

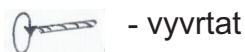
Označení dílů

M - fotoleptané kovové díly

D - obtisky

W - drát

? - volba



- vyvrtat

Parts labelling

M - photoetched parts

D - decals

W - wire

? - option



- drill

Příložené FotoCD spustíte volbou „PicasaCD”
Enclosed PhotoCD run by „PicasaCD”

Návod ke stavbě

Při stavbě postupujte podle instruktážních obrázků.

Instructions

Follow the instruction drawings the assembly.

Upozornění: Během opracování může vznikat prach, který může dráždit dýchací cesty. Používejte ochranu očí při odšťihování kovových dílů.

Notice: Machining can produce dust which can be irritating to the respiratory tract. Metal parts should be cut off using protection eyesight.

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ARTILLERIEGENERATORWAGEN M-16



Historie

Pro přepravu těžkých děl v Rakousko Uherské armádě zkonstruoval Ferdinand Porsche silniční vlak s benzinoelektrickým pohonem. V roce 1909 byl objednán armádou a byl označen jako Daimler-Landwehr-Zug (A-Zug), jeho dalším vývojem vzniknul B-Zug s generátorovým vozem M.12. Potřeba nového prostředku pro přepravu právě zaváděných těžkých hmoždířů Škoda vedla ke zkonstruování nového silničního vlaku C-Zug složeného z generátorového vozu M.16 a z přívěsných vozíků. Generátorový vůz měl šestiválcový benzinový motor, který dával 155 koní při otáčkách 1200/min. Motor byl pevně spojen s generátorem stejnosměrného proudu o výkonu 90 kW a napětí 300 Voltů. Na zadní ose byly dva elektromotory o výkonu 15 koní které poháněly přes pastorek zadní kola. Součástí vozidla byl mechanicky ovládaný naviják a kabelová cívka s osmdesáti metrovým kabelem pro zajištění samostatných vozíků na přesné místo. K vozidlu se připojovali přívěsné čtyřkolové vozíky které se spojovali rámem. Každé kolo mělo svůj elektromotor o výkonu 15 koní. Děla byla rozložena na hlaveň, lafetu s kolébkou, pravou a levou polovinu ložistiště. Jednotlivé části byly uloženy na čtyřnápravových přívěsných vozech. Stejně podvozky pak měl i muniční vůz. Maximální rychlost na rovné cestě byla 12 Km/hod a na železnici 27 km/hod. Spotřeba v členitém terénu byla 400 L na 100 km. C-Zug sloužil k přepravě děl ráže 24 cm, 38 cm a 42 cm.

History

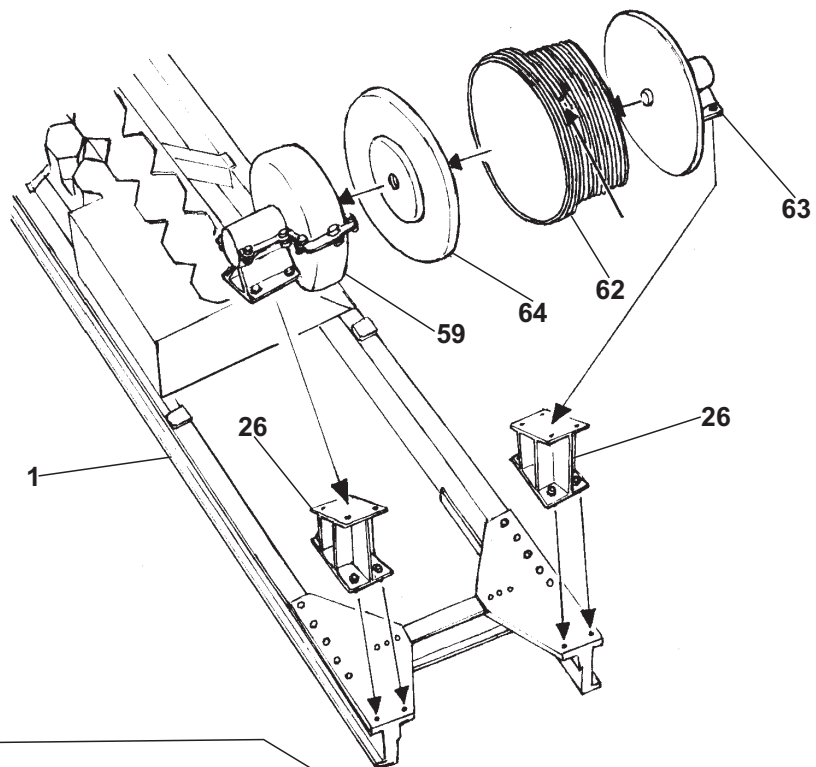
To transport heavy cannons of the Austro-Hungarian army, Ferdinand Porsche constructed a road train powered by a petrol electric engine. The army ordered this machine in 1909 as a "Daimler-Landwehr-Zug" ("A-Zug"), followed later by a "B-Zug" with an M.12 generator vehicle.

After the new heavy Skoda mortars were introduced to the army, a new road train "C-Zug" was built. It consisted of a new M.16 generator vehicle and trailers. The generator vehicle was equipped with a 6-cylinder combustion engine of 155 HP at 1,200 RPM. This engine was firmly connected to a 90kW, 300 Volt DC generator. Two 15 HP electric engines were attached to the rear axle and drove the rear wheels through a sprocket. The vehicle had a mechanical winch and a reel with an 80-meter cable allowing the trailers to be parked in particular positions.

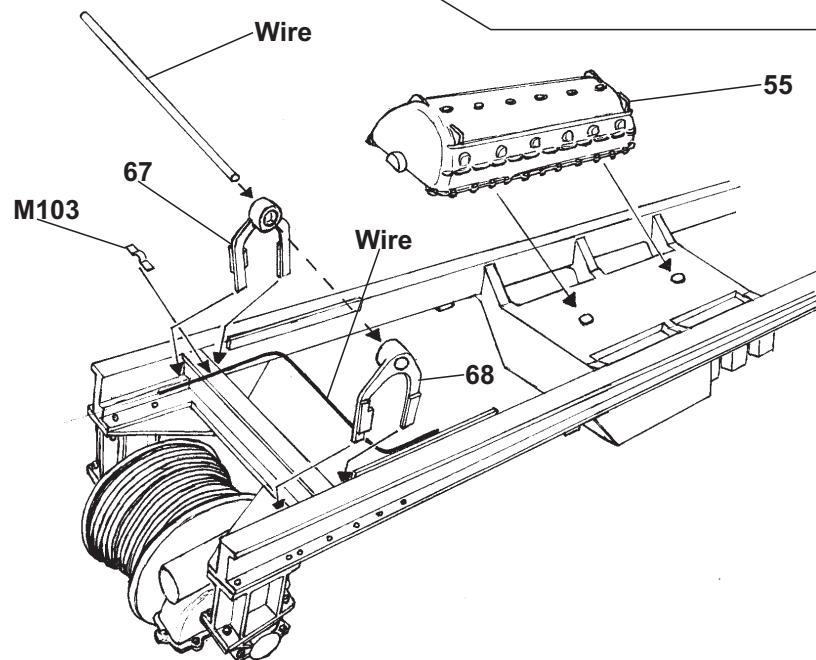
The 4-wheel trailers were connected to each other using a frame. Each wheel had its own 15 HP electric engine. The cannons were dismantled into a barrel, a carriage, and a left and right halves of the base and these parts were put into the 4-axle trailers. The same chassis was used for the ammunition trailer.

