



Mercedes-Benz

The Unimog

U 4000/U 5000

The Unimog concept

Getting through where others give up

Where even four-wheel drive trucks reach their limits, a totally different kind of work and tractor vehicle has to take over: the Unimog. It gives a new definition of versatility and viability on four wheels. The Mercedes-Benz Unimog is a vehicle in a league of its own. It provides solutions which no other vehicle worldwide can offer. The Unimog is more versatile than any other with its attachment and mounting areas at the front, middle and rear. It is also more at home on off-road terrain than any other vehicle, and can drive at fast speeds on roads as a transporter. The Unimog is an uncompromising professional for uncompromising professionals. Superior in every situation and over any terrain.

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Succeeds where others don't

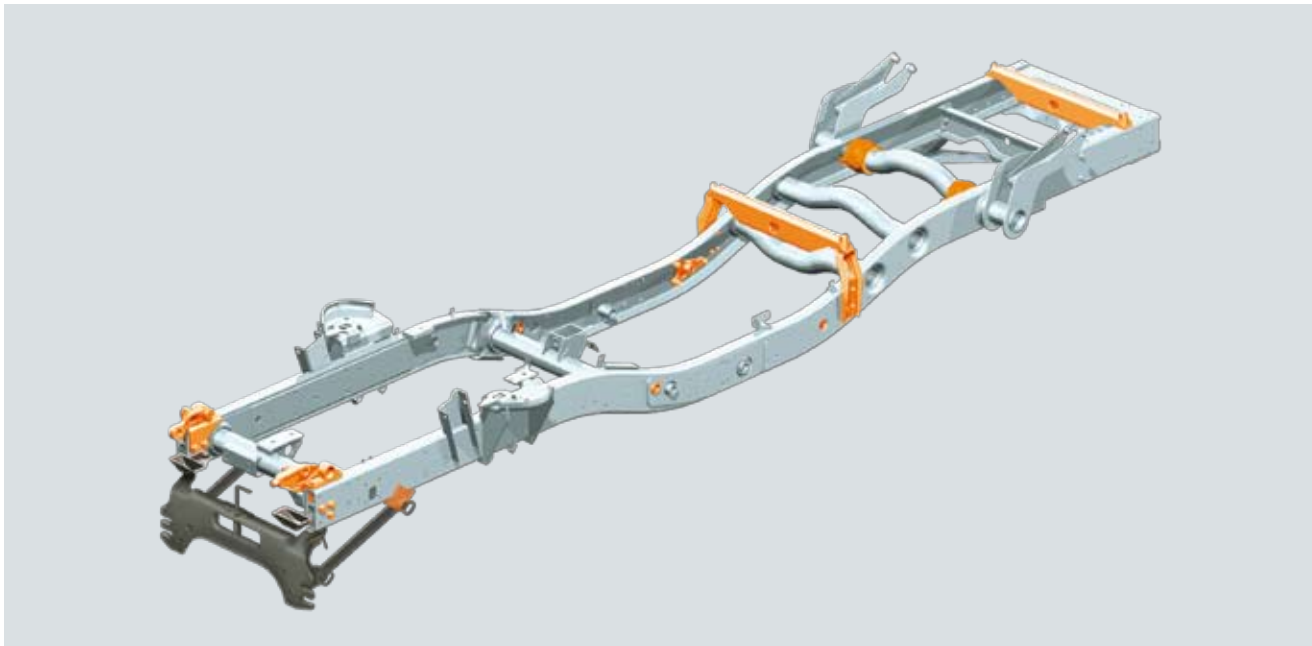
With its unique off-road capabilities the Unimog U 4000/U 5000 beats every rival hollow. Worldwide. Its outstanding features make sure of that: its flexible frame for great rigidity on the road and great torsional flexibility off-road; its superior four-wheel drive concept with differential locks in both axles as well as portal axles for particularly high ground clearance.

Chassis expertise

Where others get wheelspin, the Unimog really gets going. Portal axles, engageable four-wheel drive, reduction gears for off-road – the Unimog U 4000/U 5000 is a match for any terrain and accepts any challenge.







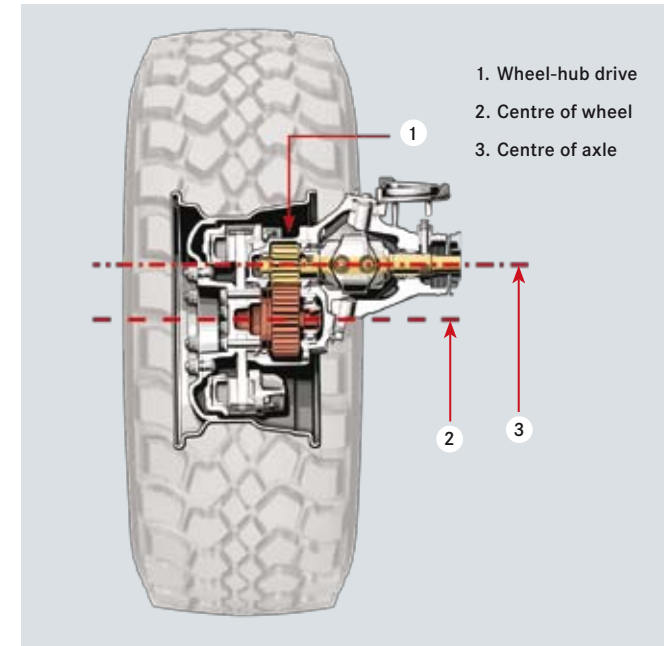
Highly flexible and heavy-duty. The offset frame with welded-in tubular cross-members provides outstanding torsional flexibility and elasticity for operations over difficult terrain

Flexible frame design. It gives way, when and where required. At the heart of the uncompromising all-terrain capabilities of the Unimog U 4000/U 5000 is the flexible frame with tubular cross-members which ensures the necessary rigidity on the road, and allows great torsional flexibility off-road. This is provided by the three-point mounting of cab, engine and transmission, as well as the defined interfaces for mounting superstructures and implements. So nothing happens, even with 30° axle articulation.

