



Mercedes-Benz Unimog U 1300 L TLF 8/18

Der kompakte Tanklöschwagen auf Basis des Unimog U 1300L hat seine Stärken ohne Zweifel in unwegsamem Gelände. Insofern ist er prädestiniert für den Einsatz in ländlichen Gebieten bzw. bei Wehren kleinerer Gemeinden, für die aus wirtschaftlichen Gründen die Anschaffung größerer Fahrzeuge nicht sinnvoll ist. Auch bei Betriebfeuerwehren wird er aus diesem Grunde oft angeschafft.

Bei allen Feuerwehren steht primär die Forderung an hohe Leistungsstärke und lange Lebensdauer im Vordergrund. Unter dem Gesichtspunkt der ständigen Einsatzbereitschaft sind Funktionalität und Zuverlässigkeit selbstverständlich. Die Tanklöschfahrzeuge der TLF-8-Reihe sind mit ihrem 6-Zylinder Dieselmotor mit 168 PS und mit ihrem Allrad-Antrieb äußerst schnelle und vor allem wendige, geländegängige und zuverlässige Fahrzeuge. Für Einsatzgebiete, für die größere und schwerere Feuerwehrfahrzeuge nicht in Frage kommen, ist der Unimog genau die richtige Alternative. Sein Löschwasservorrat von 1800 Litern ermöglicht eine erste, schnelle Brandbekämpfung, bis eine weitere Wasserquelle (Bach oder Teich) per A-Rohr mit einem Schmutzfilter angezapft werden kann.

Der Modellbausatz des Unimog U 1300 L TLF 8/18 zeigt die Schnellangriffseinrichtung und die löschtechnische Grundbeladung. Die Doppelrollen, wahlweise zum Öffnen, zeigen die sehr detaillierte Bestückung der zwei Beladungsräume. Ein originalgetreu dargestellter Motor begeistert ebenso wie das ausgeprägte Chassis mit echten Gummireifen, beweglichen Rädern und Fahrerhaustüren. Detailliert gearbeitet präsentiert sich auch der Innenraum des Fahrzeugs.

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There is no doubt that the compact fire fighting tanker based on the Unimog U 1300 L is at its best on impassable terrain. To that extent it is predestined for use in rural areas or with fire brigades in smaller communities where, for economic reasons, it is not practical to purchase larger vehicles. It is often bought by private business fire brigades for the same reason.

In all fire brigades the primary requirements are high performance and long service life. From the standpoint of continuous readiness, functionality and reliability are a must. The fire engines of the TLF 8 range, with their 6-cylinder 168 hp diesel engine and their all-wheel drive, are extremely fast and above all manoeuvrable and reliable vehicles with off-road capability. For spheres of operation where larger and heavier fire engines are not needed, the Unimog is absolutely right. Its 1800 litre tank capacity makes possible initial fast fire fighting until another water source (stream or pond) can be connected up by an A-pipe with dirt filter.

The model building kit for the Unimog U 1300 L TLF 8/18 shows the fast attack system and the basic load of technical equipment. The double roller shutters, optionally open, show in great detail the equipment in the two storage compartments. A true-to-original representation of the engine is as exciting as the distinctive chassis with real rubber tyres, movable wheels and driver's cab doors. The interior of the vehicle is also presented with detailed features.

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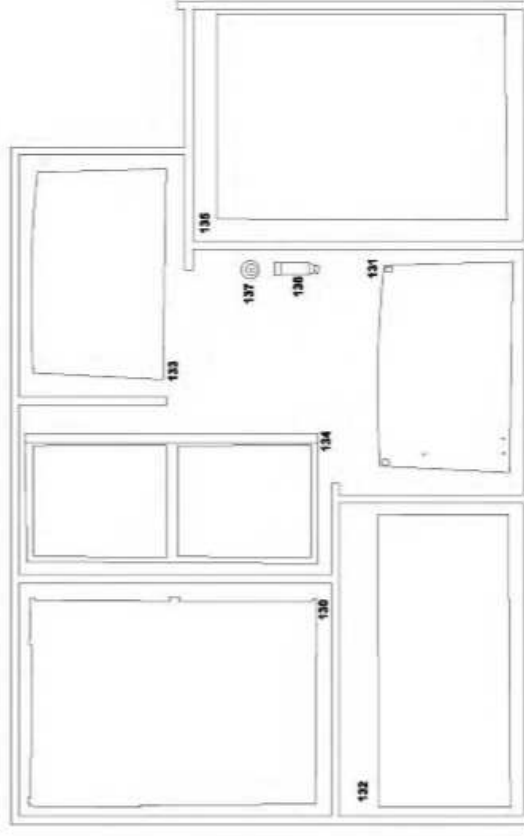
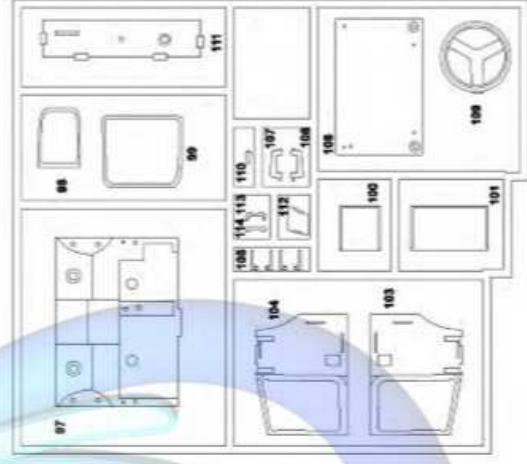
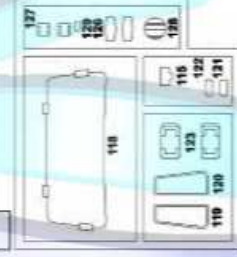
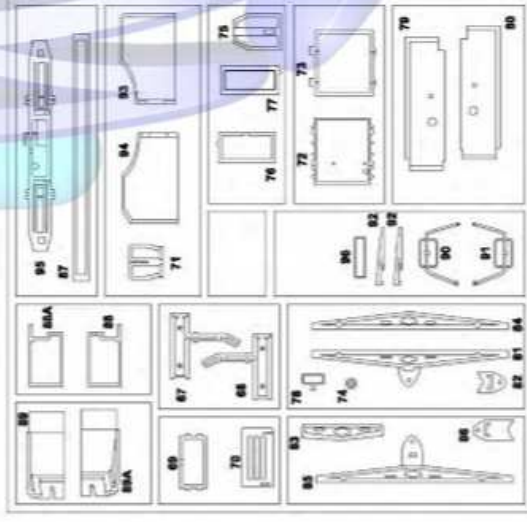
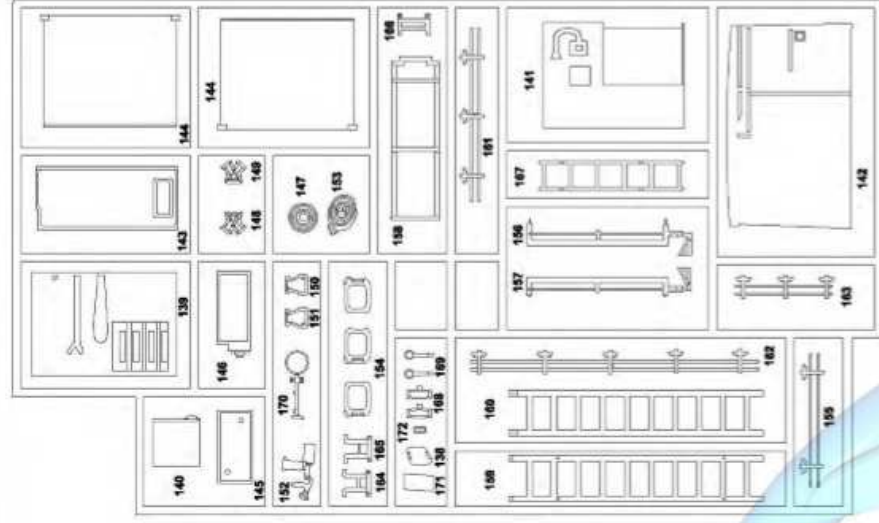
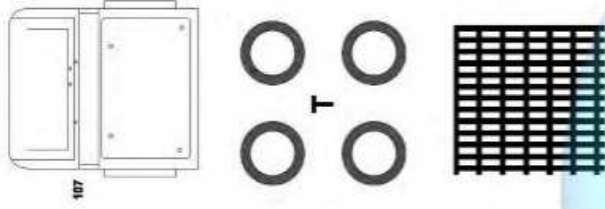
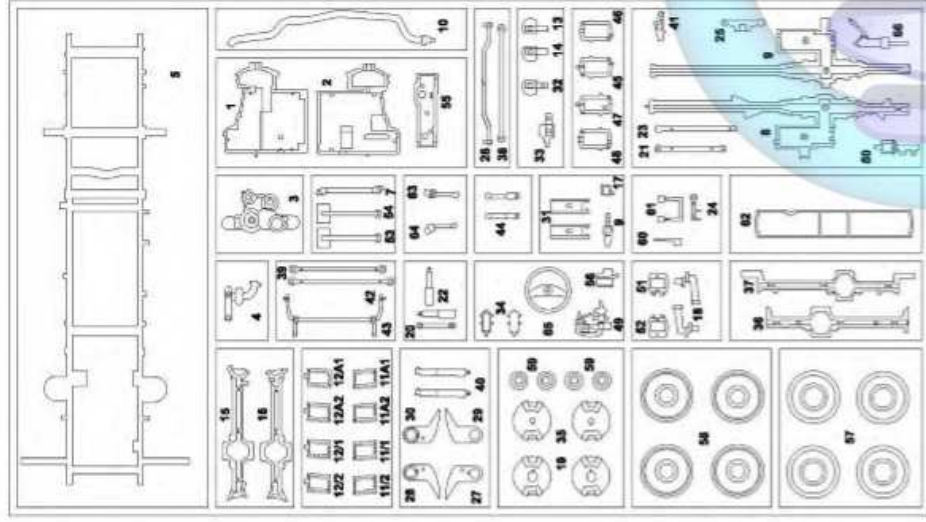
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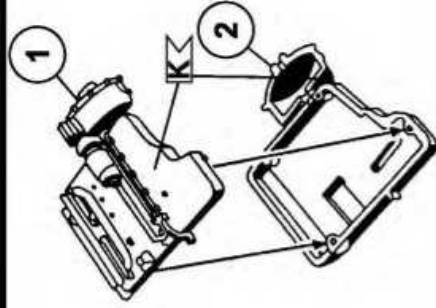
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Benötigte Farben/Used Colors