The maximum speed was 12 kph on roads and 27 kph on railroads. Fuel consumption on rugged surface: 400 litres per kilometre. The "C-Zug" could carry 24 cm, 38 cm, and 42 cm cannons.

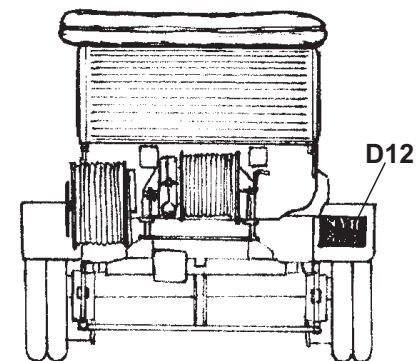
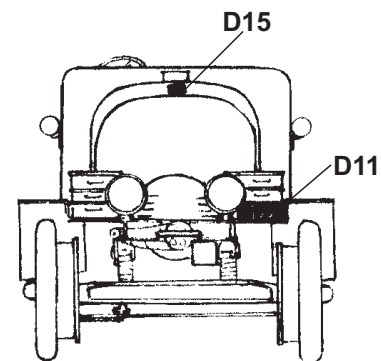
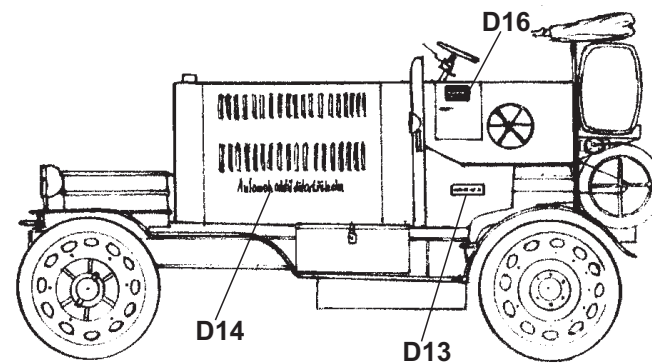
I.



II.



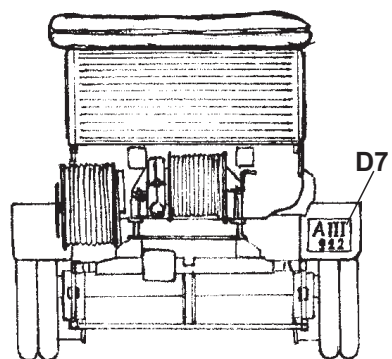
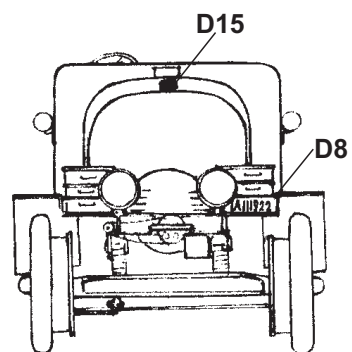
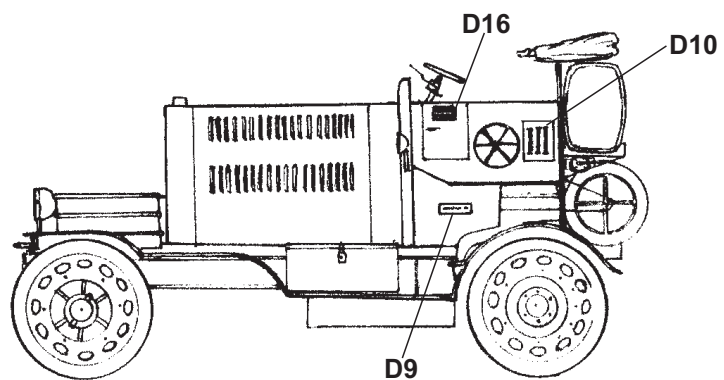
D



Vozidlo ve službách Československé armády bylo celé v hnědožluté barvě.
(Tamiya XF-57 Buff)

The vehicle in the Czechoslovak Army was all in brown-yellow color.
(Tamiya XF-57 Buff)

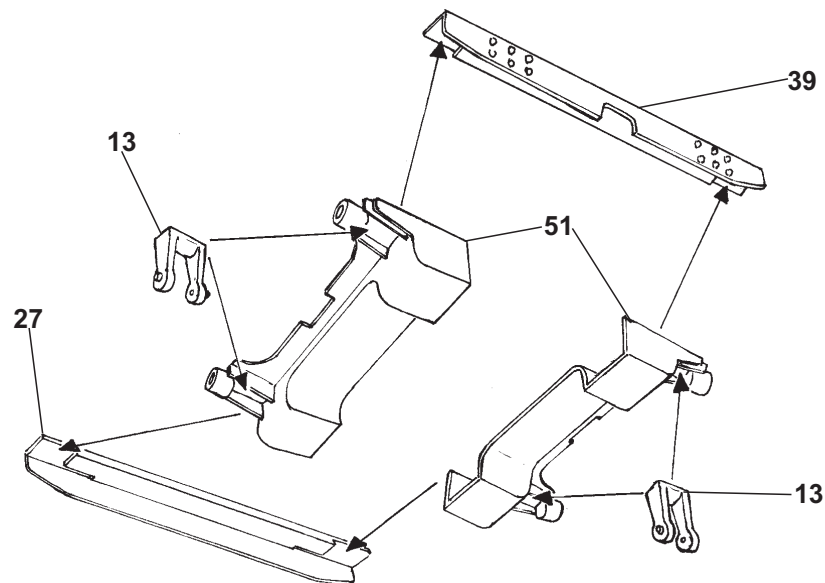
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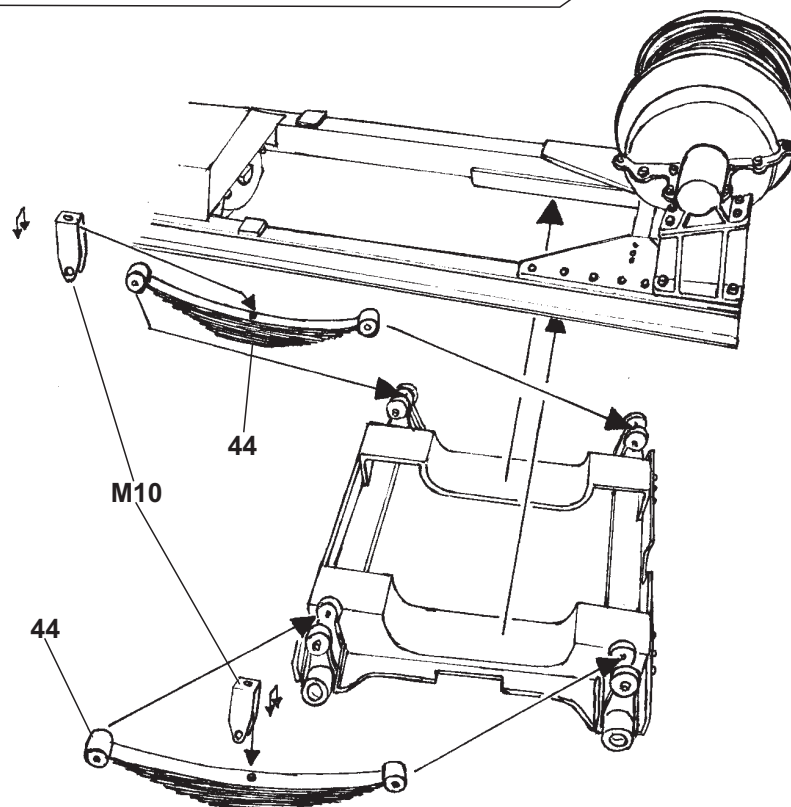
Vozidlo ve službách Rakousko-Uherské armády bylo celé v hnědožluté barvě.
(Tamiya XF-57 Buff)

