



Versatile track construction vehicle with immense towing power. Unimog U 423.

Equipped with rail gear and road-rail technology, a railway crane and a wagon braking system up to a capacity of 400 t, the Unimog road-railer is a flexible track construction vehicle that is suitable for a variety of railway infrastructure tasks. It can also pull heavy loads, e.g. wagons containing rail track ballast within a track work site. As well as being used for lifting tasks, the crane can be operated with a work basket for personnel, a clamshell grab or a sleeper spacing gripper.

It fulfils the stringent safety requirements for mobile elevating work platforms (EN 280) and the requirements for safety-critical software (EN 50128). Unlike rail-bound concepts, the Unimog road-railer can complete transfers between different sites quickly and cost-effectively by road.

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 standard |
| Wheelbase: | 3600 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
- Hydraulic interface for powering the compressor of the wagon braking system
- 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 constructed of 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
- Anti-lock braking system (ABS)
- Exhaust gas aftertreatment with SCR catalytic converter and diesel particulate filter
- Two-stage high-performance engine brake
- Electric window lifters, and much more

Attachments and bodies

ZAGRO road-rail technology:

- Retractable rail gear with 400 mm rail wheels
- Wagon braking system 400 t/24 axles
- Camera assistance for on- and off-tracking
- Railway lighting system and horn
- Dead-man switch
- MESA digital train radio system

Palfinger PK 16502 railway crane:

- Loading crane with hydraulic extension from 6.1 m to 12.6 m
- Clamshell grab and sleeper spacing gripper
- Opposite track blocking + height limiter
- Work basket for personnel in accordance with EN 280 for mobile elevating work platforms
- Meets requirements for safety-critical software (EN 50128)
- Subframe for crane with 4 hydraulic outriggers