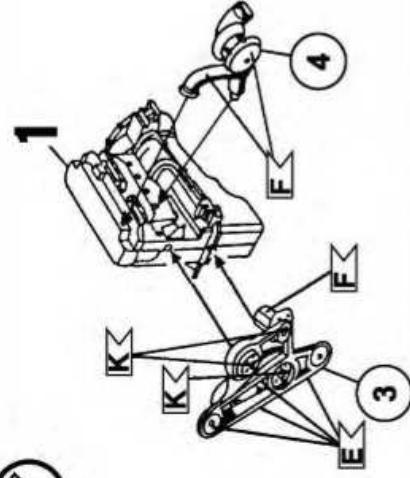
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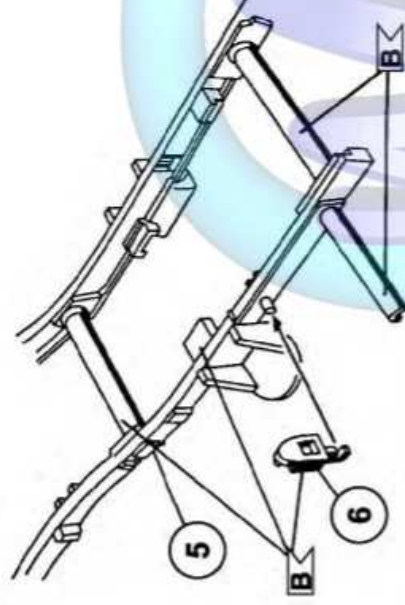
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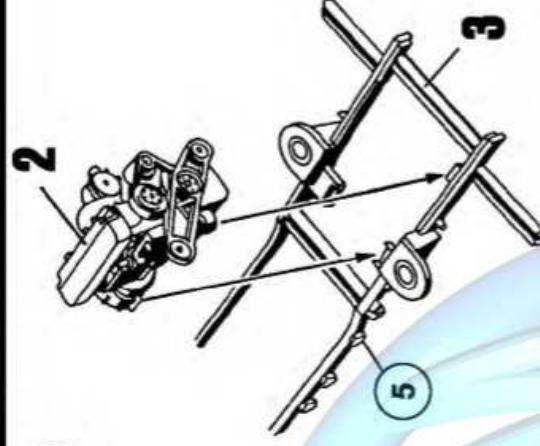
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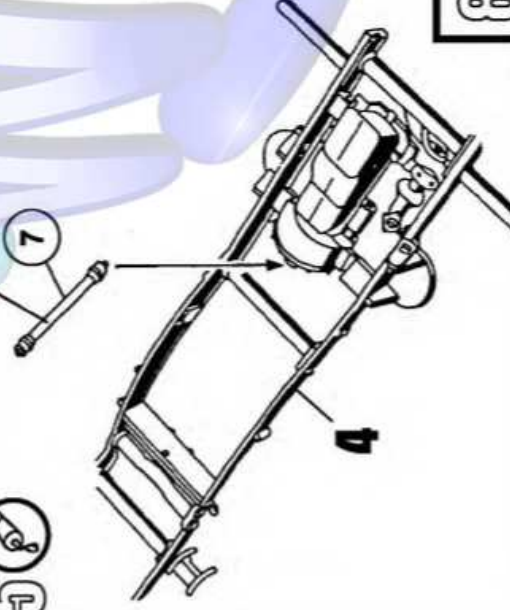
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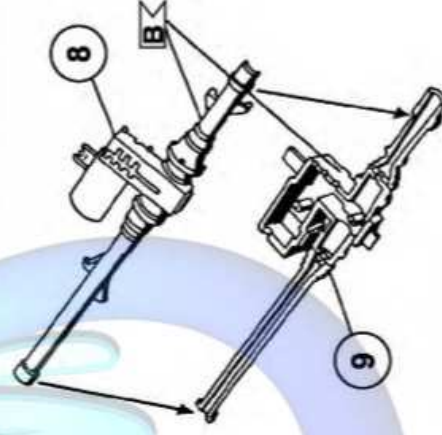
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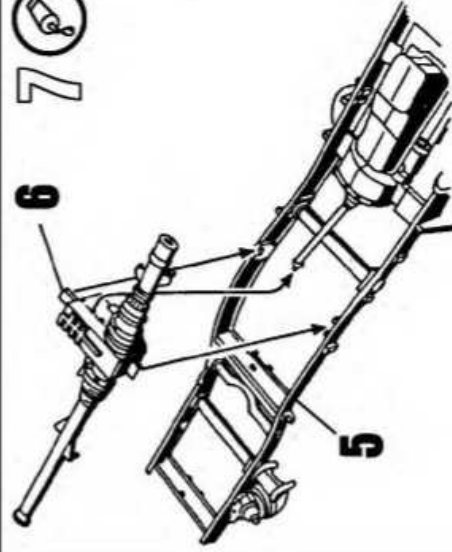
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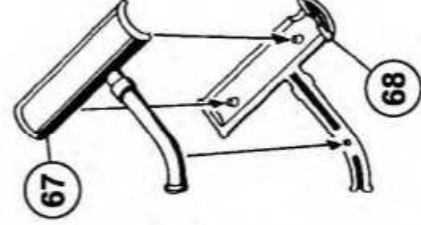
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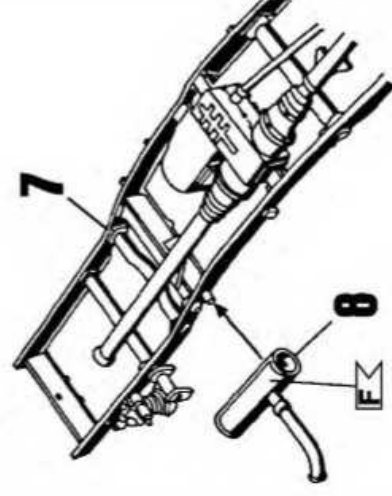
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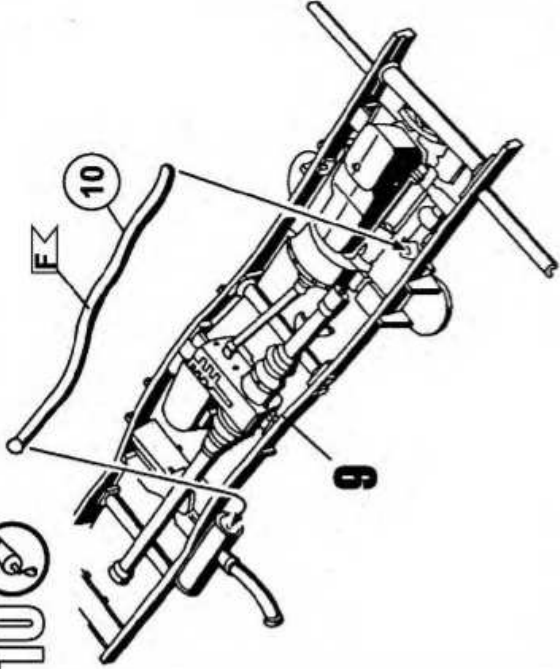