The vehicle in the service of the Austro-Hungarian Army was all in brown-yellow color.
(Tamiya XF-57 Buff)

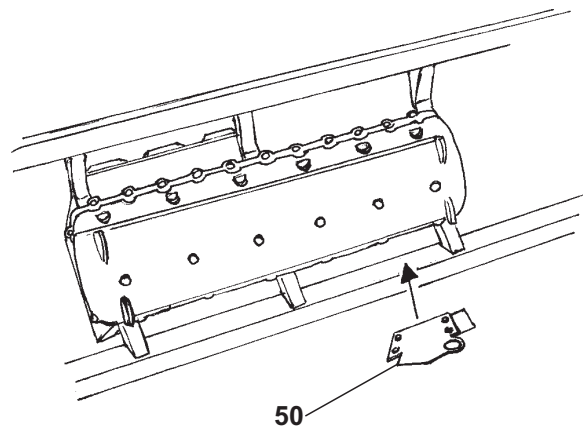
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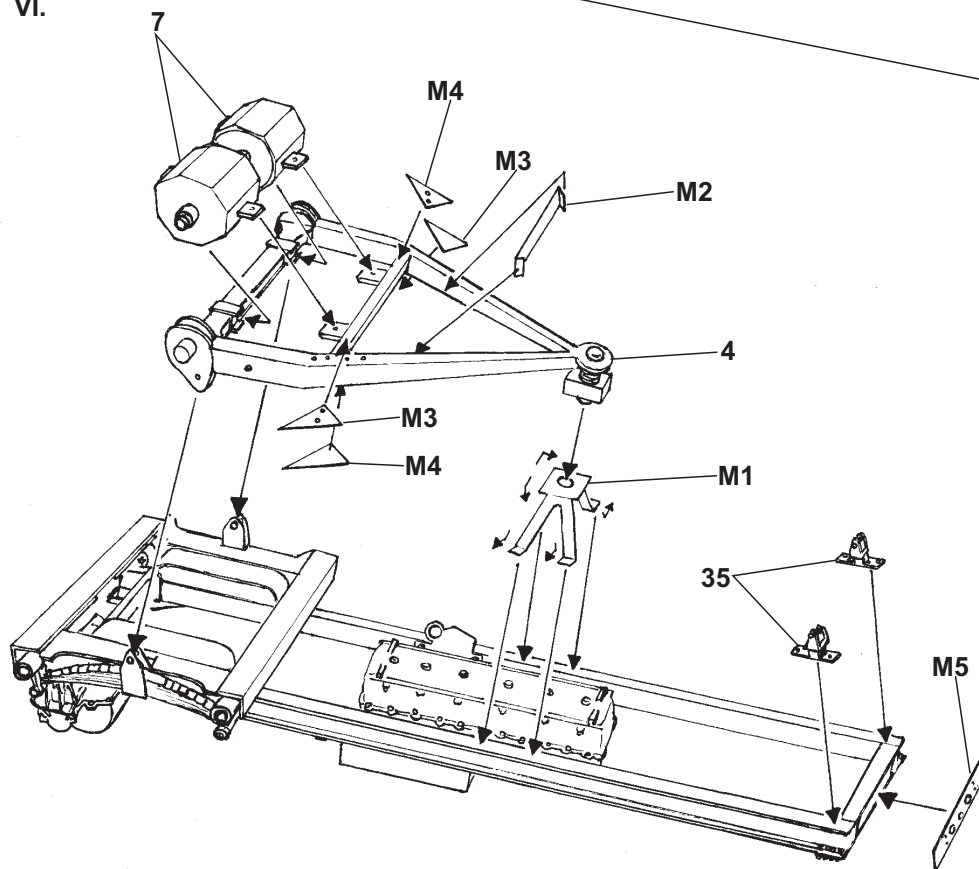
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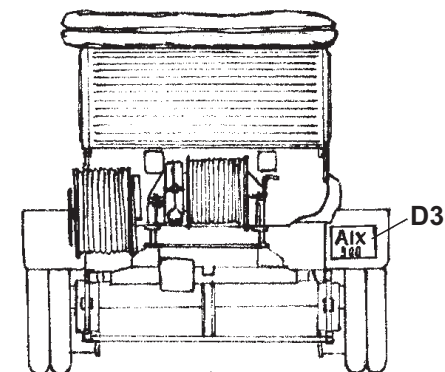
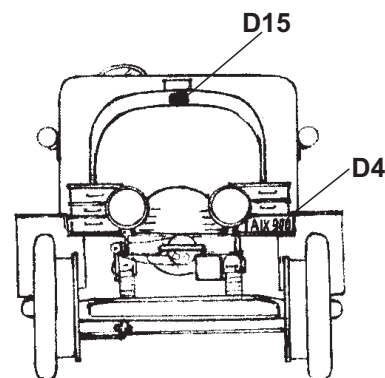
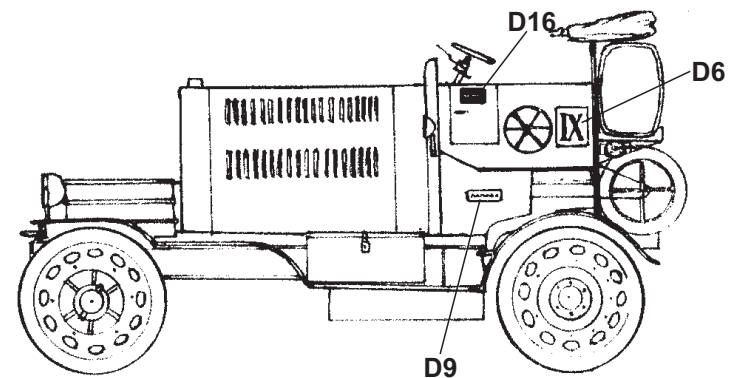
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VI.



