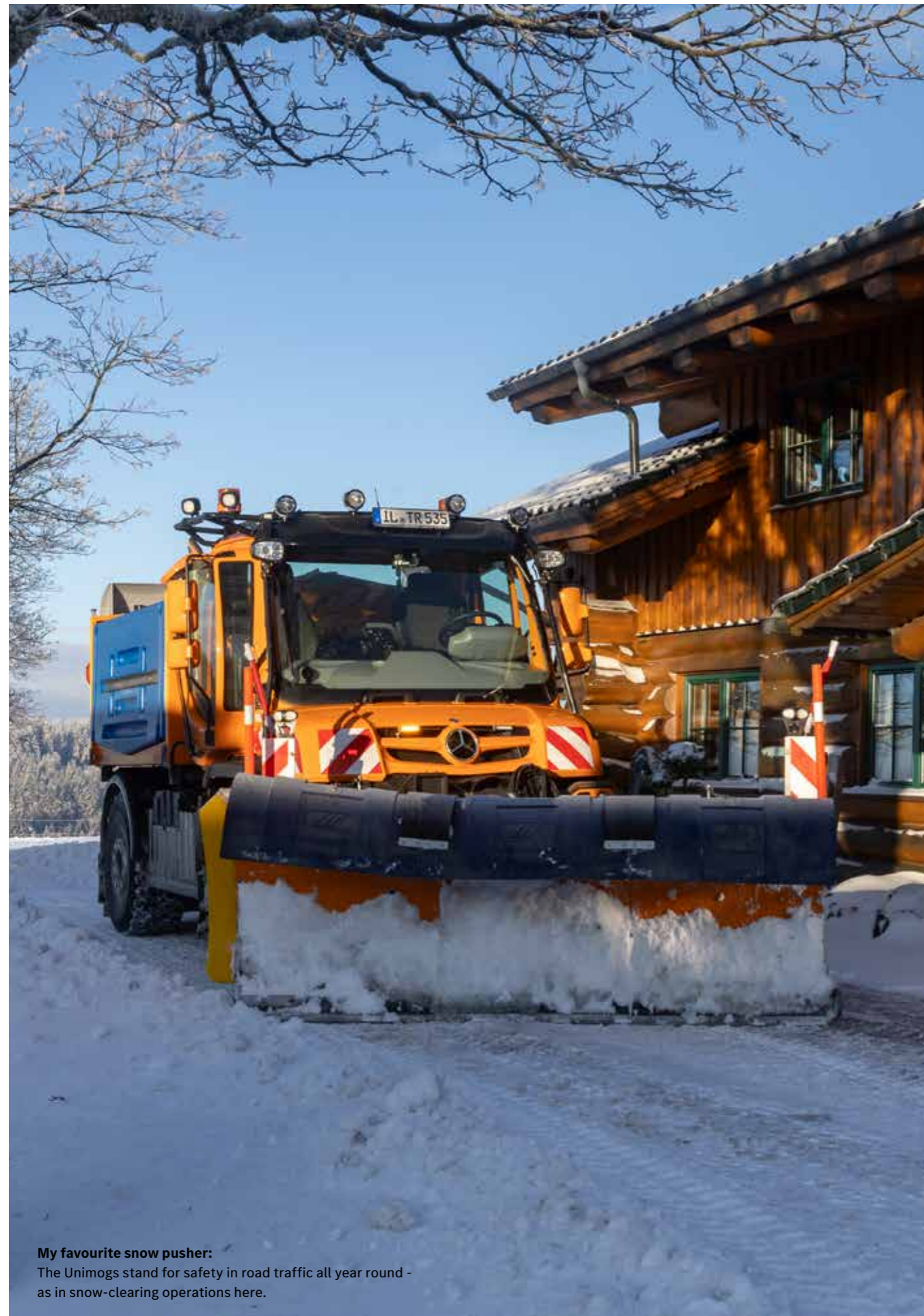
Project implemented with Unimog
general distributor:
Beuthauser

