



THE UNIMOG. DOES NOT SKIMP ON SAFETY.

Overview of all safety features.

Mercedes-Benz
Trucks you can trust



SAFE IN ROAD SERVICE.

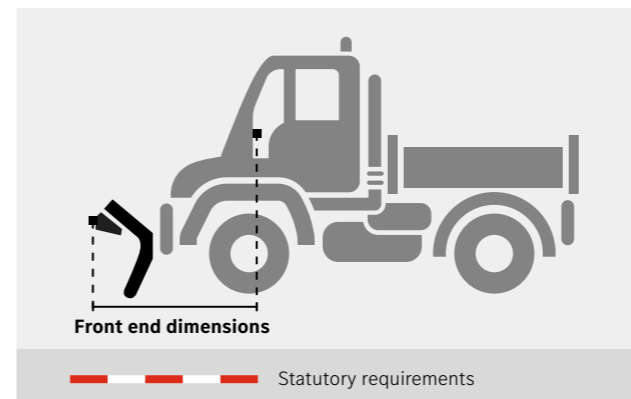
The Unimog as an implement carrier for municipalities.

As a modern commercial vehicle, the Unimog makes no compromises when it comes to safety. Its clever vehicle concept is designed to prevent serious road traffic collisions and minimise the potential consequences of collisions. With its comprehensive active and passive systems, the implement carrier can protect not only the driver and crew, but other road users as well.



BUILT TO LAST.

With its unique vehicle concept, the Mercedes-Benz Unimog has been setting standards for decades. Its special design makes the implement carrier not only particularly flexible in use, but safer too.



More online.



special.mercedes-benz-trucks.com/the-unimog-implement-carrier

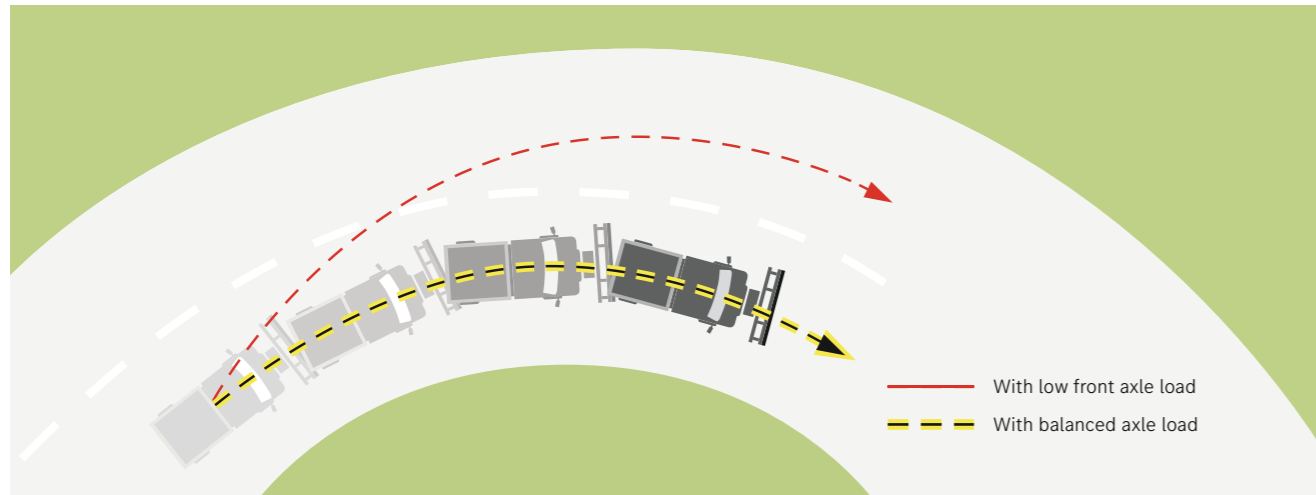
The Mercedes-Benz Unimog has more sides to it than there are pages in this brochure. Detailed information on the vehicle concept, features and technical data as well as fascinating explanatory videos and animations have been provided in the digital product information in Mercedes-Benz Special Trucks World.

SHORT FRONT END DIMENSION.

When used with front-mounted implements, the front-end dimensions and the driver's seat position are especially important safety elements. As a rule, the Unimog falls below the legally prescribed maximum value for the front end dimensions of 3.50 m. This gives the driver a better overview of complex road junctions, even without electronic tools, and to avoid dangerous situations.

WIDE FIELD OF VIEW.