B

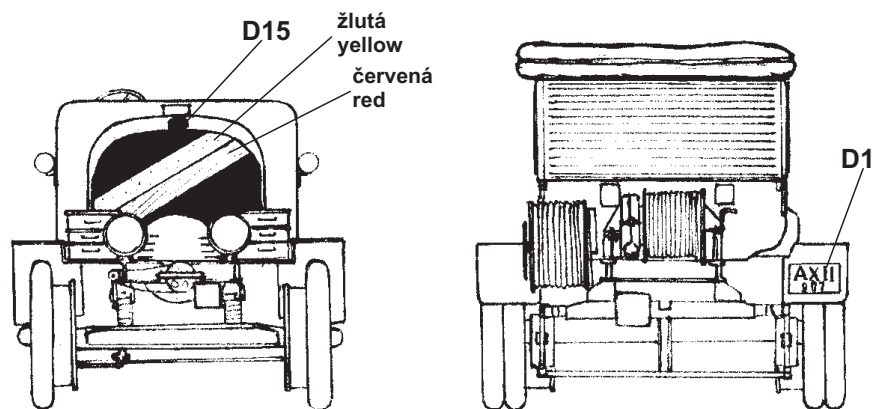
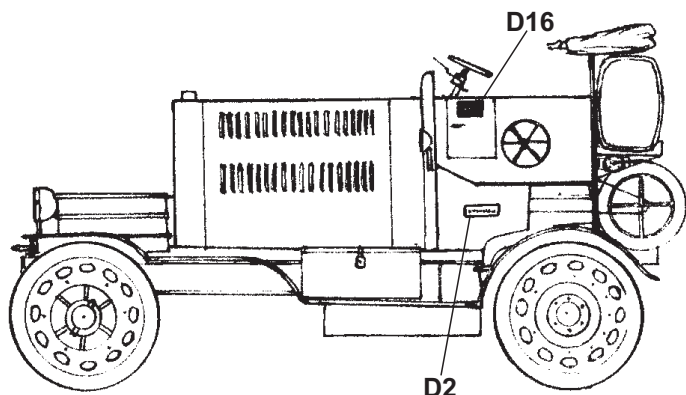


Vozidlo ve službách Rakousko-Uherské armády bylo celé v hnědožluté barvě.
(Tamiya XF-57 Buff)

The vehicle in the service of the Austro-Hungarian Army was all in brown-yellow
color. (Tamiya XF-57 Buff)

Kamufláž a označení Camouflage and marking

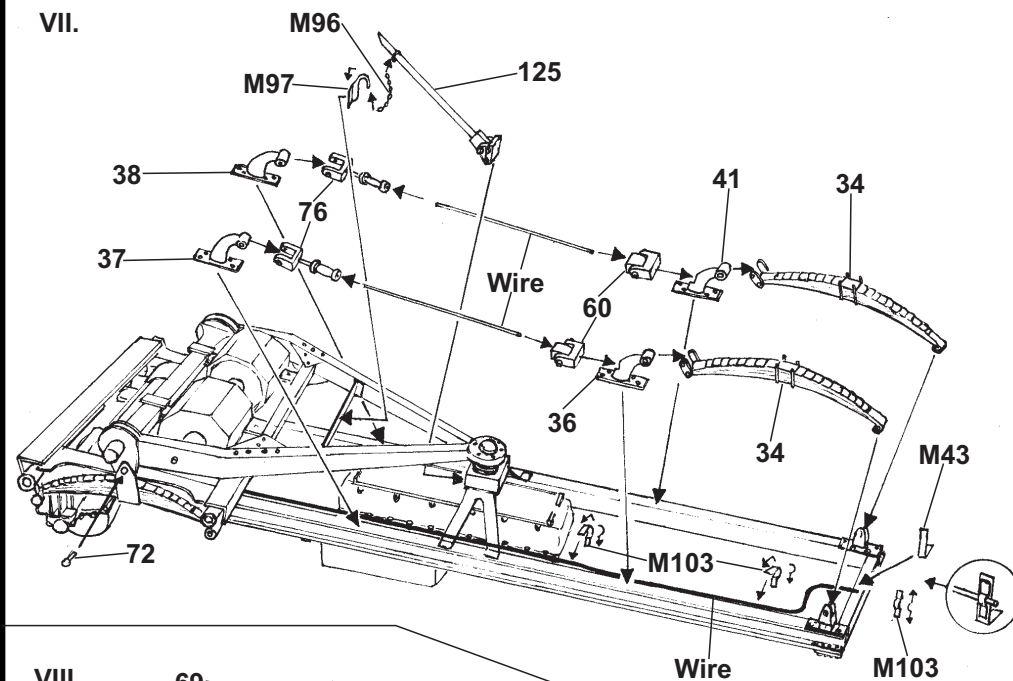
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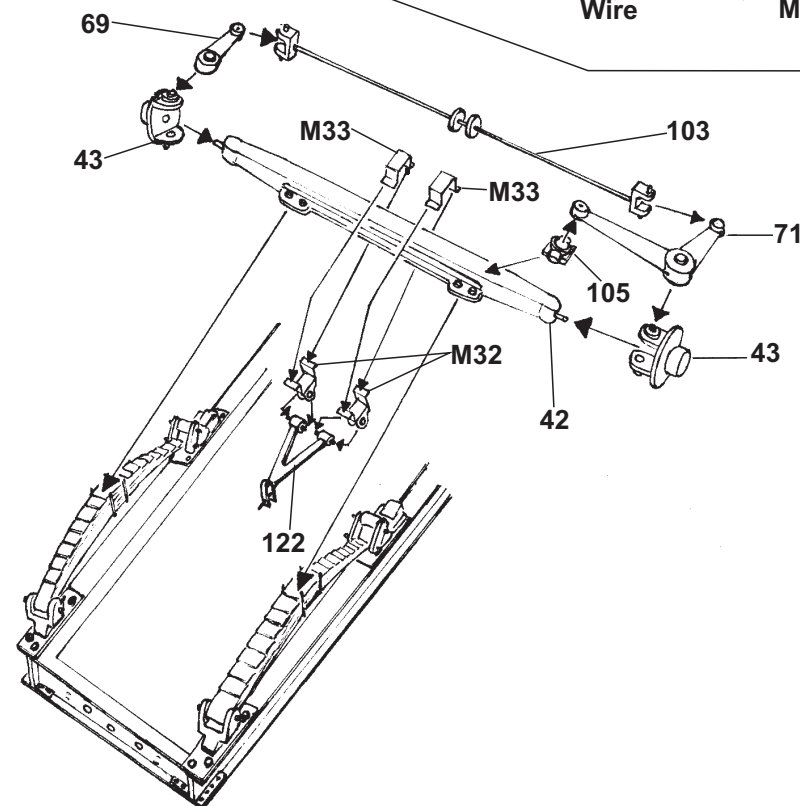
Vozidlo ve službách Rakousko-Uherské armády bylo celé v hnědožluté barvě (Tamiya XF-57 Buff). Čelo chladiče je černé s pruhy žluté a červené barvy.

The vehicle in the service of the Austro-Hungarian Army was all in brown-yellow color (Tamiya XF-57 Buff). The front of the radiator is black with yellow and red stripes.