Quit your job at the motorway maintenance company, which will provide you with security until retirement, to become self-employed? Tony Rose (38) from Neustadt am Rennsteig in the Thuringian forest had a few sleepless nights when he asked himself this question. But true to the motto "Nothing ventured, nothing gained", he resigned after more than 15 years at the Zella-Mehlis motorway maintenance company to start his own company. Since his training as a road maintenance worker, he has worked with the Unimog almost every day. "The vehicle fascinated me even as a child," Tony enthuses. He now has three Unimogs of his own and a rented fourth one when needed. Here's what happened: in 2006, Tony Rose started his own business as a sideline in snow-clearing operations and mowing work. That went well and a helper was hired. Until the day in 2018

when Deutsche Bahn asked him whether he could keep the 110 kilometres of emergency routes around the new railway line in the Thuringian forest free of snow – including mowing and pruning in the warmer times of the year. "I simply founded my own company," Tony laughs and is enthusiastic about the harmonious cooperation with the railway. He was able to assert himself against three other bidders on the basis of his expertise in order to win this contract. And so the path was clear to purchase his first and brand-new U 318 – of course in municipal orange (RAL 2011). After all, roads, gravel and forest paths must be maintained at altitudes between 500 and 900 metres. In 2020, the company grew and a second Unimog had to be purchased, this time the U 430. The most recent new addition to the depot was a U 535 last year. Tony Rose designed it the way he knew it from

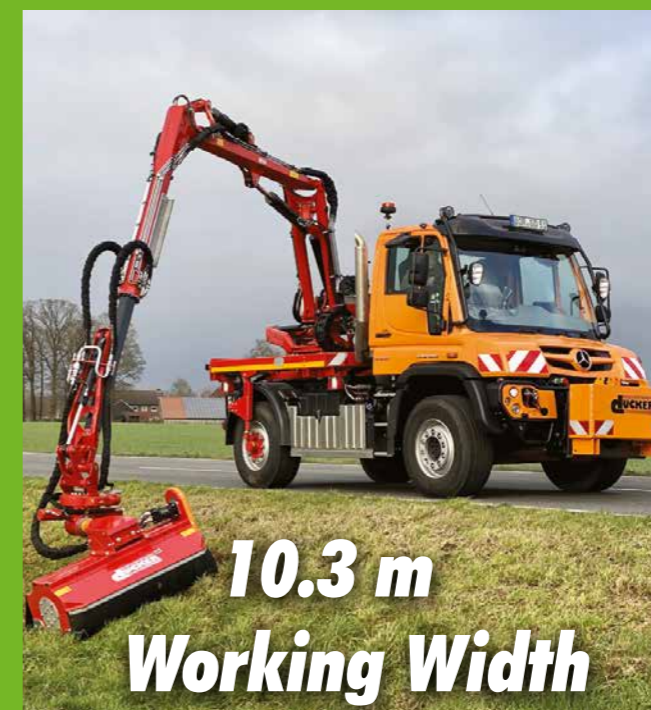


Tony Rose in his new U 423



My favourite snow pusher:
The Unimogs stand for safety in road traffic all year round - as in snow-clearing operations here.

the motorway maintenance company: Robust vehicle hall with individual boxes for each vehicle, lean-to roof hall for firewood - and plenty of space around for turning and manoeuvring. For some time now, he and his seven employees have also been working in winter as assistants for surrounding municipalities and the local road maintenance service. Tony's flexibility, reliability and fairness are appreciated. In winter, his vehicles are equipped with Bucher+Schmidt snow-clearing packages, including automatic gritter and plough (clearing width up to 3.70 metres), and a Kalbacher cultivator is always ready for use on particularly tough days. In the summer, the Mulag MKM 700 mower combination is attached. Tony can also convert the Gögl trailer with Palfinger loading crane (C70Z) from a timber loading vehicle to a three-way tipper vehicle. He has not regretted his decision to become self-employed, on the contrary. However, the price for this is being on call - 24/7/365. His customers thank him for it.