- Highly resilient offset frame for a low centre of gravity and high driving stability off-road
- Short frame overhang for steep angles of approach or departure
- Safe and controlled driving in any situation

Portal axles. Extreme off-roading made easy. Portal axles are the secret behind the outstanding ground clearance of the Unimog U 4000/U 5000. With them it copes with impassable terrain and obstacles up to half-a-metre high. A reduction gear on the wheel-hub drive allows the full torque to take effect on the ground for increased traction over difficult terrain.

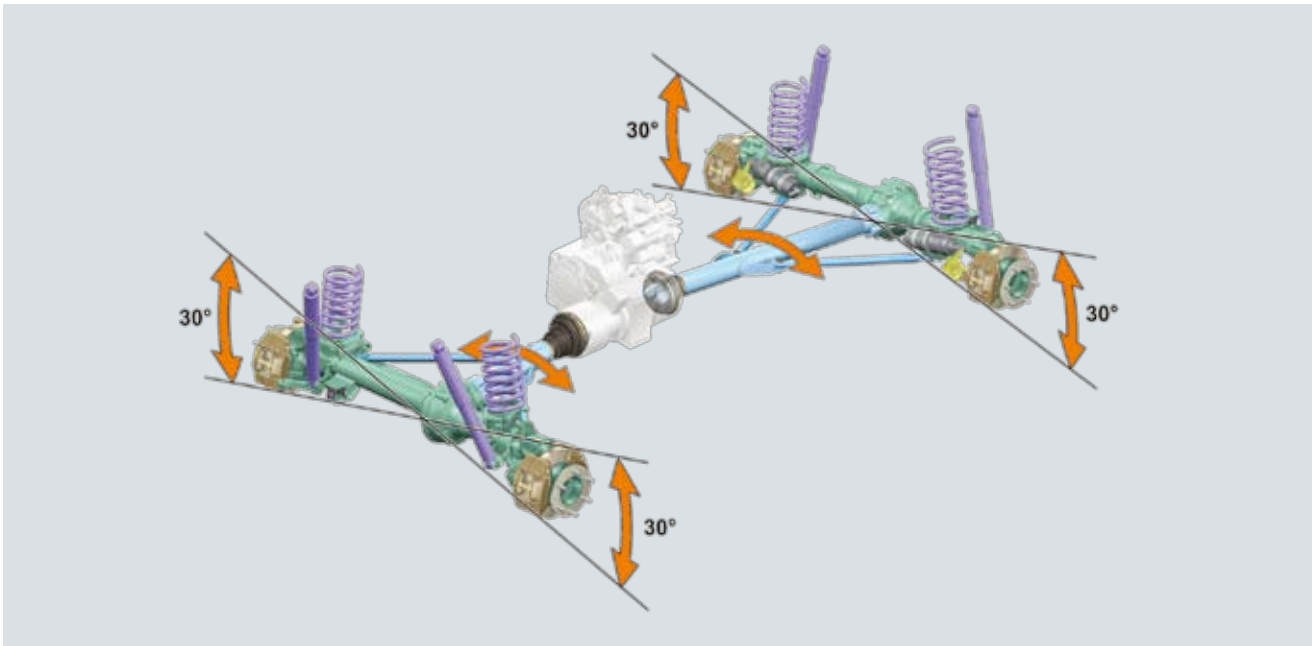
- Outstanding ground clearance with a low vehicle centre of gravity
- Axle tube and differential are clearly smaller than on a truck and are situated above the wheel centre
- Differentials are not at the centre of the axles. This guarantees high ground clearance even on rutted tracks



Ample ground clearance due to two identical portal axles with wheel-hub drive

Axle suspension. Keeping all four wheels firmly on the ground. One advantage off-road is the axle suspension with thrust tube, control arm and coil springs. This somewhat unusual type of suspension for an off-roader provides long spring travel and outstanding axle articulation. Stabilisers at front and rear ensure high cornering stability and safe driving.

- Permanent surface contact for all four wheels, even over extremely uneven ground
- Progressive spring characteristics ensure driving stability with any load
- Very safe driving, even with bodies with high centre of gravity



Axle suspension with coil springs and thrust tube technology guarantee long spring travel and maximum axle articulation

Thrust tube technology. Greatest possible diagonal torsion. The special thrust tube construction gives the springs extremely long travel and permits diagonal axle articulation of up to 30°. As the thrust tube encloses the drive shaft, it is safe from dirt and damage.

- Extremely long spring travel
- Maximum diagonal torsion
- Drive shaft protected over extremely muddy and rocky terrain
- Wear-resistant and maintenance-free axle suspension

Manually engageable four-wheel drive. Powerful – off and on the road. With its rear-axle drive for driving on roads and the manually engageable four-wheel drive for off-road work, maximum traction is available in every situation. And, over extremely difficult terrain, differential locks in both axles make sure the powertrain is working at full strength. Even if only one wheel has sufficient traction, the Unimog still gets ahead and copes with gradients of up to 100%.