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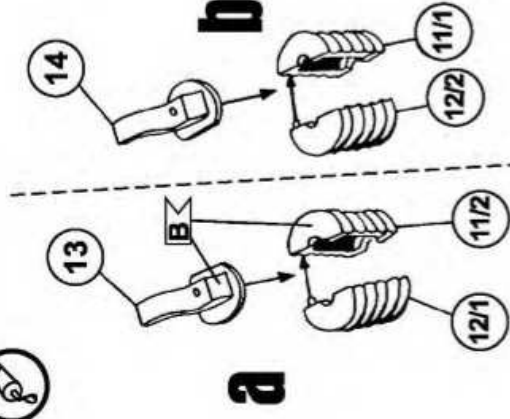
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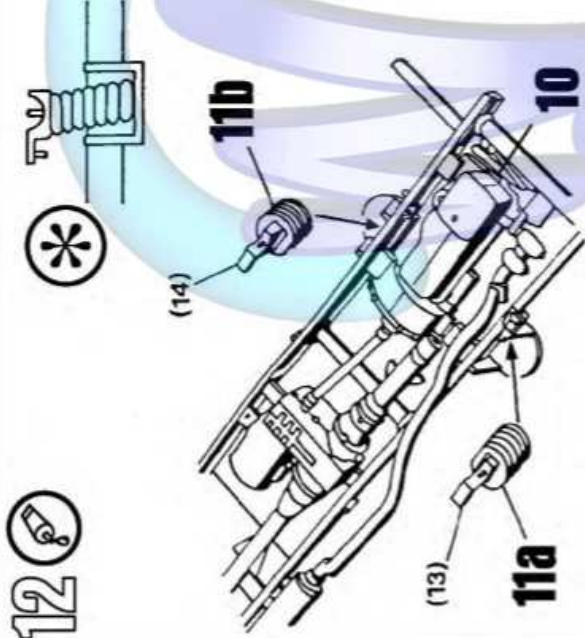
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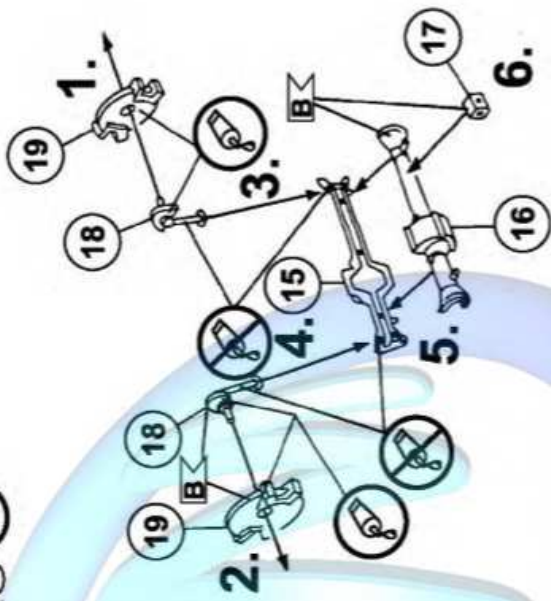
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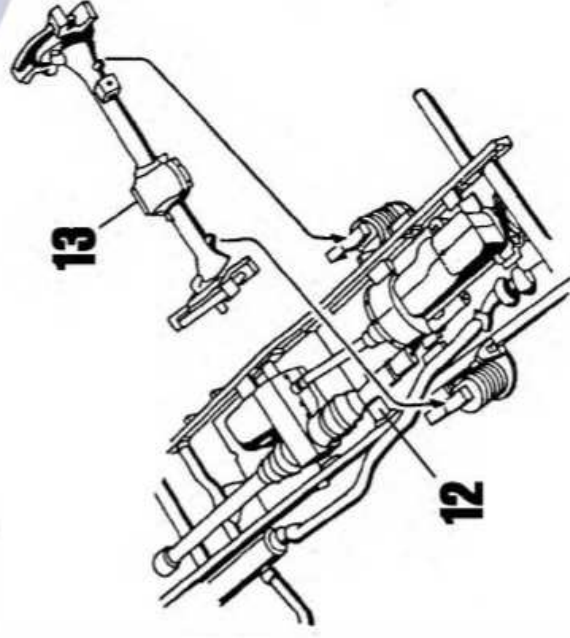
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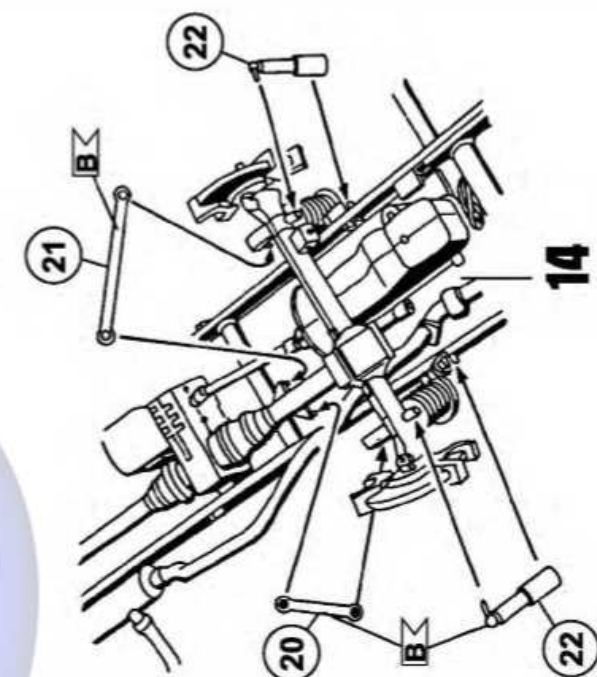
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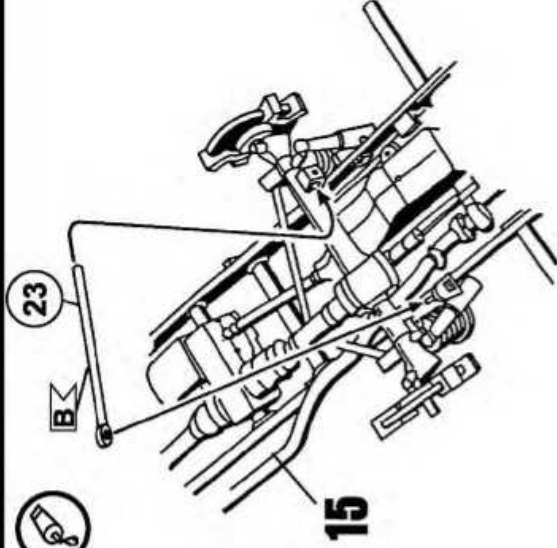
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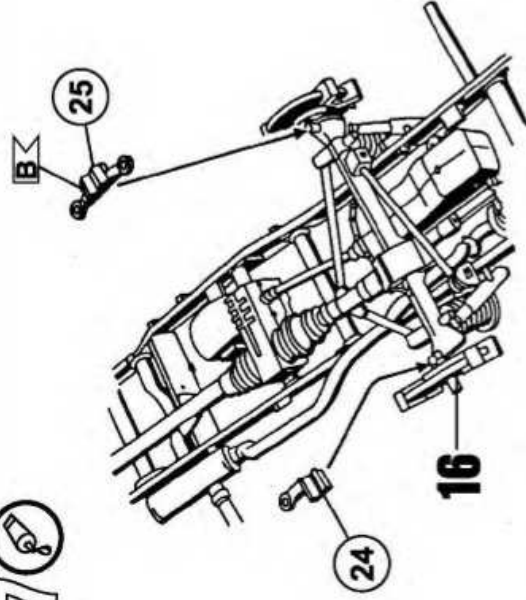
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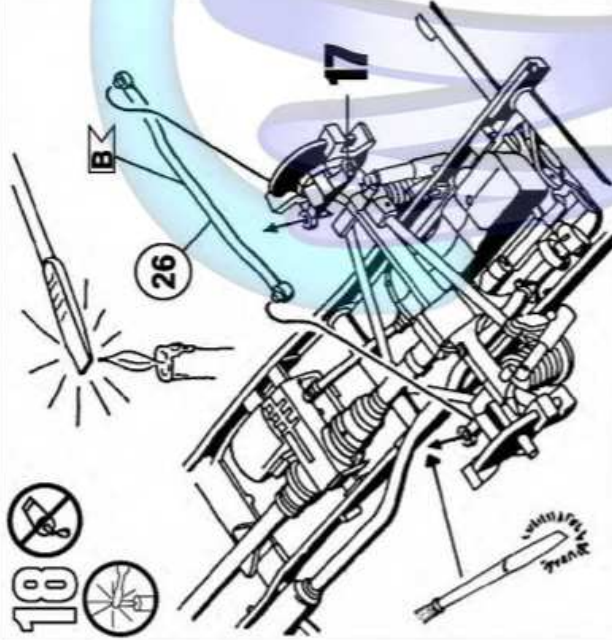