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day." Others ended up at Daimler Truck more by chance. Getting to know each other, information about the production site, lunch - the engine is warmed up very quickly. And then it gets even more exciting: the trainees are allowed to visit the production line. "Great that this is possible!", said one participant, delighted by the insight into the manufacturing process. "This is no longer common practice with other manufacturers."



General Safety Regulation 2024

Even more assistance systems in the Unimog

No compromises when it comes to safety. This is what the brand with the star stands for. Since day one, Mercedes-Benz Trucks has supported the EU in its "Vision Zero" and is working towards making serious accidents on European roads a thing of the past by 2050. This means that the Unimog meets the new standards of the General Safety Regulation (GSR).

With the new standards for safety assistance systems within the GSR, the EU aims to increase general road safety, reduce the consequences of accidents and ultimately save lives. The aim is to halve the number of serious traffic accidents by 2030 and reduce them to zero by 2050. Out of a total of 11 active safety systems, eight will be mandatory for trucks and buses from July 2024. The remaining three will follow in 2026 and 2029.

But Mercedes-Benz Trucks doesn't just implement standards, it sets them itself: The new safety assistance systems therefore sometimes go even beyond the requirements set by the European Union.

Mercedes-Benz has also played it safe in its original model and equipped the Unimog with sophisticated sensors including the associated software to protect drivers and other road users even better from danger. Because there's no such thing as too much safety.





26 Unimogs strengthen Hessian emergency services

Operations from fire fighting to logistics

Mercedes-Benz Special Trucks delivers 26 off-road Unimog vehicles to the Hessian Ministry of the Interior for security and homeland security. Three interchangeable modules make it possible to adapt the vehicle equipment to different types of use in a short time. In future, the Unimogs will be able to fight forest fires, rescue people from floods or be used as logistics trucks. The state of Hesse is thereby investing in the equipment of its disaster relief workers and therefore in the protection of the Hessian population. "We are providing Hesse's emergency services with vehicles to better protect the population from the effects of extreme weather. The Unimogs are built so robustly that the crews can always get as close as possible to the scene of the incident in order to prevent anything worse from happening. To extinguish forest fires, they can usually reach the fire sites in the forest even in extreme heat and, in the event of flooding, work in flowing water up to 1.2 metres deep. For example, the crew could even park their Unimog in the floodwaters for several hours to rescue people by boat and then bring them to safety with the Unimog. From a technical point of view, we as the manufacturer want to enable as many different uses as possible so that the forces can help on site flexibly and with complete confidence in the properties of the vehicles," explains Hajo Brunsiek, Segment Manager for Fire Service Vehicles at Mercedes-Benz Special Trucks.

Harald Ecker, Chief Fire Officer of the Hessian Ministry of the Interior: "When people and their possessions are in need, we cannot compromise. Only one thing counts then: to free them from their predicament, no matter when and where. For this purpose, we are now stationing one of the Unimogs in every rural and urban district in Hesse. The vehicle has been used successfully

for decades by the fire brigade and disaster control services at home and abroad, and from this year onwards it will also be an important component of civil protection in Hesse."

The 26 new disaster control logistics vehicles (GW-L KatS) are based on the extreme offroad Mercedes-Benz Unimog, which has a ground clearance of over 500 mm under its portal axles and, as an optional extra, 1,200 mm fording capability. With the permanently installed loading crane behind the cab and the integrated ISO container mounts, various operation modules can be lifted onto the platform and transported. The modules are supplied with electrical and hydraulic energy via the interfaces provided on the chassis. With the corresponding module, the Unimogs can be used either as forest firefighting tankers (W-TLF) with over 2,000 litres of extinguishing agent, as evacuation vehicles for

eight people or as rescue vehicles for flood deployments. If no module is installed, the large loading area makes the Unimog a flexible logistics vehicle that can be quickly loaded and unloaded using a crane. The pull-out ladder installed in the centre of the platform subframe allows access to the platform or module even when the tailboards are removed.