- Selectable rear-axle drive or four-wheel drive
- Differential locks at front and rear engaged or disengaged with rotary switch while driving
- No interruption of tractive force during gear shifting
- All four wheels synchronised 100% by locking effect in both axles



Even over extreme terrain. The Mercedes-Benz Unimog always has all four wheels firmly on the ground

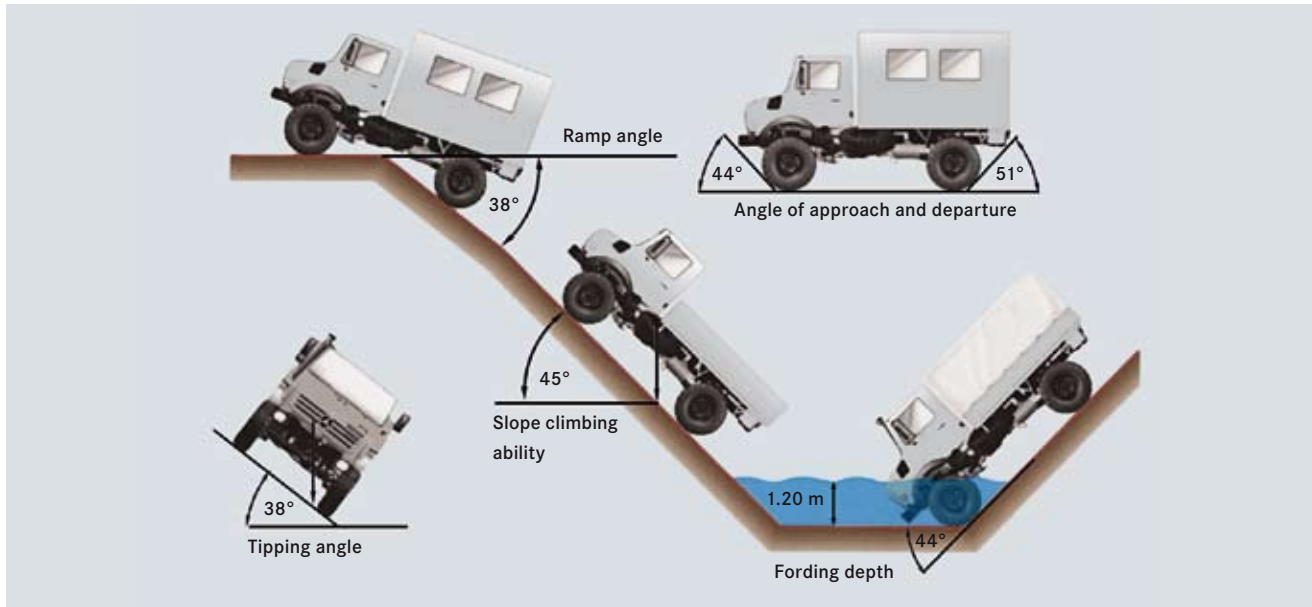
Off-road capabilities

Even today, the off-road capabilities of the Unimog U 4000/U 5000 have still not been equalled. Whether deep snow, high water, bogs or scree – the Unimog takes its crew, materials and heavy equipment quickly and safely to any location. The Unimog is always in the front line to bring help for disaster intervention or for expeditions.





LOTHIAN



Safe over any terrain. With large angles of approach or departure at front or rear, climbing ability up to 100% and fording ability to a depth of 1.20 m, the Unimog gets you to any destination

Short frame overhang. With ease over difficult terrain. Thanks to its coil springs with long spring travel (instead of the typical leaf springs used by trucks), the Unimog U 4000/U 5000 has a short frame overhang at front and rear, enabling it to tackle steep ramps and embankments with ease. Its low centre of gravity and extreme torsional flexibility provide additional security with respect to steep slopes and tipping angles.

- Overcomes obstacles, hilltops, steep slopes or embankments easily

Fording ability. Not at all shy of water. Watercourses or flooded areas are not a problem for the Unimog. Thanks to its thrust tube technology, air intake pipe at cab roof height and waterproofed components, the standard version can ford 80 cm of water. And with the optional fording package, it makes its way through water up to 1.20 m deep, arriving safe and dry on the other side without any damage from water or fine sand seeping in.

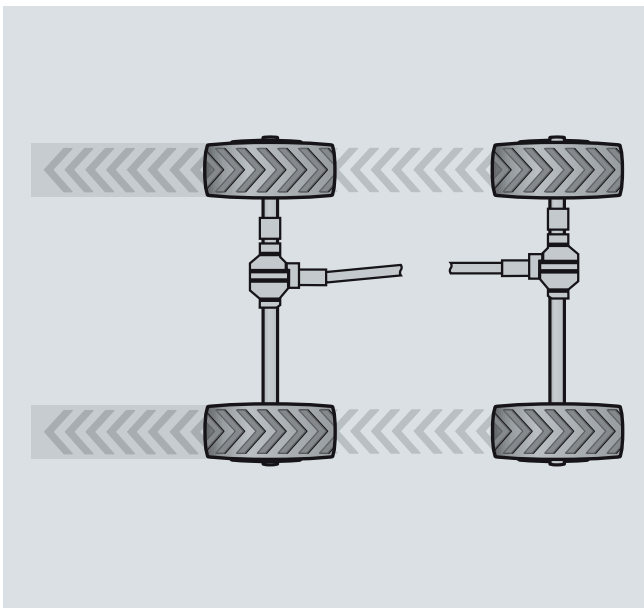
- Able to ford water up to 1.20 m deep
- Special seals protect all important components against penetrating water or moisture and dirt



Even when fording, sensitive units and electrical installations remain high and dry

Single tyres. For anywhere and everywhere. Unlike the normal four-wheel drive trucks with twin tyres fitted on the rear axle, the Unimog has four single tyres. The rear wheels always run in the compressed tracks created by the front wheels, which offers higher traction and lower rolling resistance. With the wide range of tyre sizes and types available, the Unimog can be equipped with exactly the right tyres for the terrain in question.

