



## Unimog U 423: Auxiliary and recovery vehicle. At the scene fast when it matters.

Equipped as a rescue vehicle, the Unimog U 423 carries technical and rerailing equipment so that derailed rail vehicles can be transferred back onto the track safely and with precision. The section of track can be returned to use as quickly as possible, the Unimog can then tow the wagon or broken down tram back to the depot. With the ability to travel to the vicinity of the site at up to 90 km/h by road and then transfer to the track when it arrives, the Unimog road-railer is extremely flexible and can save valuable time.

For on- and off-tracking, the Unimog simply needs a levelled track section of approx. 5 m in length. The rail gear can be raised hydraulically and ensures that rail guidance is reliable. This Unimog is a compact emergency vehicle that can be at the scene quickly when it matters.

Further information is available online:  
[www.mercedes-benz.com/unimog-road-rail](http://www.mercedes-benz.com/unimog-road-rail)

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# Technical data

## Chassis

Type:	Mercedes-Benz Unimog U 423
Engine*:	<ul style="list-style-type: none"> <li>• 170 kW (231 hp) output</li> <li>• 4-cylinder diesel (OM 934 LA)</li> <li>• Euro VI emission class</li> </ul>
Wheelbase:	4200 mm
Transmission:	<p>Mercedes-Benz fully synchronised transmission with 8 forward and 8 reverse gears</p> <ul style="list-style-type: none"> <li>• <math>V_{max}</math> on roads: 90 km/h</li> <li>• <math>V_{max}</math> on rails: 50 km/h in both directions</li> </ul>
Axles/drive system:	<ul style="list-style-type: none"> <li>• 4x4 permanent all-wheel drive with interaxle differential lock</li> <li>• Differential lock on front and rear axles</li> </ul>
Wheels:	<ul style="list-style-type: none"> <li>• Track gauge for driving on rails via vehicle wheels for maximum traction</li> </ul>

## Optional equipment

- Torque converter clutch for smooth start-off with heavy towed loads
- Hydraulic interface for the rail guiding system
- Fully proportional work hydraulics for implements, e.g. snowplough
- Mechanical battery main switch
- Tailor-made chassis conversion (CTT) for clearance for bogie rail gear when travelling by road

\* 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
- Anti-lock braking system (ABS)

## Attachments and bodies

ZAGRO road-rail technology:

- Bogie rail gear for tight curve radii from approx. 17 m
- Additional lighting system for use on tram network
- Camera assistance for on- and off-tracking
- Drawbar for towing a tram

Box body:

- Glass-fibre-reinforced composite construction with aluminium corner profiles
- Crew compartment for 4 people
- Rear LED work lamp and surround lighting
- Lukas rerailling equipment