In addition, a powerful hydraulic cable winch in accordance with fire service standards is installed at the front. Despite the high ground clearance, the vehicle complies with the FW standard vehicle height of 3,300 mm including crane. The combination of extreme offroad capability and multifunctional body makes it suitable for use even in threatening situations in rough terrain, where effective assistance is only possible from the air or by special vehicles.



Modular structure:
The new Unimog fire brigade vehicles of the state of Hesse can be adapted to different operational situations in no time at all.



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Off on holiday

The Unimog – grey eminence at the airport

Summer time is holiday time. And when the droves of tourists flock back to and over the airports of this world, they have no idea that a very specific vehicle is responsible for their safety: the Unimog. Because if the infrastructure of an airport requires the operation of particularly agile, flexibly convertible and also fast all-wheel-drive vehicles in the area of facility management, then the primary choice falls on the 'Universal Motor Gerät' (universally applicable motorised implement) from Mercedes-Benz Special Trucks from Wörth am Rhein. Whether snow-clearing operations with plough, snow blower and piggyback automatic gritter – the Unimog is a widely used helper even on the runway in critical weather conditions.

The first U25s of the 70200 and 2010 series were already used at airports around the world. These days, it is primarily the current 405 series that is ordered by the operating companies. Every now and then, curious spotters even spot Unimogs with road/rail conversions at the airport. It's not uncommon for trains to be

loaded and unloaded in the freight sector. As a multifunctional towing vehicle on internal tracks, the Unimog is a real superstar. The conventional diesel locomotives are now largely enjoying their retirement on sidings or in the museum.

It goes without saying that the runways have to be spotlessly clean that the delicate engines of Airbus, Boeing and others do not suffer any damage. The Unimog has been a reliable assistant at airports for decades when it comes into its own as a sweeper blower. Not forgetting the removal of tyre rubber on runways, as well as apron maintenance, also with magnets for removing foreign objects.

Of course, the Unimog is also proving itself as a tractor for a wide range of trailers – such as for refuelling aircraft or baggage logistics on the runway.

A smile comes to the face of one or two enthusiasts when the technical simplicity falls on the semitrailer tractor versions for bus semitrailers for passenger transport on the apron from the distant past.

The all-rounder in black and white:

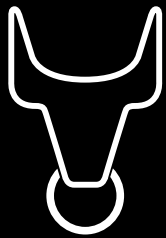
The Unimog certainly made a name for itself as a flexible work aid even in past times – like here at the airport.

De-icing vehicles, vehicles with large-area mowers for the apron, workshop vehicles for the maintenance of airport equipment, vehicles with loading cranes and excavator bodies for general maintenance services or even as a mobile control centre (tower) – the Unimog always lives up to its name.

Airport operators have also been swearing by the Unimog as an aircraft and helicopter tractor for a long time: For example, the U 406 was already able to manoeuvre a Boeing B-747 jumbo jet without any problems.