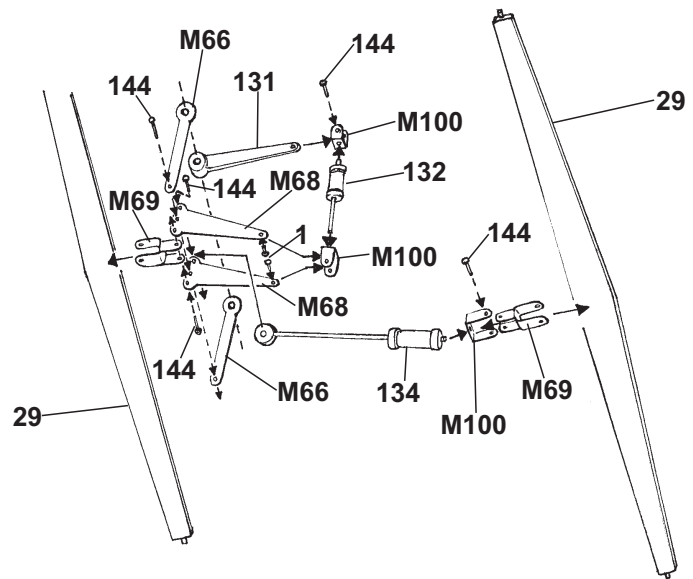
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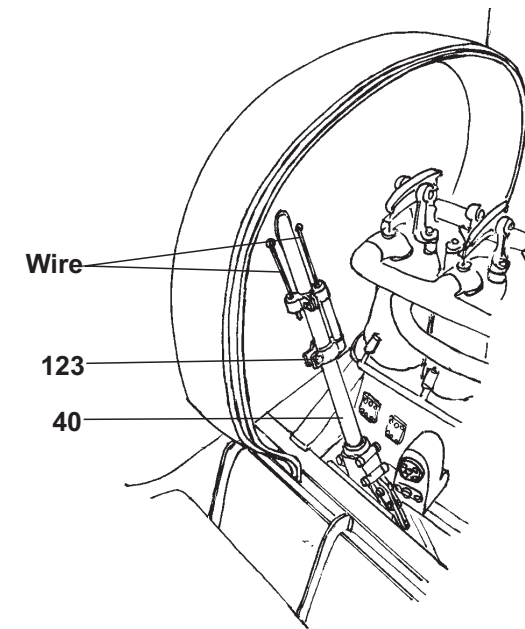
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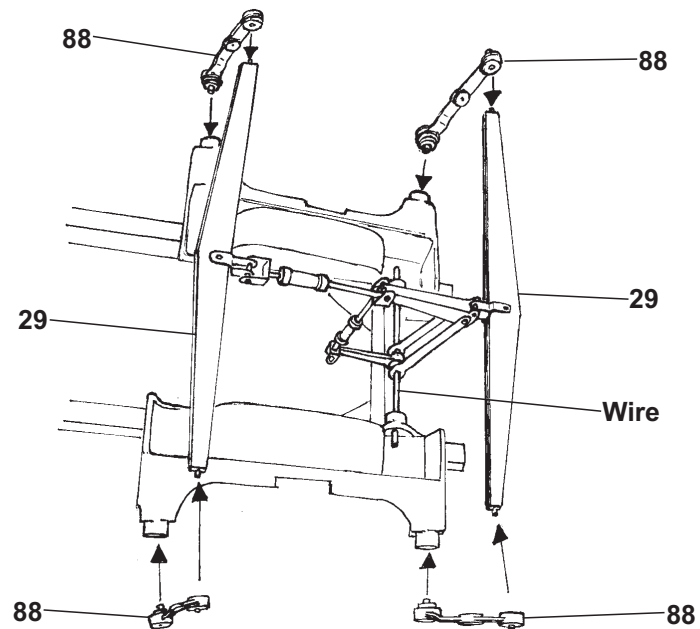
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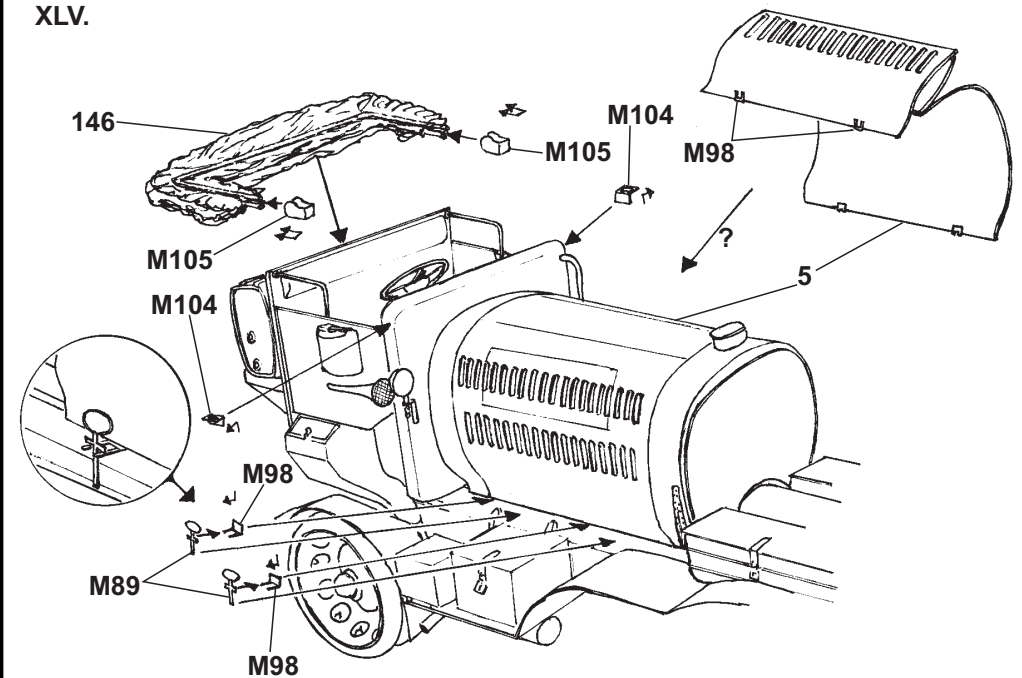
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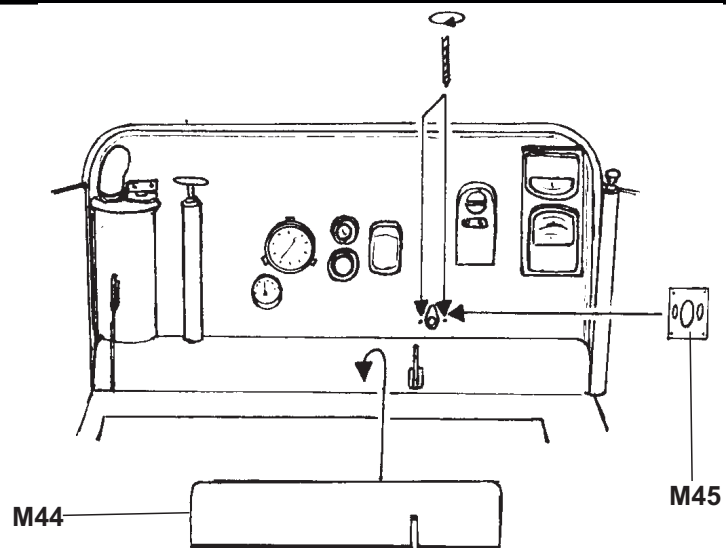
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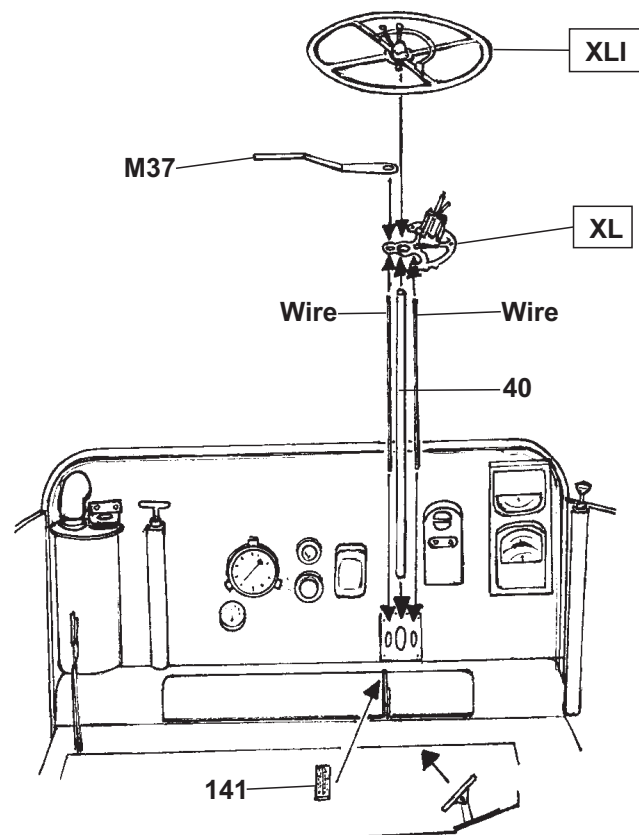