- A large selection of tyres are available: from MPT low-pressure tyres to special sand and high-traction tyres
- Chains can also be used for snow or difficult terrain, depending on the size of the tyres chosen



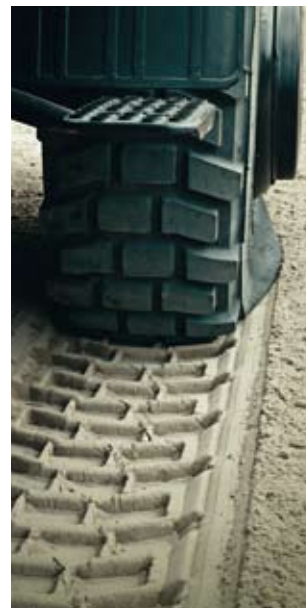
The single tyres increase driving stability and traction and have low rolling resistance

Tyre pressure control system (Tirecontrol). Always the right tyre pressure. A further plus when driving over challenging or soft terrain: Tirecontrol, the optional system for adjusting tyre pressures quickly and flexibly to suit changing surface conditions while on the move. The air pressure is lowered at the touch of a button in the cab to increase the tyre contact area, thus preventing it from sinking into soft ground and to increase traction.

- High traction, good self-cleaning properties and reduced tracks on the ground
- Flexible adjustment of tyre pressure while driving to suit the road and terrain conditions
- Longer tyre life owing to always optimal tyre pressure
- Avoidance of soil compaction and damage to the environment thanks to low tyre pressure



With Tirecontrol you can adjust the tyre pressure to suit the terrain – simply with a switch



Dual-circuit braking system plus ABS and ALB. Safe in any situation. The compressed-air-supported dual-circuit disc braking system always brings the Unimog to a safe stop, even on long hills and with heavy loads. Just as reliable in winter as it is in summer after driving through mud and water. Additional safety and driving stability are provided by the disengageable anti-lock braking system (ABS) as the wheels can then block and shorten the braking distance in difficult terrain by building up a soil wedge.

- Effective spring-type parking brake requiring minimal operating strength
- ABS control for each wheel
- ALB – automatic braking force control which adjusts to the load situation

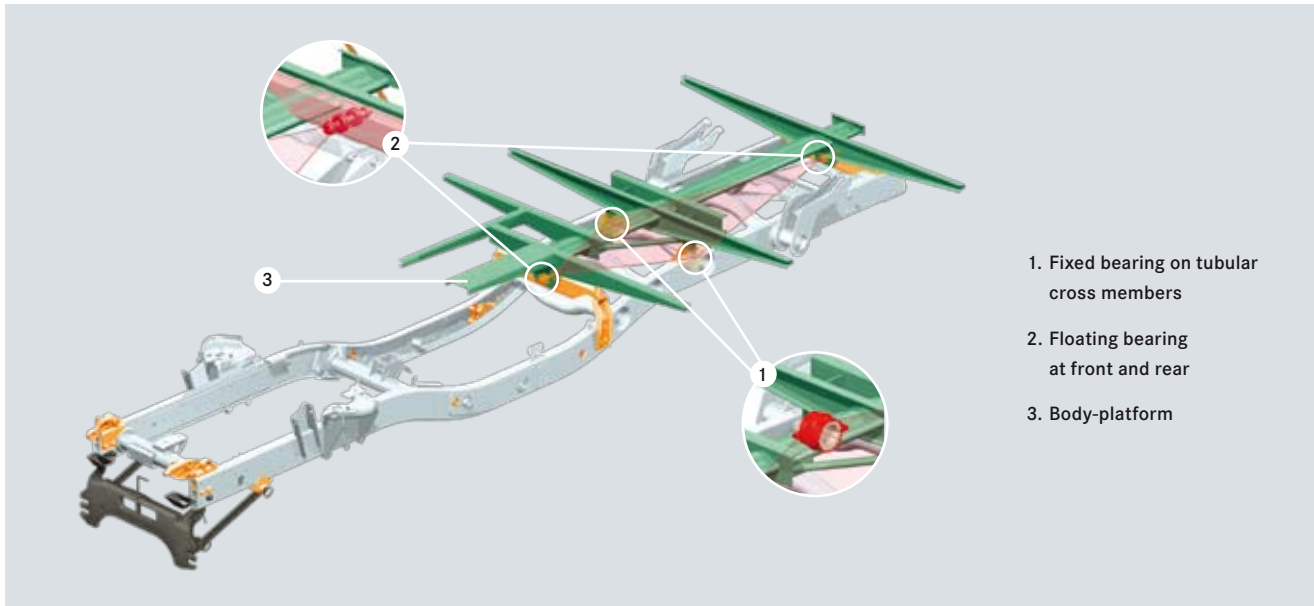


Disc brakes and disengageable ABS on all four wheels provide greater safety off-road – even when loaded with heavy superstructures

Attaching and mounting areas

One for almost everything – with its two attaching areas and one mounting area, the Unimog U 4000/U 5000 is a unique vehicle with outstanding off-road capabilities for very varied operations far away from paved roads. For all-year-round use and very cost-effective.