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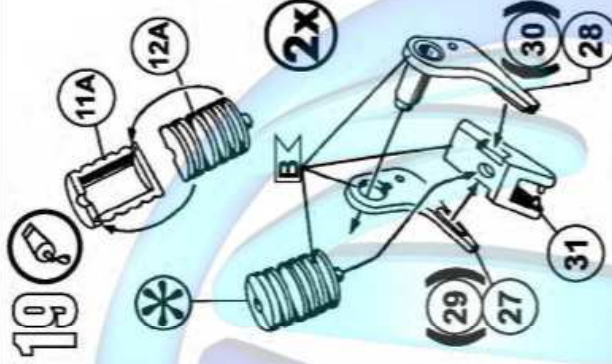
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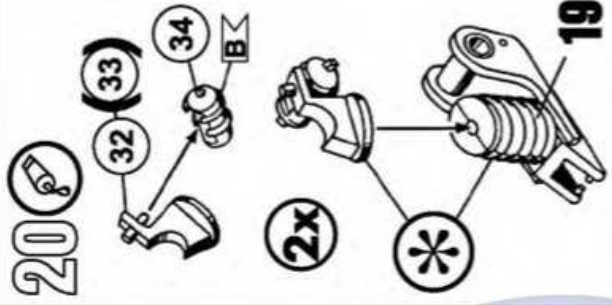
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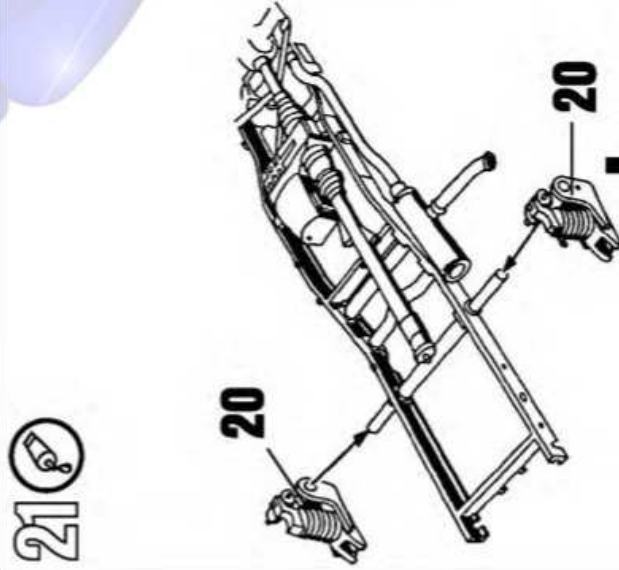
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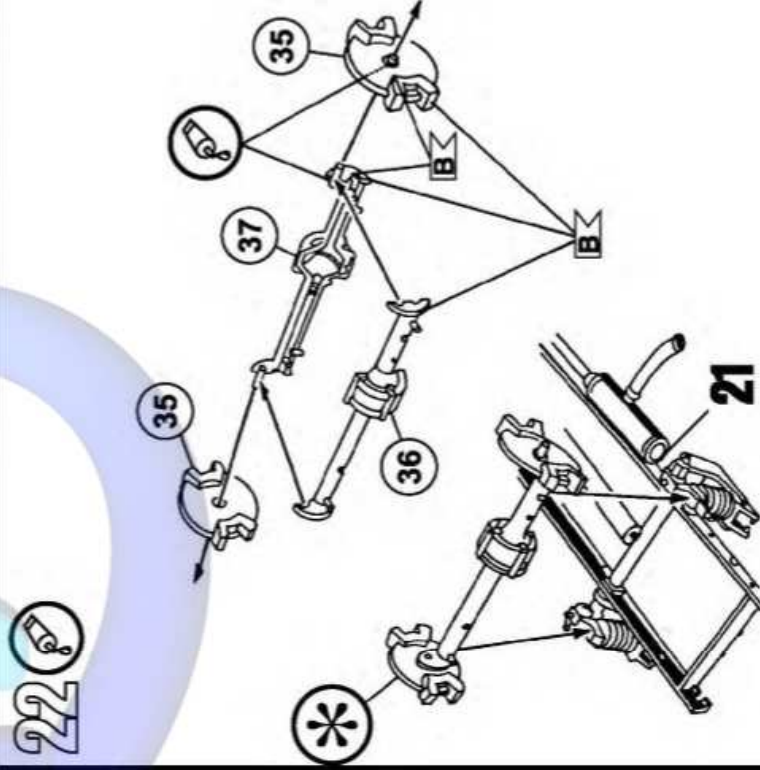
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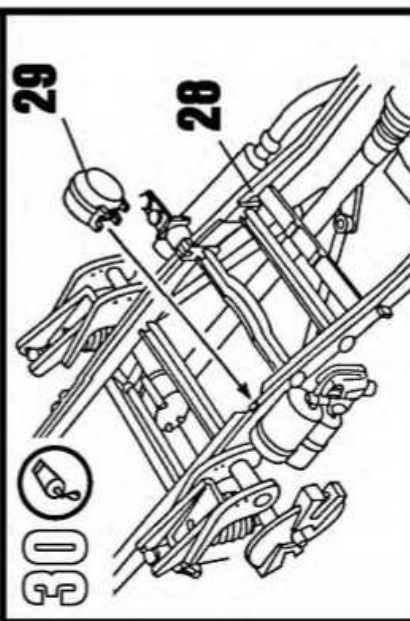
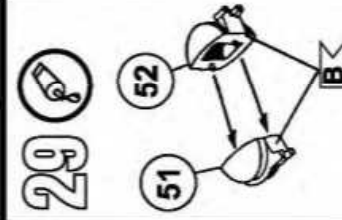
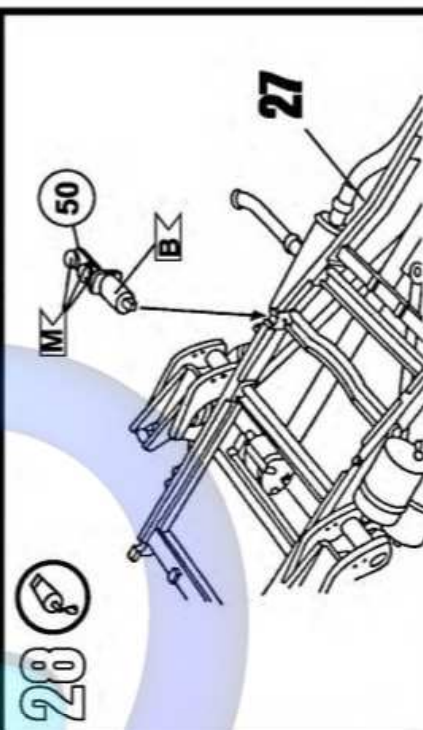
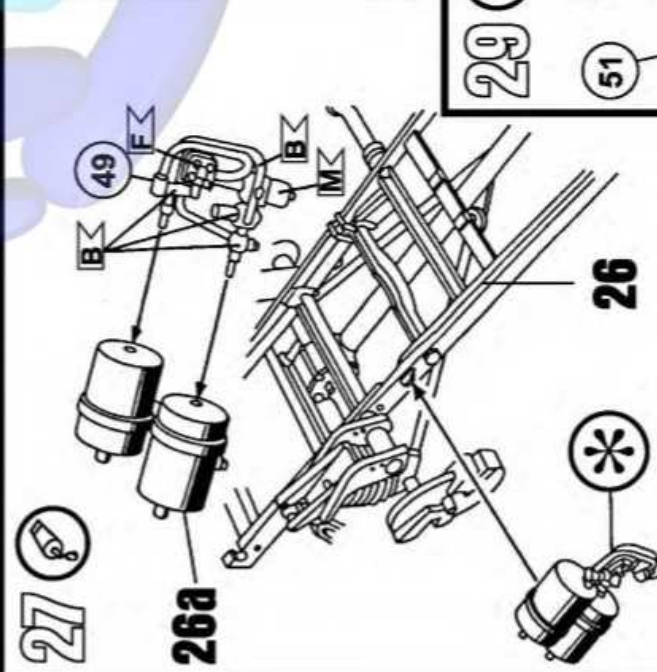
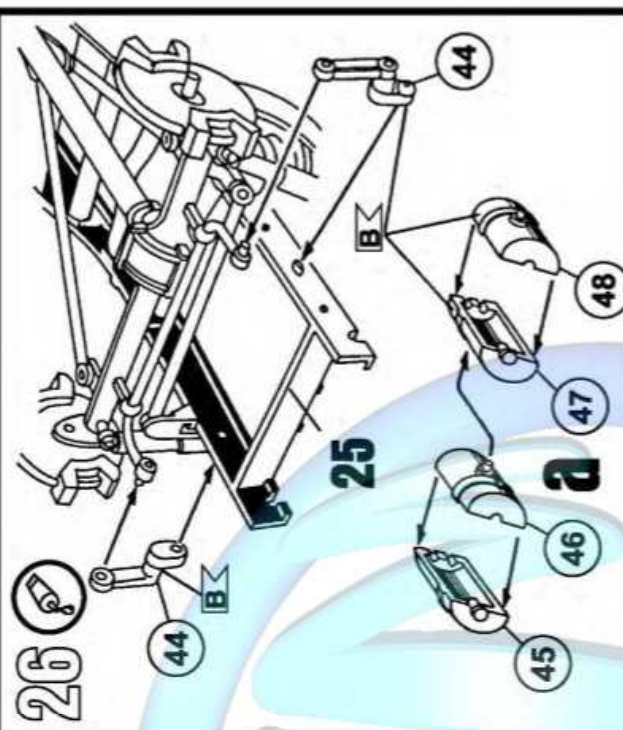
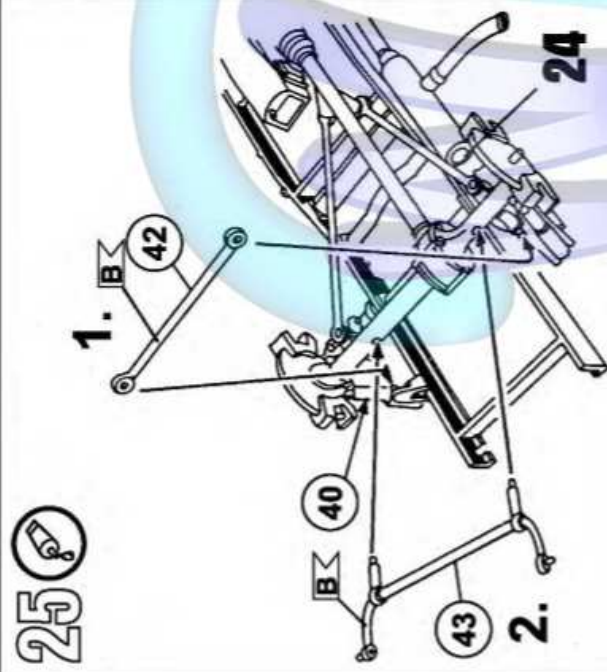
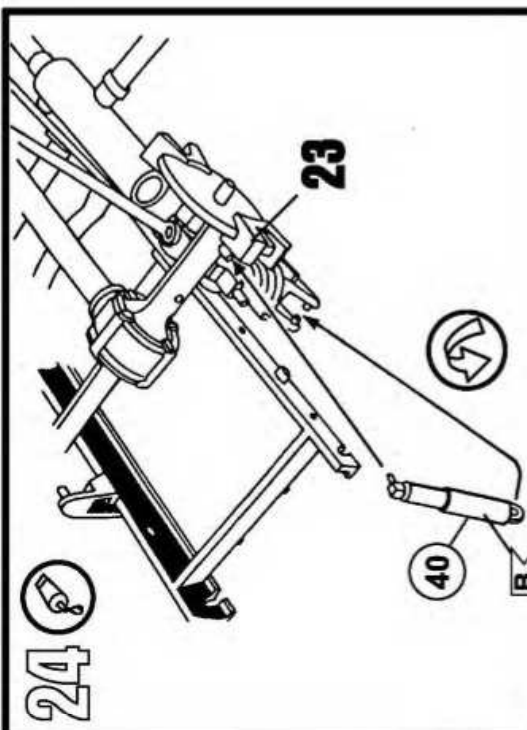
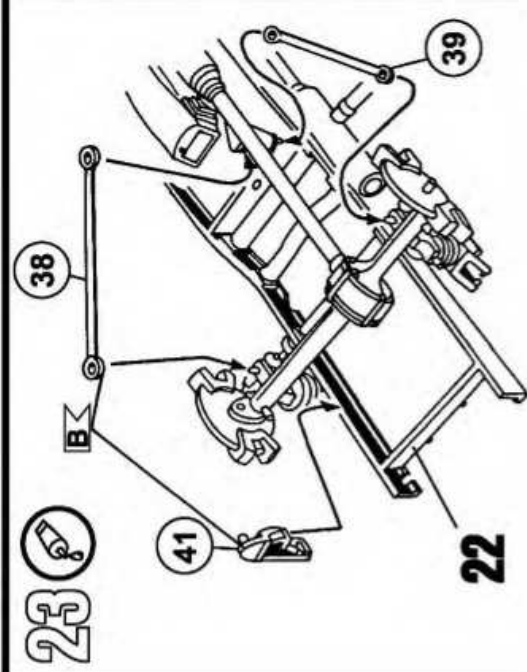