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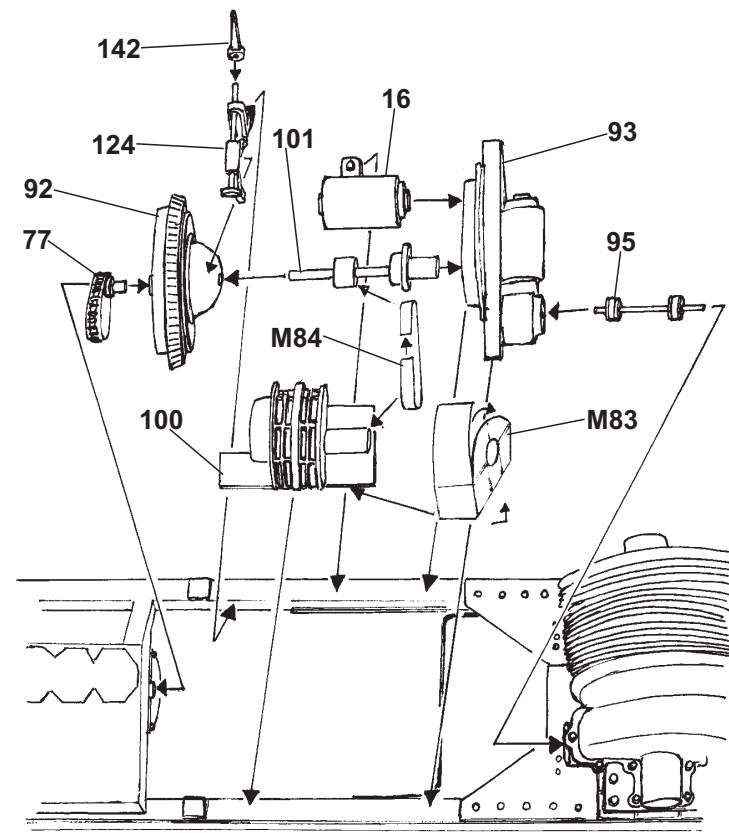
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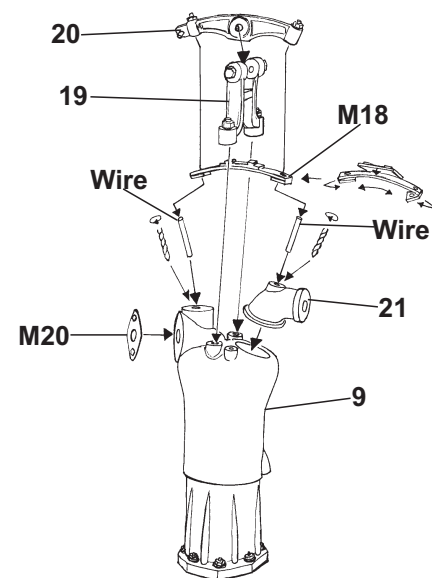
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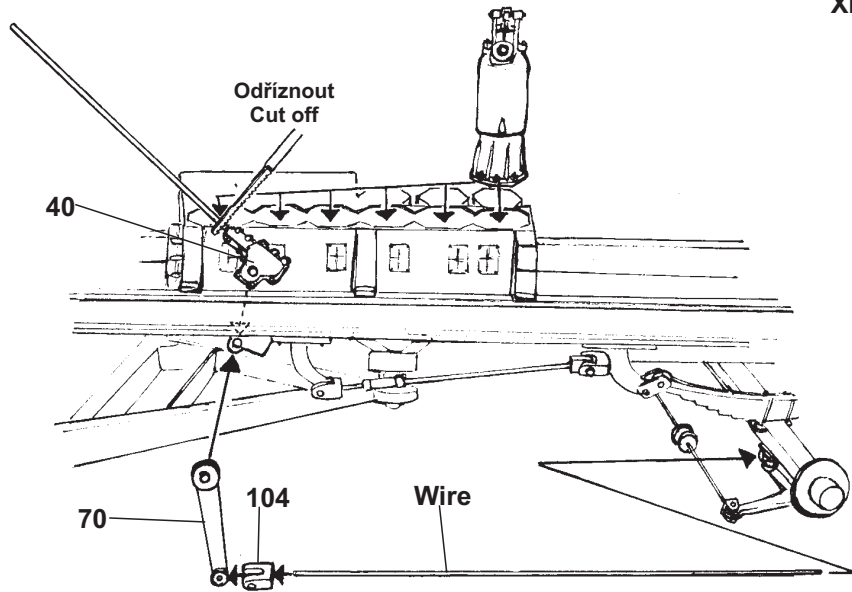
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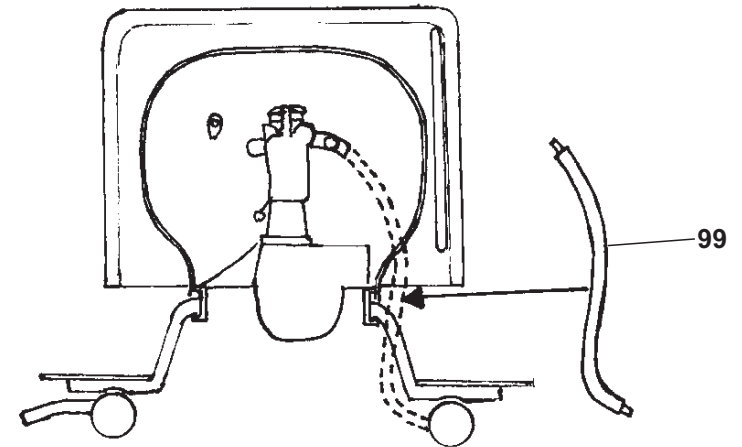
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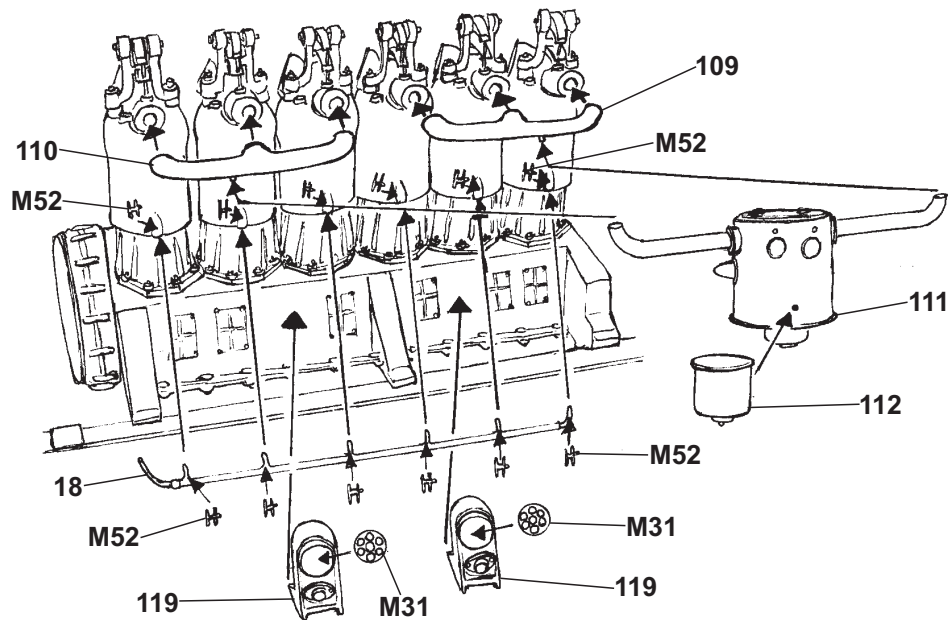