Twist- and strain-free mounting of sensitive units and superstructures due to double three-point mounting

Double three-point mounting. Outstanding off-road capabilities even with superstructures. In addition to the 3-point mounting for cab, engine and transmission, the heavy-duty frame is also fitted with a double three-point mounting system to ensure twist- and strain-free mounting for superstructures. They are fitted at positions best suited for passing on thrust, traction and weight forces. The three-point mounting decouples the cab from the superstructure so that the vehicle always remains torsionally flexible and can keep moving even in the most extreme off-road conditions.

- Frame with double three-point mounting system for superstructures
- Optional ex works: sub-frame with double three-point mounting and integrated mounting positions for easy fitting of box-type superstructures and supporting frames for heavy superstructures like cranes

Attachment and mounting areas. Close cooperation with body and implement manufacturers. Where great demands on man and technology meet up with extreme terrain the Mercedes-Benz Unimog comes into its own. And thanks to its great versatility and individuality, the demands of the job can be met. For decades, implements and bodies have been designed in close cooperation with leading manufacturers. And you can rest assured that in the long run you will be getting the perfect solution for your vehicle or special operation.

- Front mounting area: brackets for attaching front winches
- Mid mounting area using mounting points or sub-frame: minimal stress and strain, long life span for vehicle and implements



Commercially available hydraulic pumps, e.g. for a crane, can be used via a standardised connection on the manual transmission

Auxiliary drives. Including all power options. The Unimog U 4000/U 5000 has an auxiliary drive for running commercially available hydraulic pumps for cranes or excavators. It also has a fast auxiliary drive for connecting to fire-extinguishing pumps or similar power units.

- Operated via a pull switch in the centre console
- Hydraulic or fire-extinguishing pumps controlled via a special CANbus-linked module with programmable parameters

Hydraulic system. Simple to connect, easy to operate. This powerful hydraulic system with a working pressure of up to 240 bar can run an oil engine or an external control panel, making it suitable both for permanent consumers and for operating implements via valves on the piece of equipment. Standard plug connections make for easy, fast and error-free connections.

- Two hydraulic connections each at front and rear (pressure and return line) for winches, cranes, etc.

Easy to operate and ergonomic

The driver's cabs of the U 4000/U 5000 provide everything the driver and crew need to do their everyday work as ergonomically and safely as possible. The interior with its sound-absorbing panels and comfortable seats is equipped with generous storage areas and headroom (e.g. when wearing a helmet). The cab floor is flat throughout, ensuring free through-cab access, and a pleasant working atmosphere always is ensured by the integrated air-conditioning unit and the auxiliary heater.





Direct comparison: the optional enlarged cab (left) and the standard cab (right)

Short-bonnet cab. Spacious and ergonomically designed.

The position of the cab behind the engine and its three-point rubber mounting suppresses vibrations and jolts and provides a relaxed working atmosphere – even when the workday is long. The visibility and driving qualities afforded by the short-bonnet cab are an advantage particularly in off-road operation.

- Cab: three-point mounting to neutralise vibrations
- Optional: round swivel roof hatch
- Square fresh air flap that can be raised to all four sides
- Easy entry and exit behind the front axle
- Driver's position behind the front axle, for better ergonomics, better visibility and optimal off-road driving qualities

Compact dimensions. The low overall height of the standard driver's cab is optimal for passing under low structures, e.g. in smaller fire stations and vehicle sheds.

More space. The optional 120 mm larger cab offers more stowage space and freedom of movement. The seat adjustment is more individual, and the cab floor is flat through-out, ensuring free through-cab access.



Spacious crewcab accommodates up to seven persons, or, as option, is available with four air-sprung individual seats

Crewcab: Ideal for task forces and crews: the Unimog U 4000/U 5000 with the special version crewcab providing enough room for seven people as well as maximum legroom and headroom. Also, four air-sprung individual seats are an available option. Generous storage space is available in the three large compartments under the fold-away rear bench. Tools, work materials and personal equipment of all the crew members can be stored here safely, but are still easy to access at any time. Other storage compartments are on the central console and in the front doors. The rear passenger doors open extra-wide making it easier to get in and out. A further plus: the additional roof hatch at the rear.

- **Optional:** crewcab with raised roof, four side doors, up to seven seats integrated in the vehicle's design; available ex works
- Plenty of storage space under the fold-away rear bench
- **Optional:** four air-sprung individual seats



