



Daimler Truck AG

Spotlight  
15 Décembre 2021

## Il y a 70 ans : le premier Mercedes-Benz Unimog équipé d'une lame de déneigement




L'Unimog U 2010 de Mercedes-Benz avec une lame à neige K1. Le mécanisme de levage et d'abaissement mécanique du premier Unimog pour le déneigement était actionné par un volant à main situé à la base du capot.

**Stuttgart/St. Blasien** - Il y a exactement 70 ans, débutait le succès de l'Unimog dans le domaine du déneigement. Alfred Schmidt, un jeune ingénieur qualifié de St. Blasien, en Forêt-Noire, a eu la bonne idée de monter une lame à neige sur un Unimog. Son client Alfred Hitz, de Falkenau, dans la même région, avait besoin d'un tel accessoire pour son nouveau Mercedes-Benz Unimog 2010. La largeur de déblaiement de 2 200 mm et la hauteur de la lame de 1 100 mm devaient être coordonnées avec l'Unimog de 1 630 mm de large et son moteur de 18 kW (25 ch). Schmidt a conçu la "lame de déneigement K 1" qui, à l'époque, était abaissée ou relevée mécaniquement à l'aide d'une roue à main via une chaîne. Ce fut le signal de départ de la carrière unique de l'Unimog en tant que véhicule de déneigement. À ce jour, environ 100 000

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\* The figures are provided in accordance with the German regulation 'PKW-EnVKV' and apply to the German market only. Further information on official fuel consumption figures and the official specific CO<sub>2</sub> emissions of new passenger cars can be found in the EU guide 'Information on the fuel consumption, CO<sub>2</sub> emissions and energy consumption of new cars', which is available free of charge at all sales dealerships, from DAT Deutsche Automobil Treuhand GmbH and at [www.dat.de](http://www.dat.de).

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Unimog ont été équipés de la technologie de service hivernal Schmidt. En outre, de nombreux autres carrossiers du service hivernal ne jurent que par l'Unimog comme véhicule de base.

Aujourd'hui, l'Unimog se décline en deux séries de modèles : l'"Unimog porte-outils" - que l'on voit généralement peint en orange avec un chasse-neige en hiver ou une faucheuse en été - comprend les modèles U 219 à U 535 et se charge des tâches les plus diverses dans les domaines des travaux communaux, de l'agriculture et de la logistique. En tant qu'Unimog « tout-terrain extrême" (U 4023 et U 5023), il présente d'excellentes propriétés de conduite sur terrain accidenté, comme celles requises par l'industrie pétrolière, la lutte contre les incendies de forêt ou le sauvetage d'urgence.



75 ans d'Unimog – le premier prototype Unimog prototype date de 1946

D'autres informations sur Daimler Truck sont disponibles sur :  
[www.media.daimlertruck.com](http://www.media.daimlertruck.com) et [www.daimlertruck.com](http://www.daimlertruck.com)

#### Forward-looking statements:

This document contains forward-looking statements that reflect our current views about future events. The words "anticipate," "assume," "believe," "estimate," "expect," "intend," "may," "can," "could," "plan," "project," "should" and similar expressions are used to identify forward-looking statements. These statements are subject to many risks and uncertainties, including an adverse development of global economic conditions, in particular a decline of demand in our most important markets; a deterioration of our refinancing possibilities on the credit and financial markets; events of force majeure including natural disasters, pandemics, acts of terrorism, political unrest, armed conflicts, industrial accidents and their effects on our sales, purchasing, production or financial services activities; changes in currency exchange rates, customs and foreign trade provisions; a shift in consumer preferences towards smaller, lower-margin vehicles; a possible lack of acceptance of our products or services which limits our ability to achieve prices and adequately utilize our production capacities; price increases for fuel or raw materials; disruption of production due to shortages of materials, labor strikes or supplier insolvencies; a decline in resale prices of used vehicles; the effective implementation of cost-reduction and efficiency-optimization measures; the business outlook for companies in which we hold a significant equity interest; the successful implementation of strategic cooperations and joint ventures; changes in laws, regulations and government policies, particularly those relating to vehicle emissions, fuel economy and safety; the resolution of pending government investigations or of investigations requested by governments and the conclusion of pending or threatened future legal proceedings; and other risks and uncertainties, some of which are described under the heading "Risk and Opportunity Report" in this Annual Report. If any of these risks and uncertainties materializes or if the assumptions underlying any of our forward-looking statements prove to be incorrect, the actual results may be materially different from those we express or imply by such statements. We do not intend or assume any obligation to update these forward-looking statements since they are based solely on the circumstances at the date of publication.

#### Daimler Truck at a Glance

The Daimler Truck AG is one of the world's largest commercial vehicle manufacturers, with more than 35 primary locations around the world and more than 100,000 employees. The company brings together seven vehicle brands under one roof: Mercedes-Benz (light, medium and heavy trucks as well as city, intercity and touring coaches) and Setra (intercity, long-distance and premium coaches) are our traditional European brands; our U.S. brands Freightliner Trucks (trucks in weight classes 5 to 8 for a wide range of commercial vehicle applications), Western Star (heavy trucks for specialized and long-haul transports) and Thomas Built Buses (light to medium-duty buses); and our Asian brands Bharat Benz, based in Chennai, India (trucks in the weight classes 10 to 55 t and medium and heavy-duty buses) and FUSO with its headquarters in Japan (trucks and buses for Asia, the Middle East, Africa, Europe and Latin America). This allows Daimler Truck AG to offer its customers around the globe a broad spectrum of commercial vehicles, ranging from minibuses to heavy-duty trucks for special-purpose transport applications – in short: products and solutions for everyone who keeps the world moving. Gottlieb Daimler and Carl Benz laid the foundation for the modern transport industry 125 years ago. Over the past decades, Daimler Truck's divisions have consistently set standards for the entire transportation industry – in terms of safety, fuel efficiency and driver and passenger comfort. It is now time for the next evolutionary step: emission-free, automated and connected driving. Daimler Truck is working to bring these important technologies to high-volume series production, across brands, segments and regions. In this way the company intends to take a major step closer to realizing its vision of CO2-neutral transport and accident-free driving whilst also contributing to the sustainability of global goods and passenger transport. In 2020, a total of 378,290 trucks and buses were delivered. In 2020 the revenue of the individual areas of business amounted to € 36 billion for Daimler Truck AG. The adjusted EBIT was € 657 million for Daimler Truck AG.