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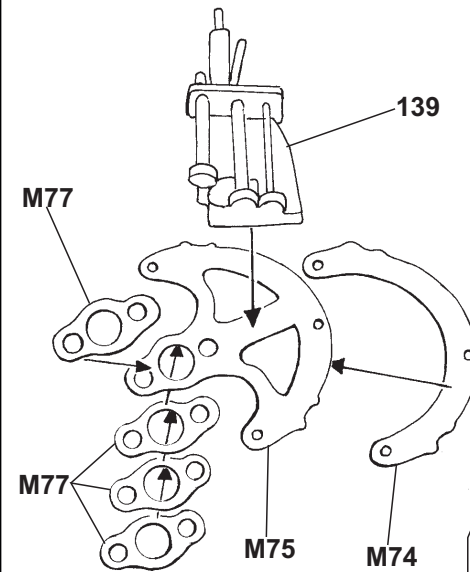
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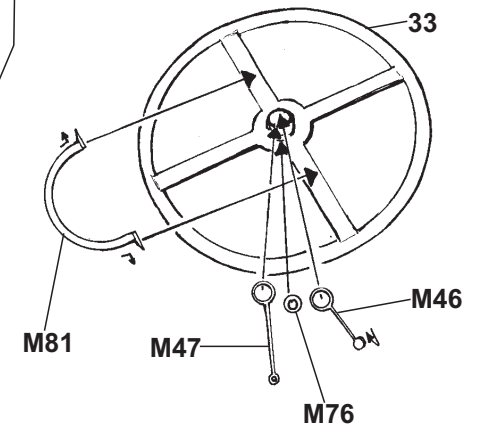
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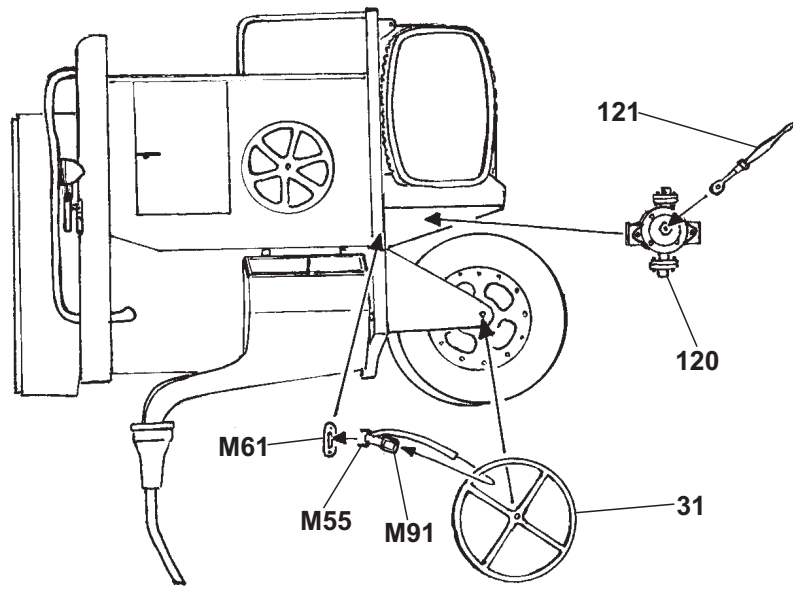
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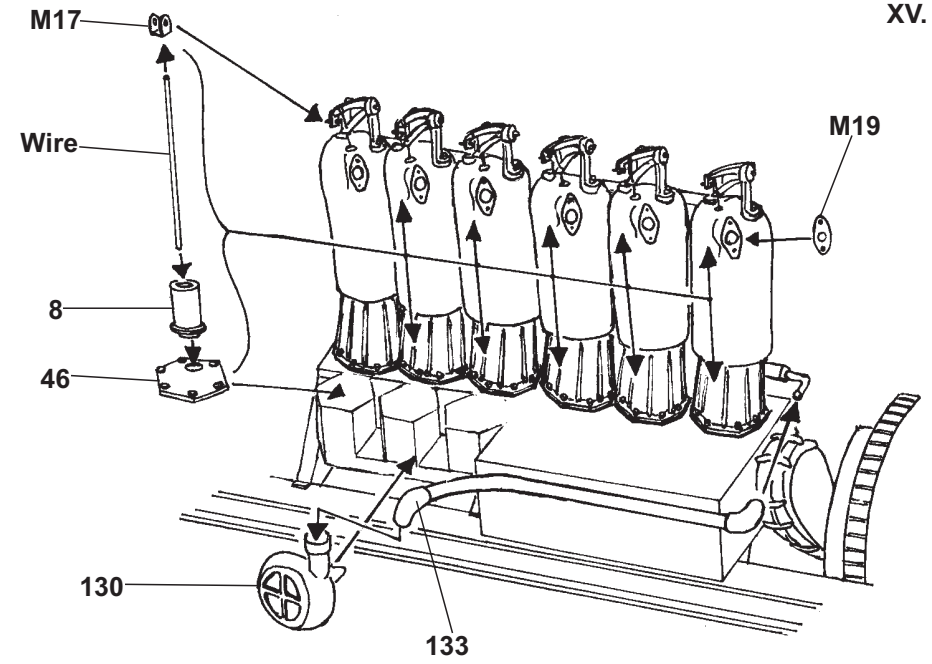
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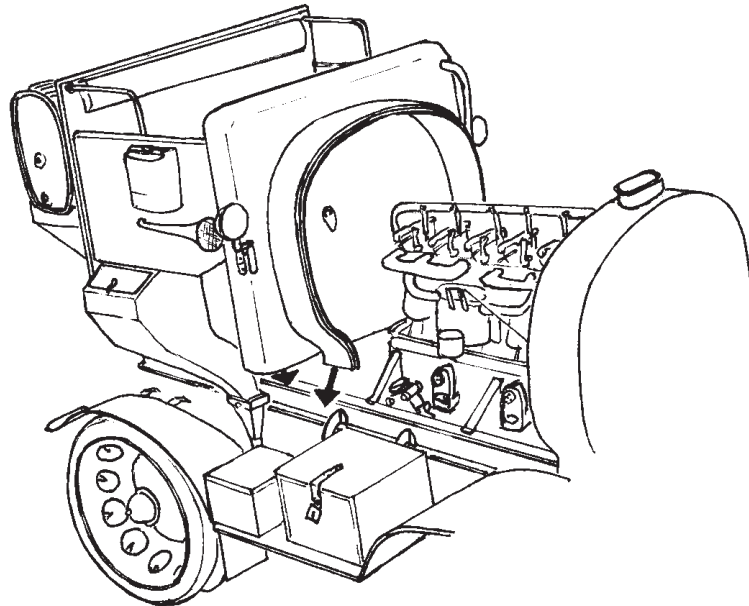