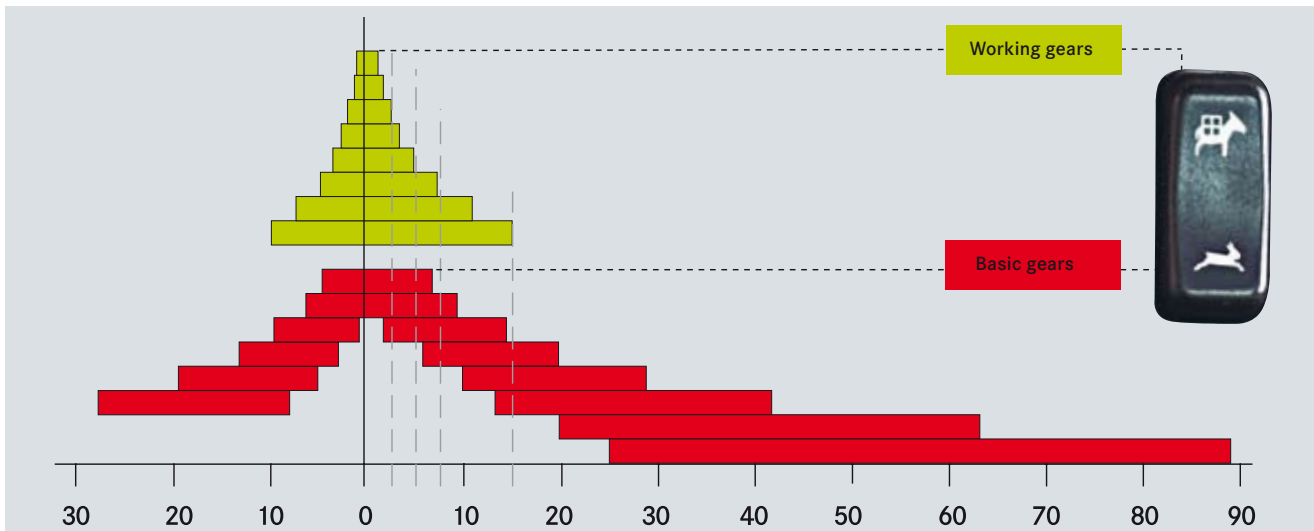
Plenty of space for tools and personal equipment under the rear bench



The instrument panel: clearly structured with an easy-to-operate driver information system, backlit dials and two LCD multifunction displays

Ergonomic. Clearly arranged and easy to operate. The driver information system (FIS) enables checking all important functions at a glance with status reports, event reports and menu-driven online diagnosis. The standard cruise control, Temposet, electronic manual throttle control and the two-stage engine or permanent brake are all controlled with the multifunction lever on the right-hand side of the steering column. Optical and acoustic signals help the driver to react immediately, if the need arises. The radio/CD player combination with Bluetooth interface and hands-free facility enhances operating safety.

- Cruise control regulates the speed without the accelerator
- Temposet limits the speed with the accelerator
- Manual throttle control sets an exact engine speed



With its finely graduated speeds and as an option fully load-bearing off-road gears, the Unimog U 4000/U 5000 is perfectly equipped to deal with very varying operations

Telligent® gearshift. Shifts in a flash. Tap the gearshift lightly to front or rear – and the shift control will instantly calculate the torque and, depending on the engine speed, the appropriate gear to engage, which is then shown on the display. If you agree, you only have to press your clutch. Otherwise, simply select the gear you want manually.

- Easy on the engine, clutch and transmission
- Relaxed, concentrated and economical driving

AutomaticShift. Shifting gears as you like. Take the strain out of driving while operating implements or hauling heavy loads. With AutomaticShift you can decide, at the touch of a button, to use either M for manual or A for automatic gearshifting. Both without using the clutch. Even in automatic mode, the driver can intervene with the gearshift lever and change a gear manually.

- Less wear and tear on the clutch
- Reduced fuel consumption:
- Select either automatic mode (e.g. for driving on the road, concentrating fully on the traffic) or manual mode (e.g. for off-road driving, for complete control of your vehicle)



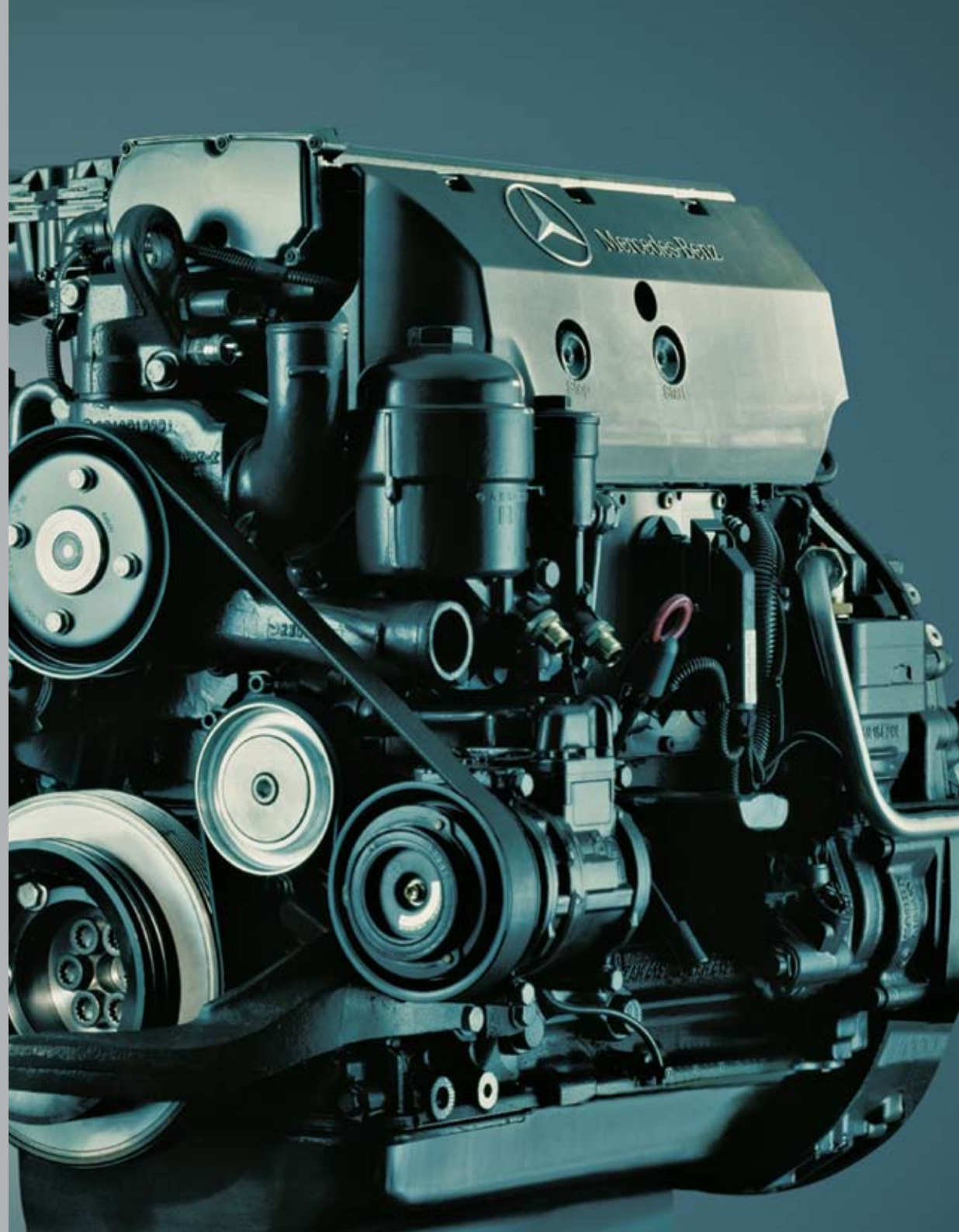
Electronic Quick Reverse makes it easy to change directions quickly or rock free off-road