The Unimog's panoramic cab is equipped with large panoramic windows. Inside, VarioPilot® dual-mode steering allows the steering wheel and all pedals to be moved from the left to the right in no time at all. This means that the driver always has a good view of the working area when using the vehicle in single-person operation. In two-person operation, the optional, glazed mowing door allows the operator to see the implements during verge maintenance. Five mirrors around the cab ensure visibility on all sides.



STEADY DRIVING.

Its balanced axle load ratio benefits the Unimog when cornering on slippery carriageways in particular. The implement carrier reliably stays in its lane, even when fully laden, within the physical limits.

CONTROLLED BRAKING PROPERTIES.

Only those who can steer when braking are in a position to take evasive action in dangerous situations. The Unimog offers high braking safety thanks to a dual-circuit service brake system with disc brakes on all four wheels. Thanks to four-channel ABS, the Unimog remains steerable and directionally stable during emergency braking.

The automatic load-dependent brake (ALB) controls the brake force and brake force distribution between the front and rear axles depending on the load. Thanks to a heated air dryer, the brake system also operates reliably in humid, cold weather. An ABS socket installed ex works also ensures safe trailer operation.

SIMPLE USE OF SNOW CHAINS.

User-friendly handling in winter service: the vehicle is compatible with snow chains on its equally sized wheels which can usually be fitted by a single person. Automatic snow chains can be pre-installed as an option, for convenient activation by the driver at the press of a button.



ENHANCED OCCUPANT SAFETY.

Thanks to reinforcements made to the cab underbody and the tubular brackets, the Unimog cab meets the ECE-R29/3 standard for cab safety and integrity. The 2.40 m-long platform also contributes to outstanding crash safety by significantly reducing the impact energy in the driver's workplace, as do the three-point automatic seat belts and integrated head restraints.

HIGH VIBRATION PROTECTION.

A low-vibration driver's workplace is standard in the Unimog, even on unpaved surfaces. The decisive factors for this are its fully chassis suspension, the driver's cab with 4-point suspension and the air-sprung driver's seat.



INTRINSIC SYSTEM SAFETY.

Extensive active and passive safety assistance systems in the Unimog take the strain away from the driver and protect the crew and other road users - in accordance with stringent Mercedes-Benz standards and the European General Safety Regulation (GSR).

SIDEGUARD ASSIST 2. **A**

Sideguard Assist can support drivers in changing lanes and turning under restricted visibility conditions in all speed ranges. The radar sensors located on the sides of the driver's and co-driver's side as well as the display in the A-pillar on both sides can draw the driver's attention to potential dangers, whereby they can help to mitigate critical traffic situations by intervening in good time.

FRONTGUARD ASSIST. **B**

The radar sensor of the Frontguard Assist system, located at the front of the vehicle, can warn drivers in hectic scenarios - such as when pulling away or at junctions - by means of visual and audible signals if unprotected road users are directly in front of the truck.

ATTENTION ASSIST. **C**

Attention Assist can continuously track the typical behaviour of the driver and use this to create an individual profile for detecting fatigue. In the event of obvious signs, the system can warn the driver promptly with an audible signal and a visual display in the instrument cluster.

TRAFFIC SIGN ASSIST. **D**

Traffic Sign Assist can use camera and map data to detect traffic signs such as speed limits, overtaking and no-entry zones and warn the driver if the vehicle enters the road in contrary to the flow of traffic. The system can also monitor the vehicle speed and emit visual and audible warning signals if the speed is exceeded.

PRE-INSTALLATION FOR ALCOHOL TESTER WITH IMMOBILISER. **E**

The Unimog has an interface at which an alcohol tester device can be installed in the vehicle if required. If an alcohol tester is installed, it is automatically linked to the vehicle's immobiliser.



More online.

REVERSING CAMERA INCLUDING MONITOR SYSTEM. **F**

The camera system for the area behind the vehicle is automatically activated when reverse gear is engaged and can transmit the image in real time to the rotating and swivelling monitor in the cab, ensuring greater visibility when manoeuvring.

TYRE PRESSURE ASSIST. **G**

The tyre pressure monitoring system is available as an alternative to the optional TireControl plus tyre pressure control system available ex works. A sensor permanently monitors the tyre pressure of all tyres on the tractor vehicle as well as on the semitrailer or trailer in real time and can warn the driver if the pressure is too low or there is a loss of pressure.



Does not skimp on safety.

The Unimog meets the standards of the European General Safety Regulation (GSR).



All safety assistance systems in a video:
special.mercedes-benz-trucks.com/unimog-gsr-en

Daimler Truck AG, Mercedes-Benz Special Trucks, 76742 Wörth, Germany.
2000690ENG Printed in Germany/Imprimé en Allemagne



and Mercedes-Benz are trademarks of Mercedes-Benz Group AG.