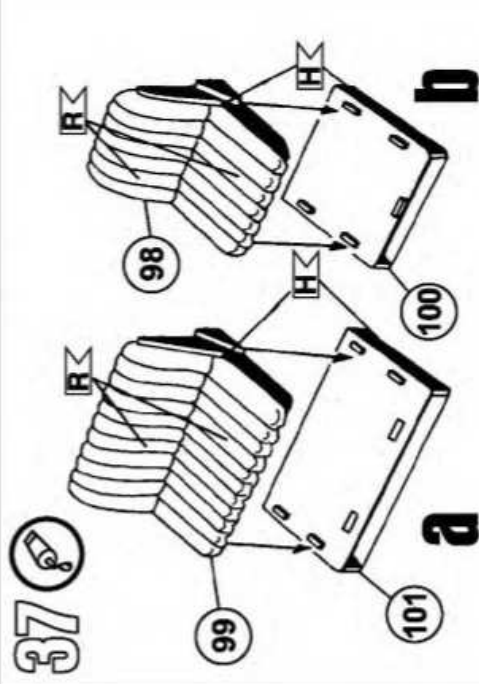
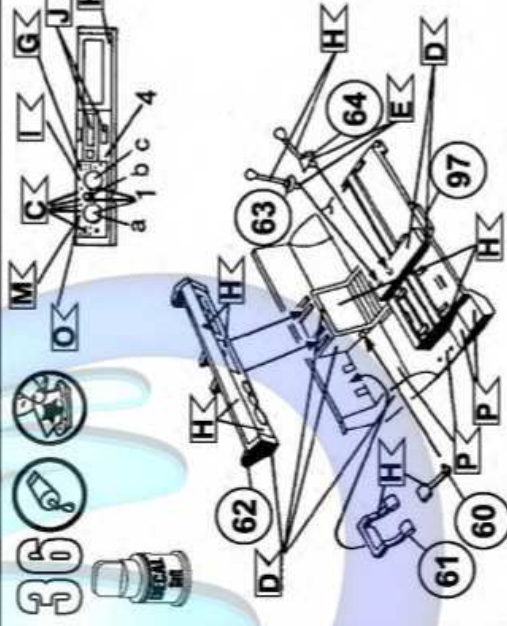
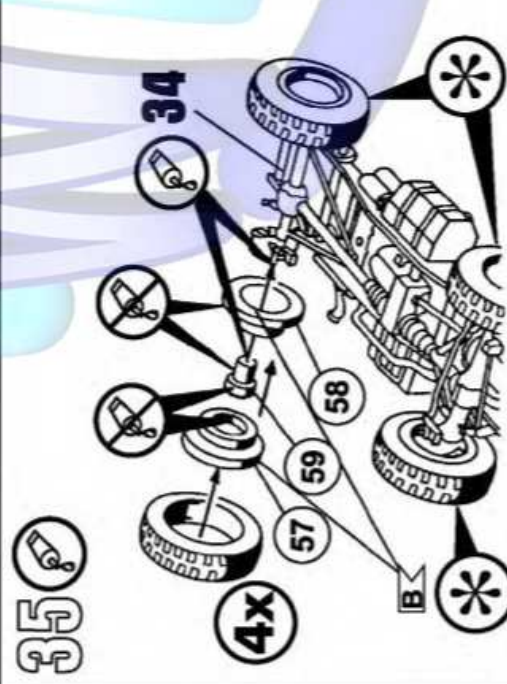
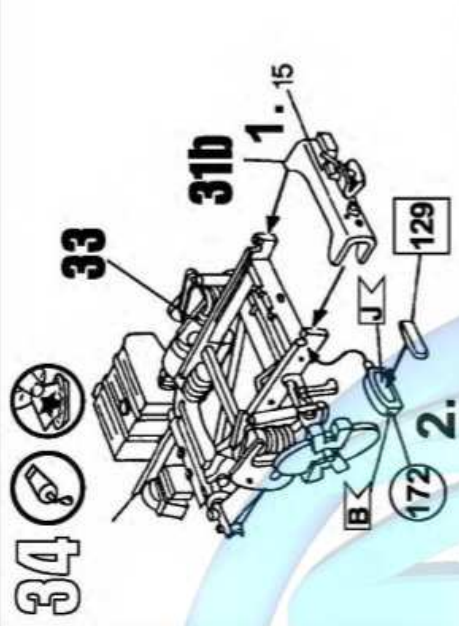
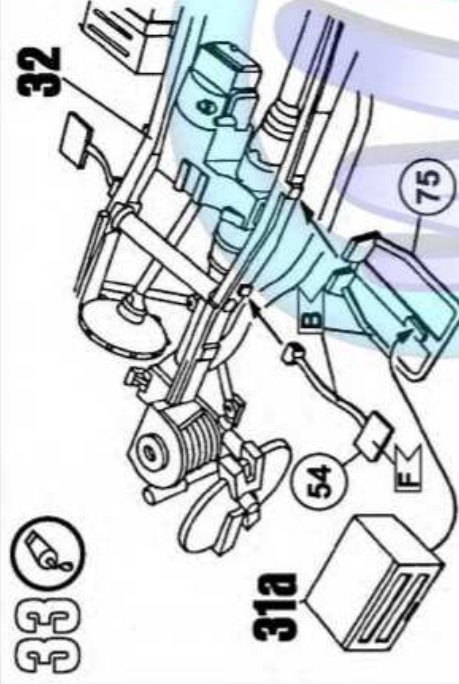
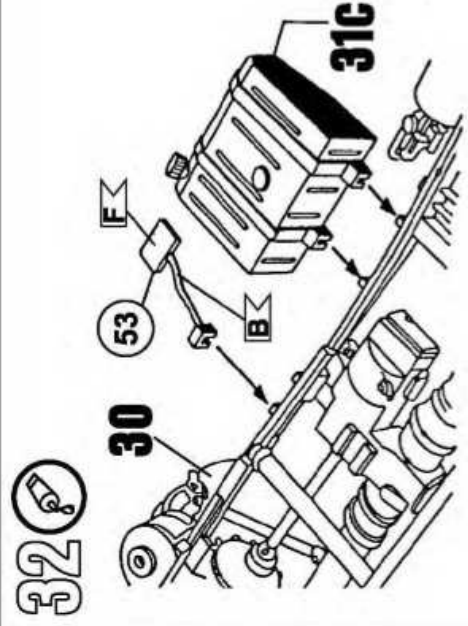
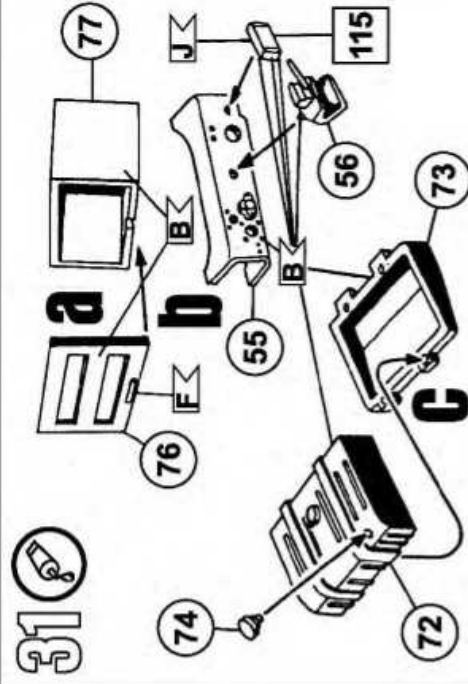
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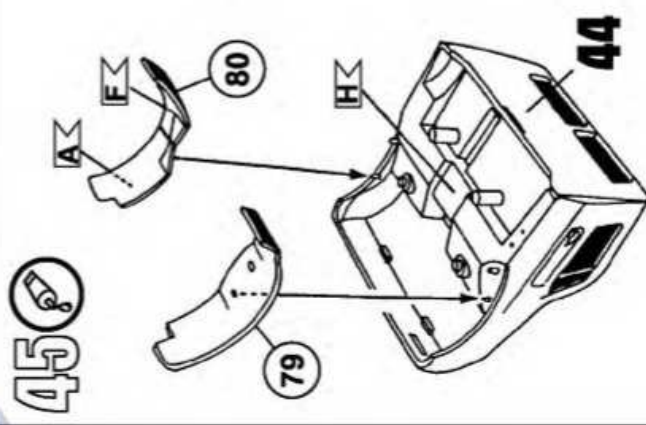
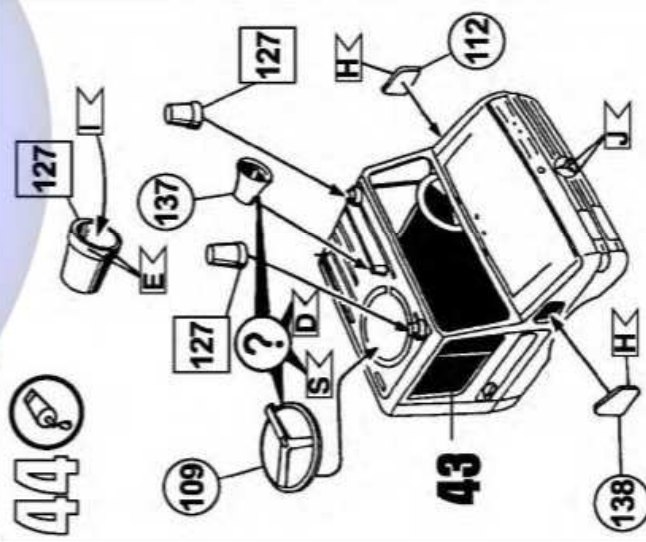
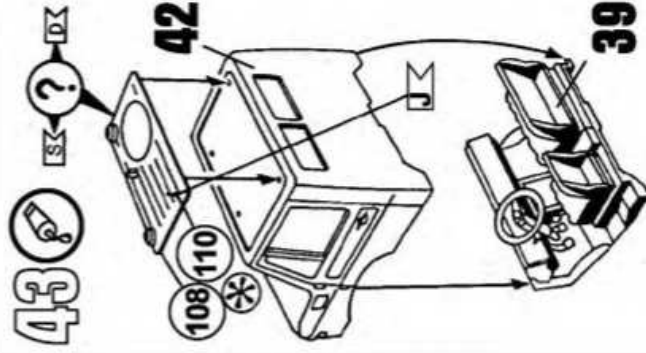
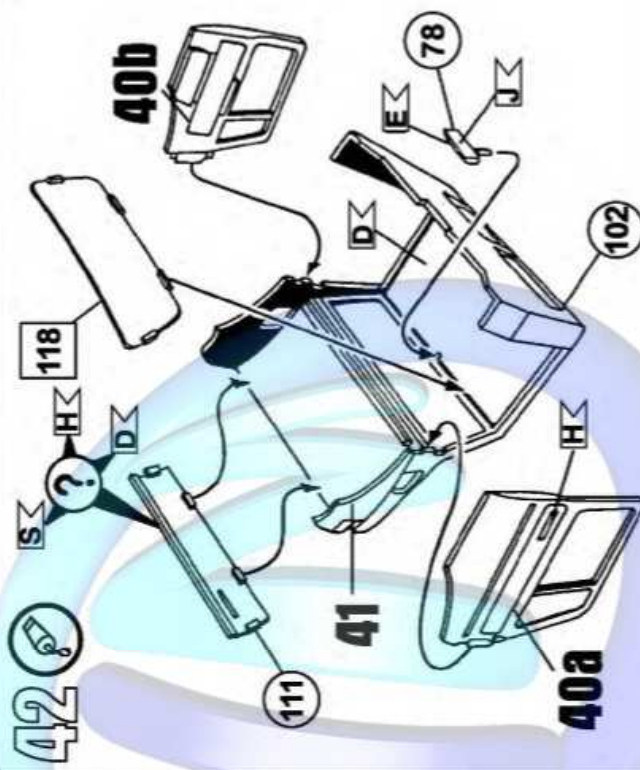
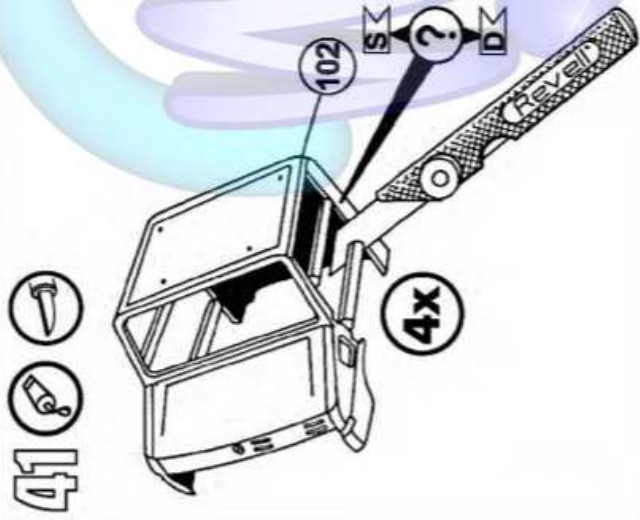
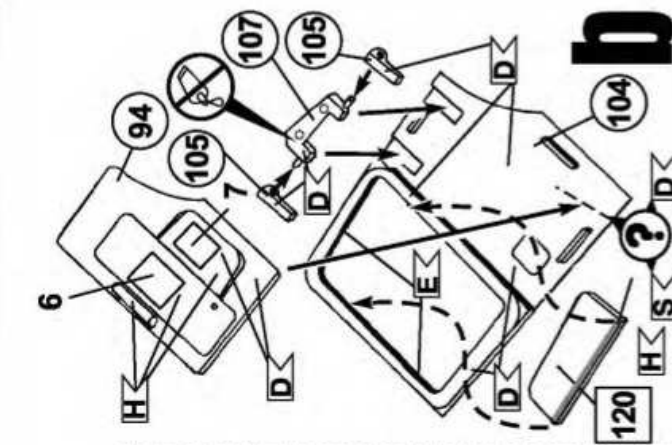
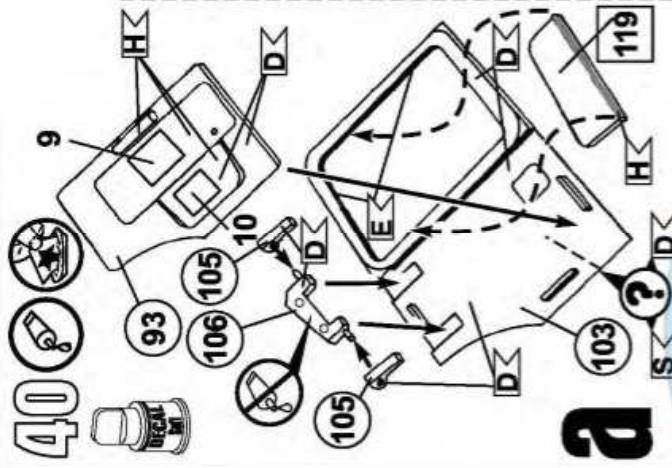
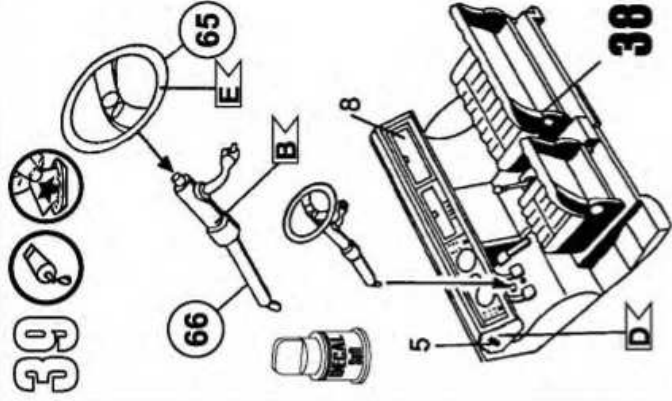