Transmission. As versatile as you need it to be. The fully synchronised electro-pneumatic gearshift Telligent® with its eight forward gears and six reverse gears stands out with its smooth-running, long life span and high efficiency. It is perfectly coordinated to deal with numerous types of operations. The synchronised Electronic Quick Reverse (EQR) makes it easy to change directions quickly or to rock free when off-roading. The special off-road gear group with an additional eight forward and eight reverse gears guarantees maximum traction in the lower 1 – 15 km/h speed range.

- For every situation the proper gear: efficient and cost-effective
- Direct, rapid gear shifting, e.g. to rock free off-road

Economic efficiency and the environment

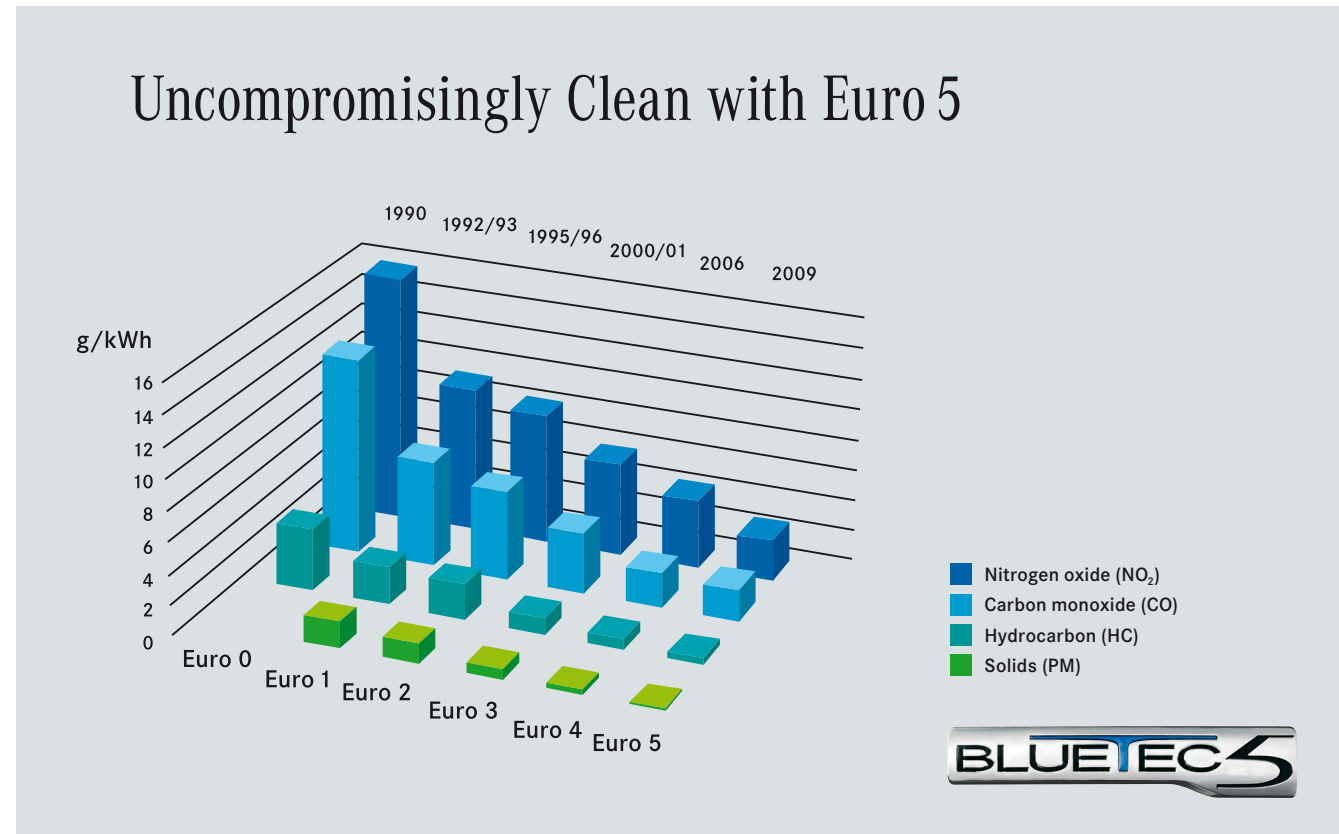
The Unimog U 4000/U 5000 is not just ready for any situation or terrain, it is also designed for a long cost-effective working life. Reliability, a long life span, economic efficiency and environmental protection make the unique implement-carrying concept an unrivalled future-proof vehicle.