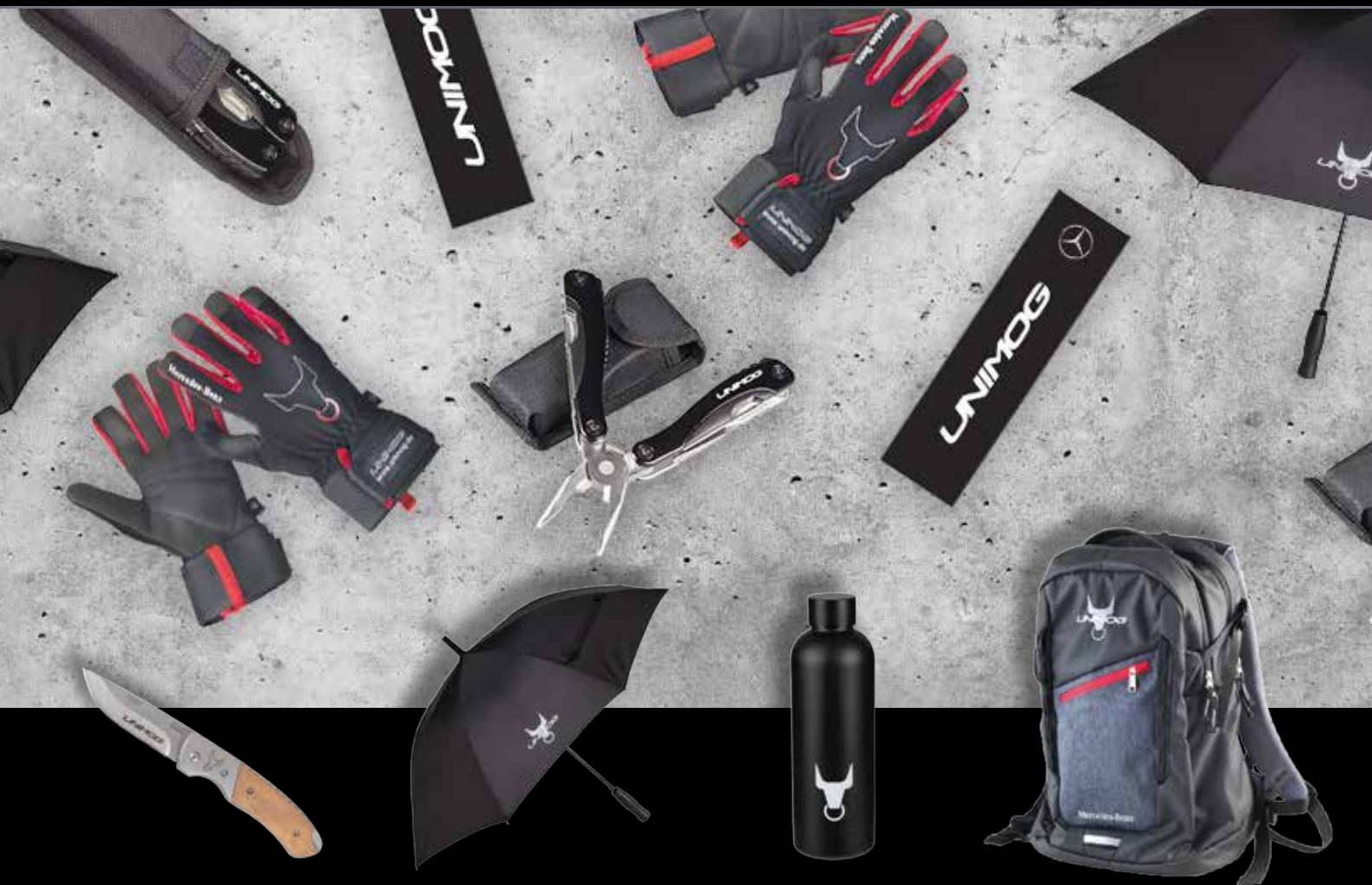
And last but not least, of course, emergency response: The Unimog is always there on hand as a special vehicle when things get critical. For example, as fast firefighting vehicles, as rescue vehicles for the airport fire brigade and as ambulances and rescue vehicles. The police have also been extremely satisfied with their various versions of the Unimog series – for example in use as protected emergency vehicles, such as the SW 4 based on the Unimog U 435.





Unimog Collection

Function meets style



The ox head - symbol of strength and tradition

It's back: the Unimog Ochsenkopf. The robust and top-fashionable Unimog function wear not only cuts a fine figure in the driver's cab: the limited-edition accessories, refined with Ochsenkopf and the popular Mercedes star, are a must for every Unimog fan.

From 1948, it adorned the first production-ready Unimog until it was replaced by the star in 1953. With the new Unimog Collection, Unimog lovers can relive old times. The most popular Unimog products are ready and waiting in the Mercedes-Benz Trucks Merchandise Store. Take a look and order online now.



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