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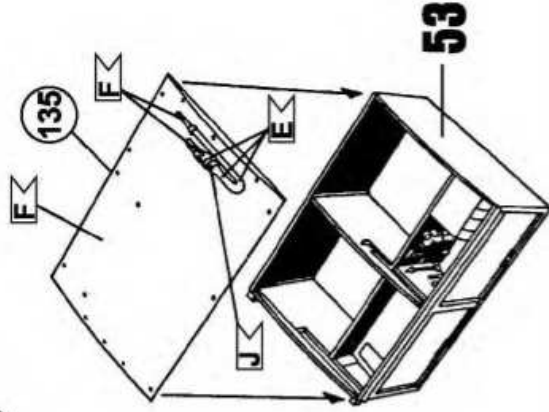




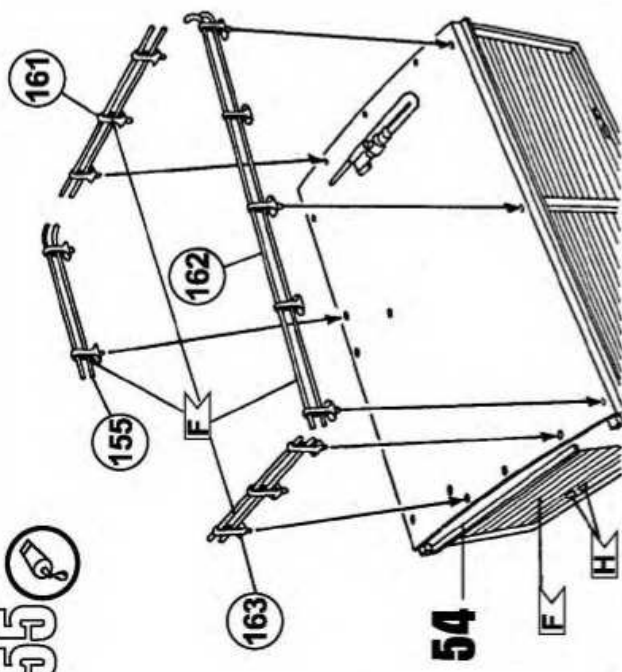




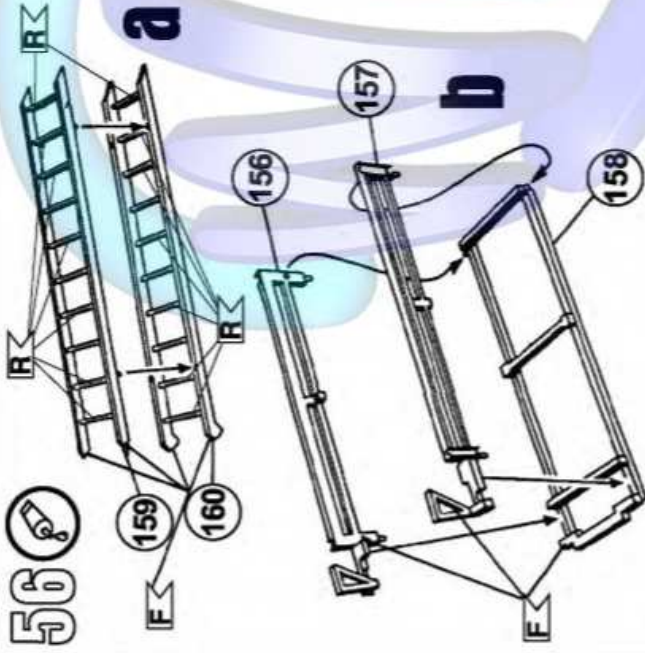
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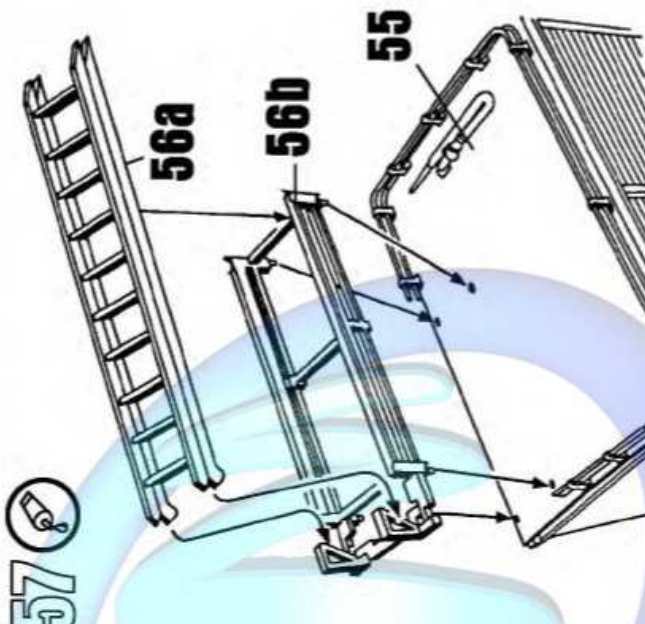
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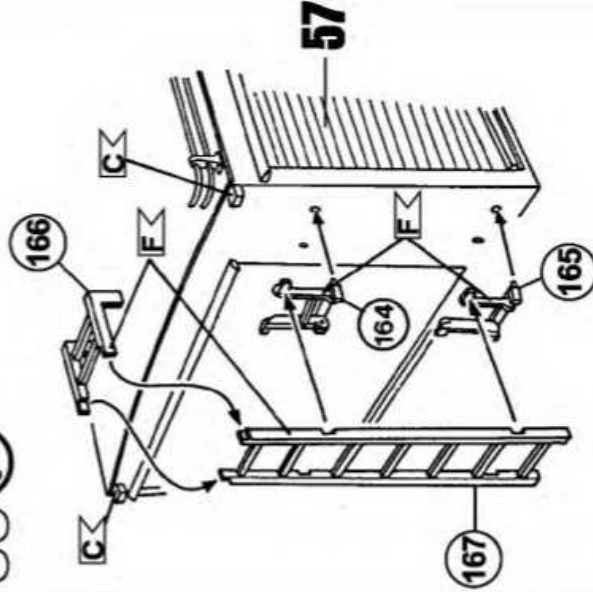
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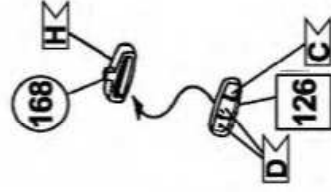


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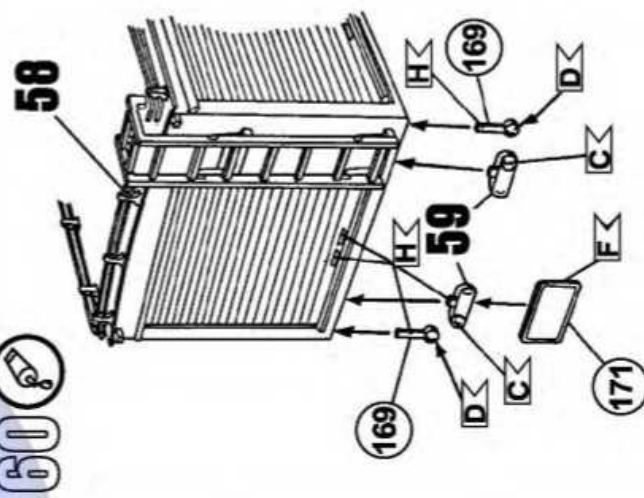


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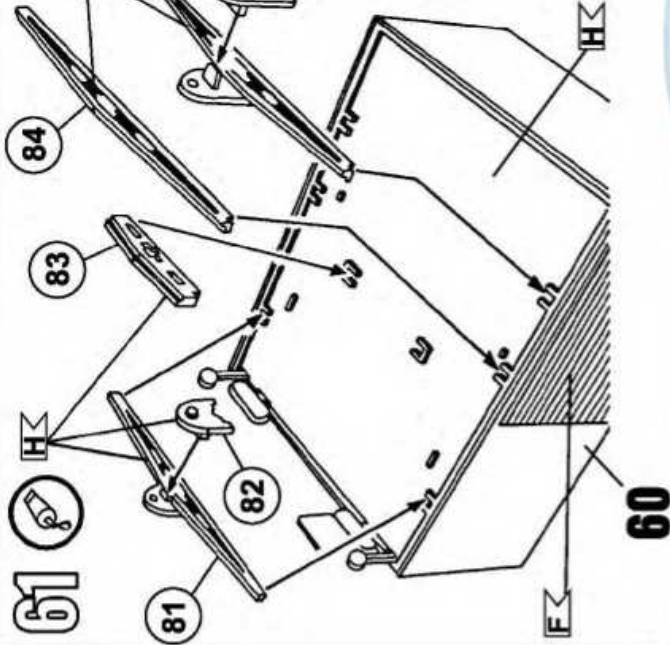
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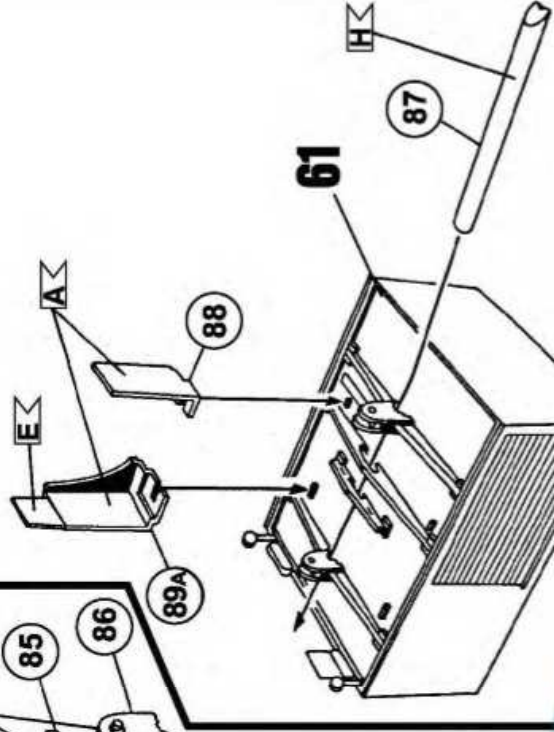
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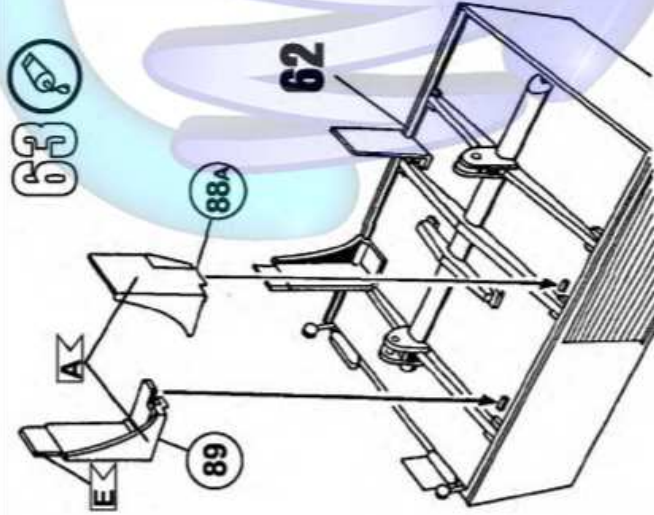
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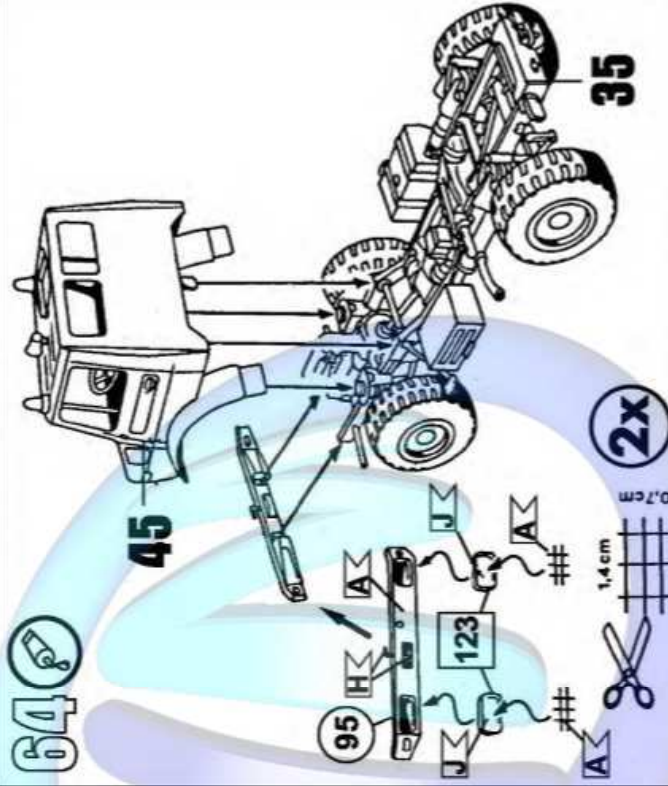
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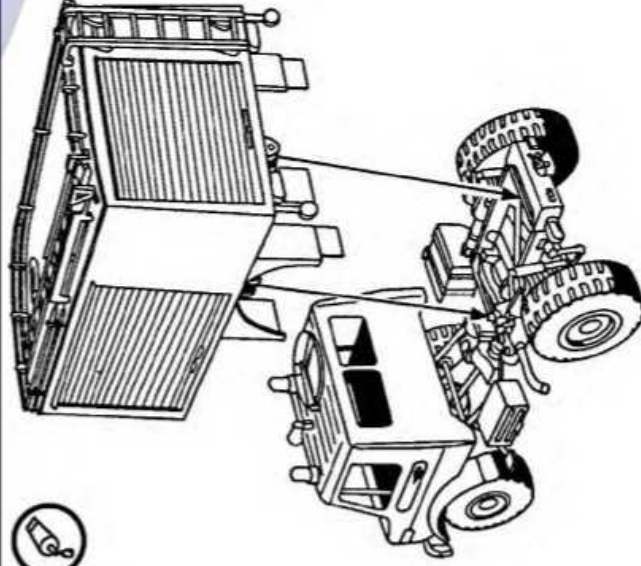
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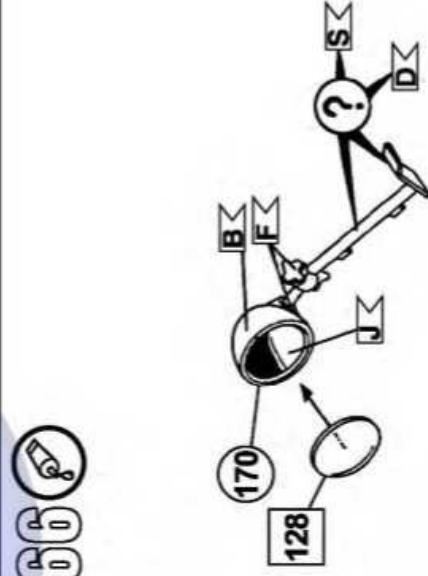
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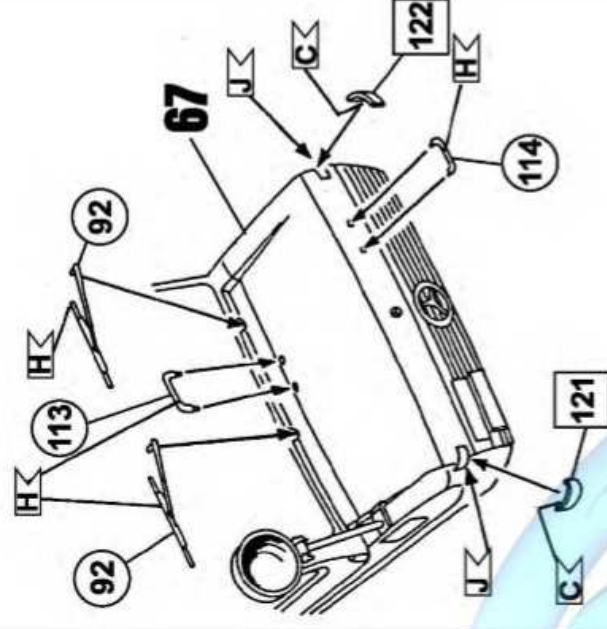


