

# Special vehicles



Mercedes-Benz



**UNIMOG Rail-road  
shunter**

# UNIMOG Rail-road shunter

This vehicle is the ideal concept for wagon shunting on industrial (chemical, petrochemical, steel industries) or food-processing sites. It allies power, manoeuvrability and flexibility for quick and efficient operations.



Chassis Unimog U 423 Euro VI



Operation board in cab



Braking 2 x 400 l

## Carrier

- Unimog UG 423 Diesel.
- 4-cylinder engine, Euro 6, 5132 cm<sup>3</sup>.
- Power 231 HP - 170 kW @ 2200 RPM.
- Max torque 900 Nm @ 1600 RPM.
- Fully synchronised gear box (8 speeds forwards – 6 speeds reverse).
- 3-seat cab with wide view windscreen and ergonomic dash board.
- Twin disc torque converter.
- Dual proportional hydraulic circuit.
- 2 working lights at the rear of the cab.
- 2 flashing orange lights on top of the cab.
- GVW 13 tons.
- Towing capability: 1200 tons on flat

## Rail-road guiding system

- Guiding axles for 1435 mm gauge
- Guiding wheels Ø 400 mm.
- Operation through hydraulic cylinders.
- Manual emergency operation in event of electric or engine failure.
- Driving is performed by friction of the tyres on the rails.
- Operation board integrated in the genuine dash board.
- Steering lockage whilst operation on rails.
- Front and rear cameras for enrailling backup. 7" colour display in cab.

## Pneumatic braking system

- Hydrostatic driving
- Control from the cab
- 1 compressor 67 m<sup>3</sup>/h
- 2 x 400-liters homologated air tanks .
- Operation pressure 5,5 bars
- Storing pressure 9 bars.
- Braking connection with manual isolation valve.

## Optional additional equipment

- Front and/or rear coupling system with UIC buffers and hook.
- Enforced braking 2 compressors.
- Manual coupling bar.
- Automatic coupling bar.
- Remote control.
- Sanding system for operation on slippery or frozen rails.



UIC Front coupling system



Automatic coupling bar



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