Mercedes-Benz engines. Always ready to give peak performance. The low maintenance four-cylinder engines from Mercedes-Benz are state-of-the-art in every aspect and perfectly equipped to fulfil any and every assignment. From their direct-injection and three-valve technology, turbocharger and intercooler, to their steep torque curve, constant output over a wide rpm range and high power reserves. The combustion-air intake is positioned on the cab roof where dust levels are lowest. The radiator system has been developed especially to cope with the high demands placed on the Unimog U 4000/U 5000. Intercooler and radiator, each with its own viscous fan, are fitted next to each other high above the ground. Thus the cooling performance is greatly improved and the danger of fouling is kept to a minimum for maximum functional safety when fording. You can definitely rely on the Unimog to get you through, even during the most demanding off-road operations involving extremely varying temperatures or extreme dust.

- From 130 kW to 160 kW
- Low-emission, economical and quiet-running
- Great tractive force and good torque rise

BlueTec®: clean, safe, economical. BlueTec® drastically decreases nitrogen oxide and particulate emissions while optimising fuel consumption without reducing diesel engine performance, and without the need for particulate filter. A catalytic converter reduces the nitrogen oxide with the additive AdBlue®, a chemically nontoxic, aqueous urea solution, which is added from a separate tank. With this technology, the Unimog not only meets the strict European Union standards to reduce vehicle emissions, it also provides a system with minimal wear and tear and maintenance, improved engine performance – depending on the version – and thus a future-proof solution. Where



the Euro 5 emission standard is not binding, the Unimog continues to be optionally available in Euro 3 version – and even with that already meets a high environmental standard for emissions.

- Euro 5-compliant even with diesel particulate filter
- Depending on national emission standards, the Unimog is available in Euro 3 or Euro 5 versions

Driving and working modes. Engine regulation as needed. Engine modes individually adjustable depending on the job. The elasticity of the engine speeds in the driving mode is ideal for road trips and transports. The working mode guarantees minimal engine speed deviations, e.g. for off-road trips even with varying loads.



Always close by

Worldwide service from Mercedes-Benz

Where there is a Unimog on the road, then we are not far away. Thanks to more than 1,000 service stations worldwide, your Unimog Partner is easy to reach when you need him. With vehicle maintenance and other services which are just as reliable, flexible and progressive as the Mercedes-Benz Unimog itself. From our fast spare-parts service to repairs and maintenance up to a made-to-measure financing or leasing offer. And not just for your Unimog itself, but also for a whole range of bodies and implements. You can rely on us.

Would you like to find out more about the Unimog? Then simply detach the postcard, fill it out and send it off. Or send us the postcard by fax: +49 (0) 721 15 10-125.

Other information and the current Unimog eNewsletter are available on the internet at:
www.mercedes-benz.com/unimog

You can order the eNewsletter by using the postcard. Simply enter your email address on the reverse side and then you will always be up-to-date.





Looking to the future

You want to get things moving?

With the Unimog, you get much more than just a truck. The Unimog is a philosophy come true. There is hardly a sector or situation to be imagined where the Unimog cannot be used successfully – it has proved this for decades. For very diverse tasks and needs, there are three model ranges to choose from.

You have got to know the **Unimog U 4000/U 5000** in this brochure.

As a universal implement carrier, the **Unimog U 20** with a maximum weight of 7.5/9.3 t is perfect for the requirements of the municipal maintenance yard. It does not cost any more than an up-market municipal tractor, but has all the advantages of a four-wheel drive truck and the power reserves of a genuine Unimog. In short: maximum use potential throughout the whole year.

As professional implement carriers over 7.5 t max. weight, the **Unimog U 300/U 400/U 500** provides unrivalled top performances. Especially for professionals who want to combine outstanding performance with economic efficiency in all-year-round service.

Do you have any questions, comments or suggestions on the topic of Unimog? Or want to know what the Unimog can do for you? Then don't hesitate to contact us. We are looking forward to hearing from you!





NIMOG

I would like to know more

Yes, please send me more information about the Unimog.

I am interested in the Unimog... (required)

privately commercially

Does your company already use Unimog vehicles?

Yes No

Do you sometimes work in difficult terrain?

Yes No

Do you use various mounted bodies/implements?

Yes No

I want to be the first to find out the latest. Please send me the Unimog-eNewsletter on a regular basis.

E-mail address

Company

Last Name

First Name

Position

Address

Postcode, Town

Country

Telephone

Area of business

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