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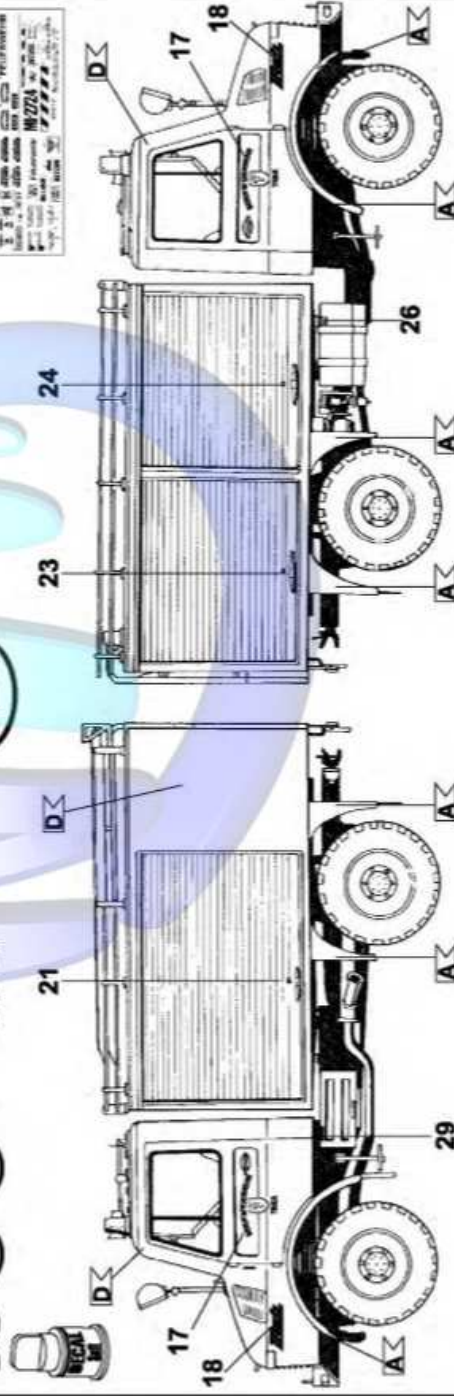


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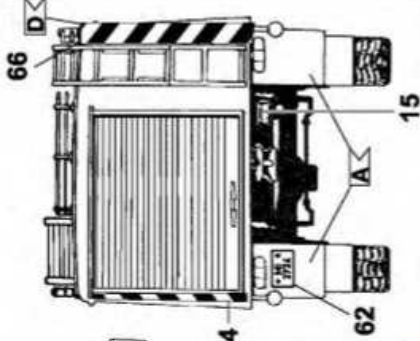
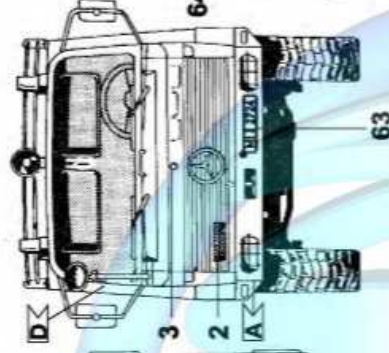
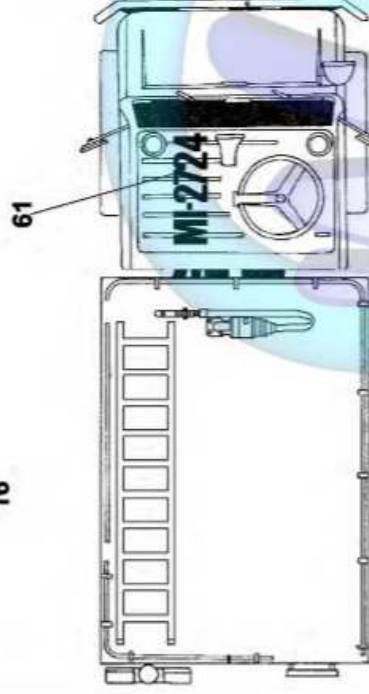
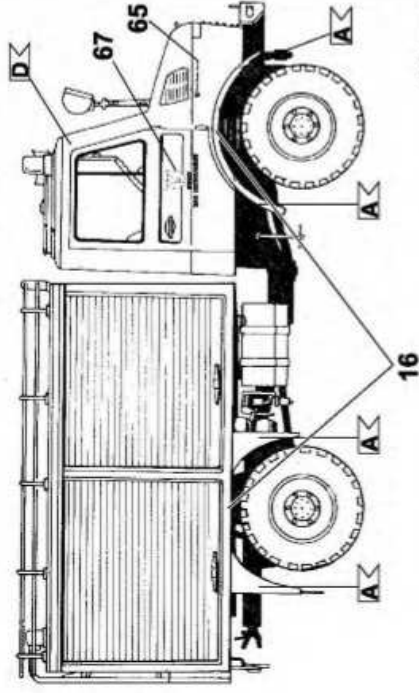
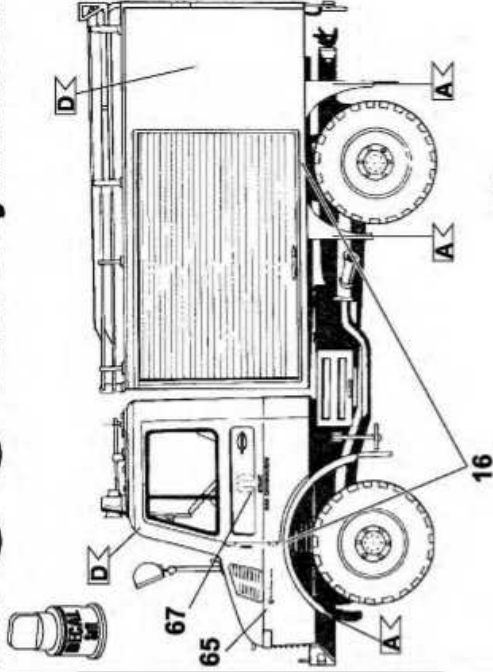


①

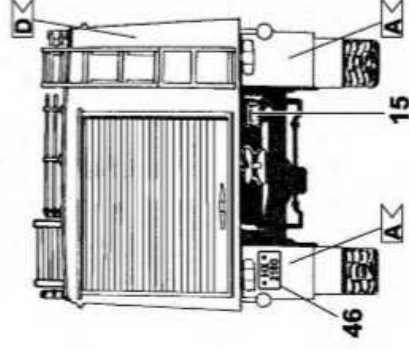
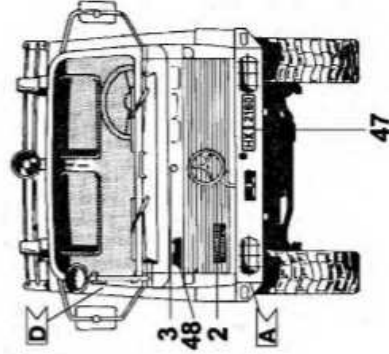
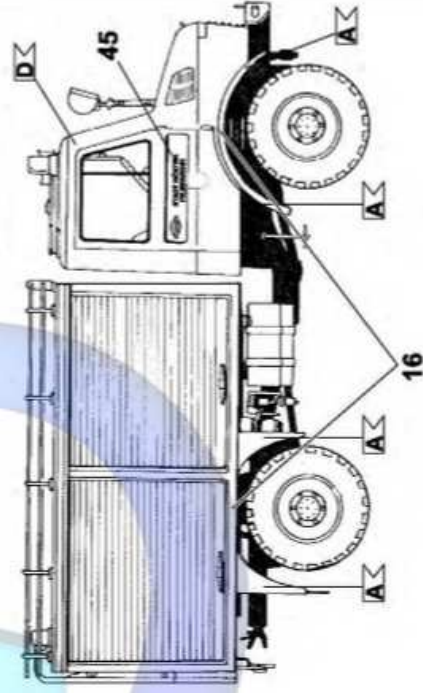
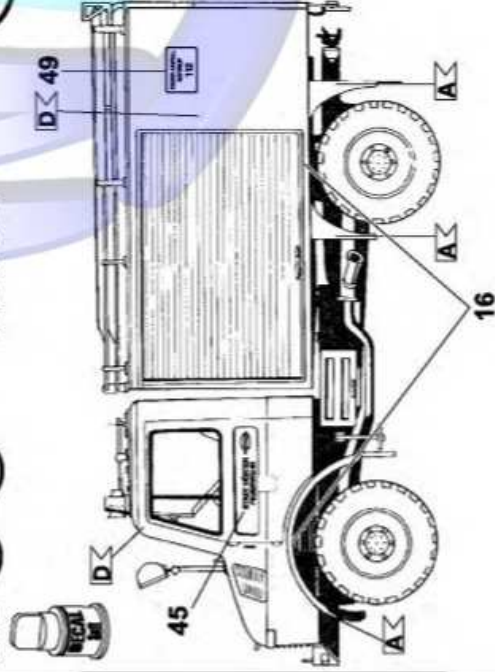




Bad Oeynhausen (D)



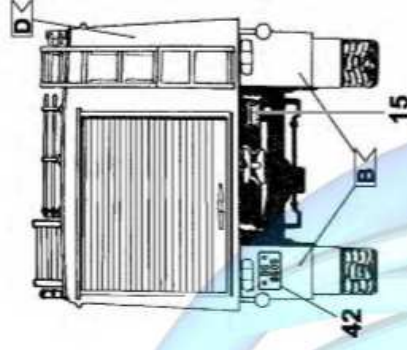
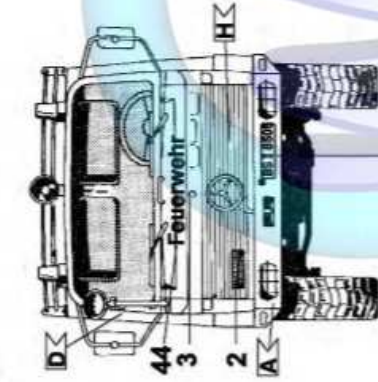
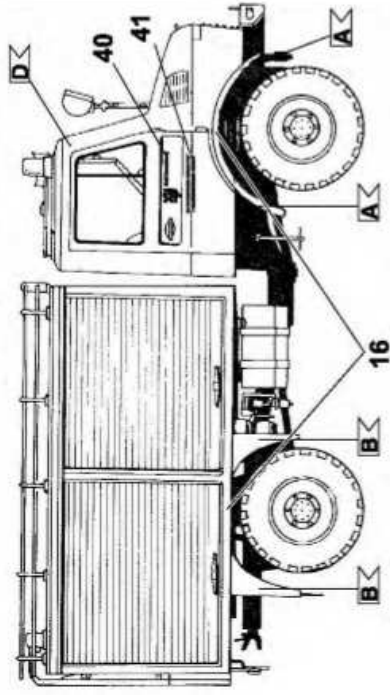
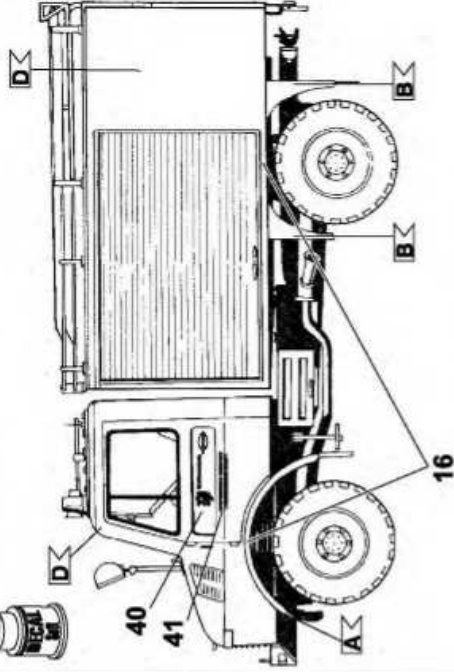
Höxter



72



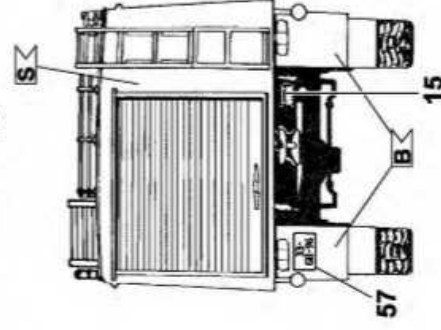
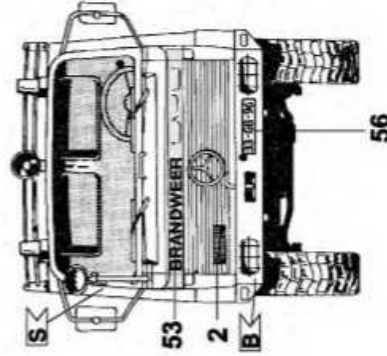
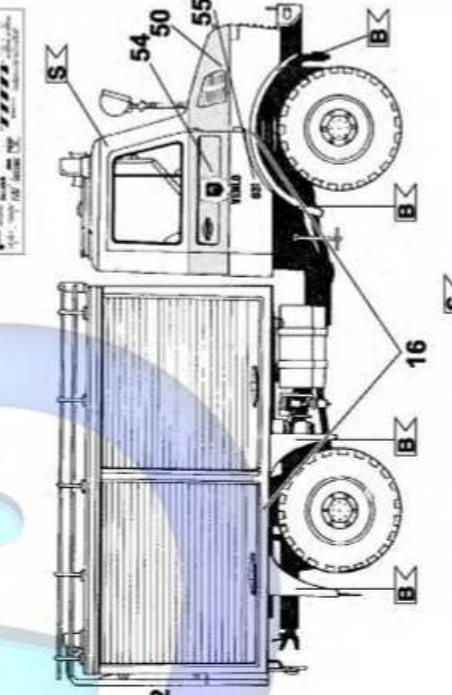
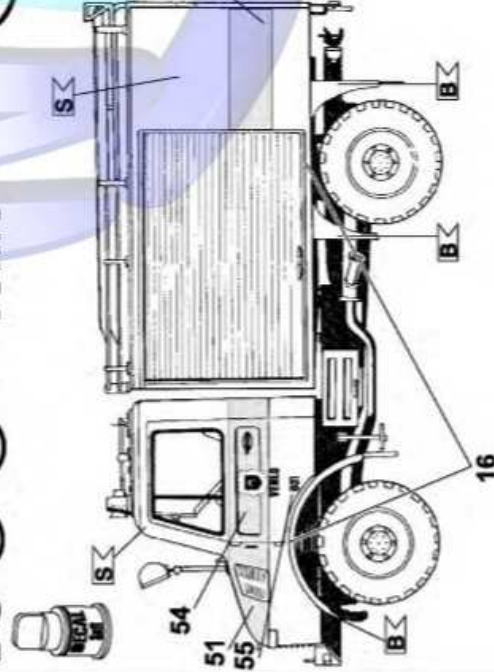
72 ? Braunschweig D



73



73 ? Venlo NL



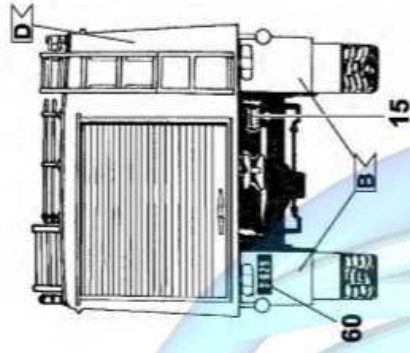
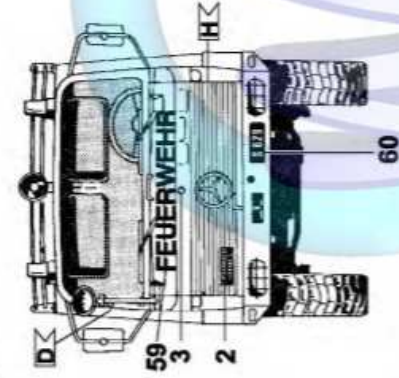
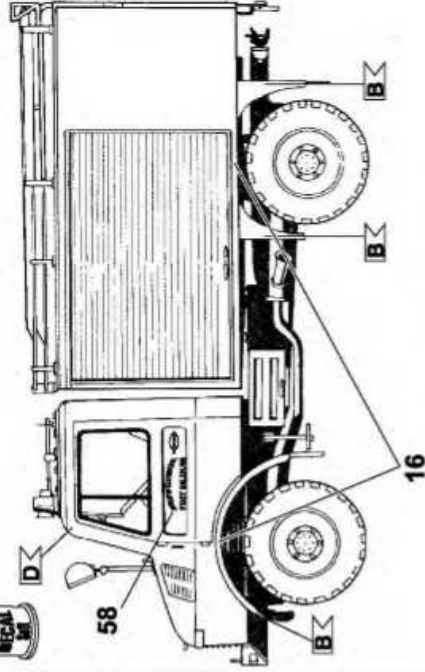
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15

74 ?

Salzburg

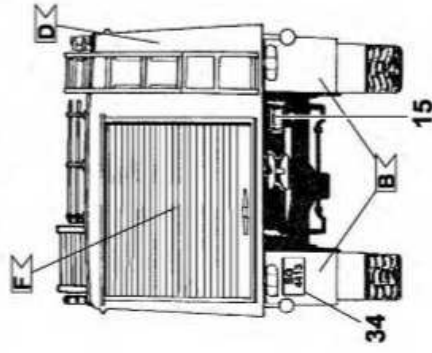
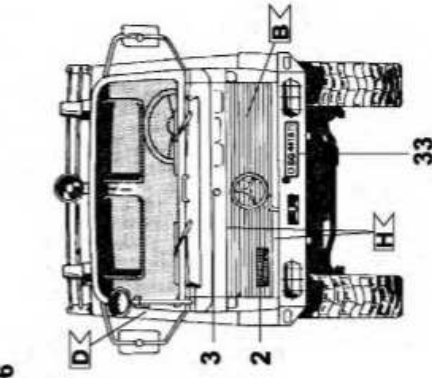
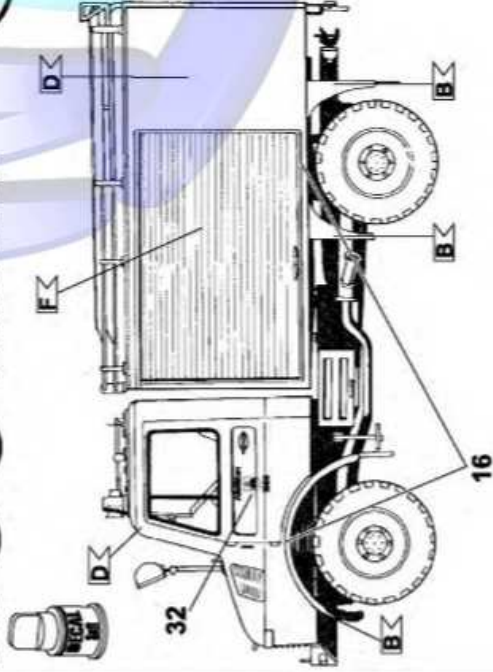
A



75 ?

Altstätten

CH



76 ?

B