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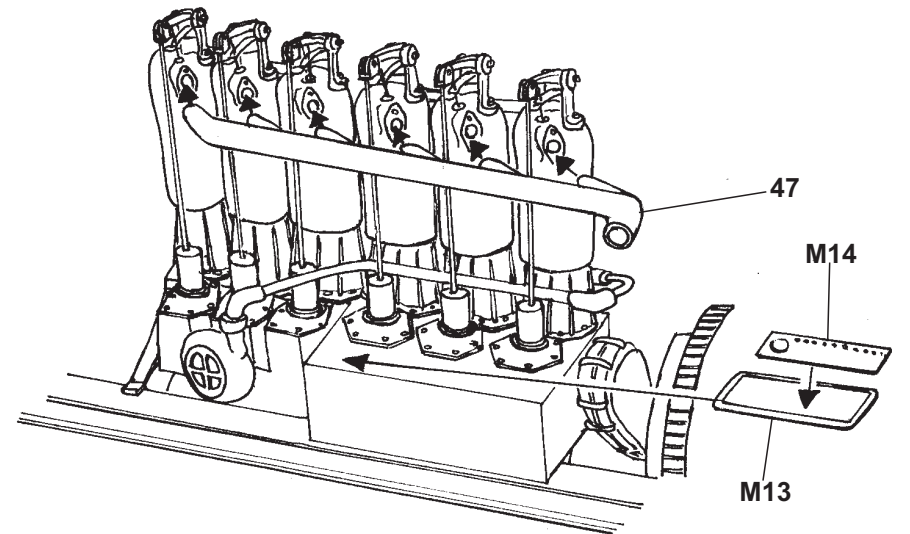
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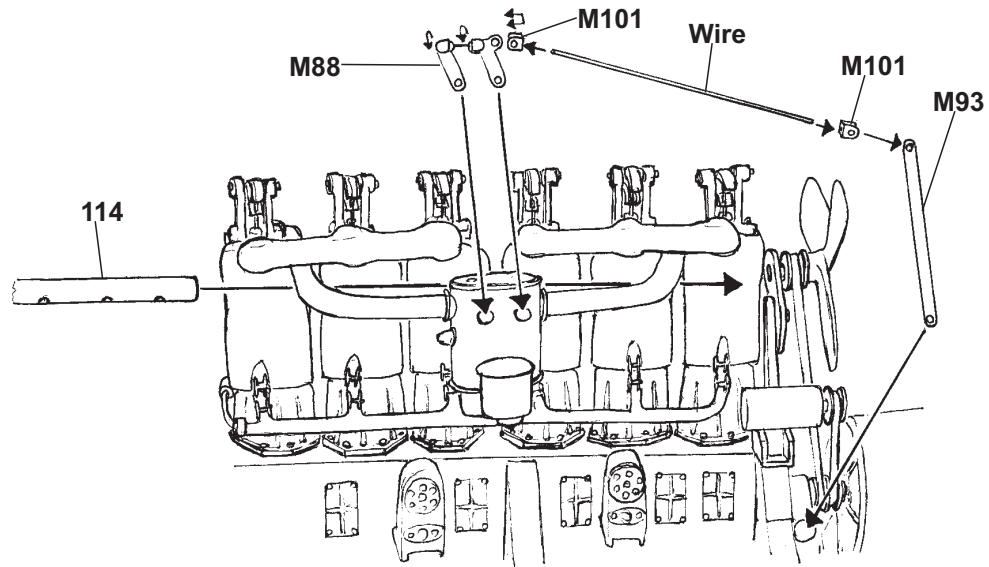
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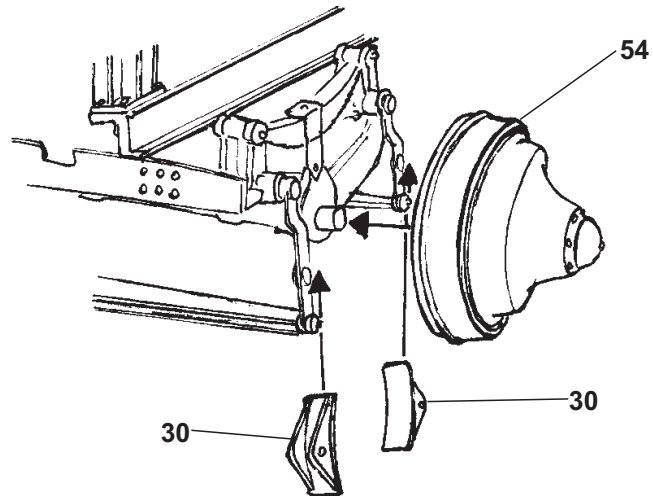
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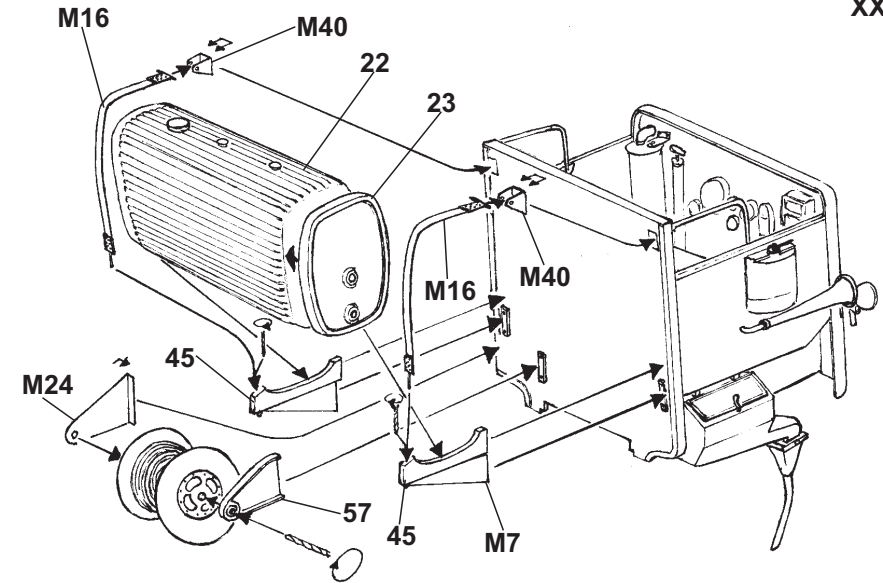
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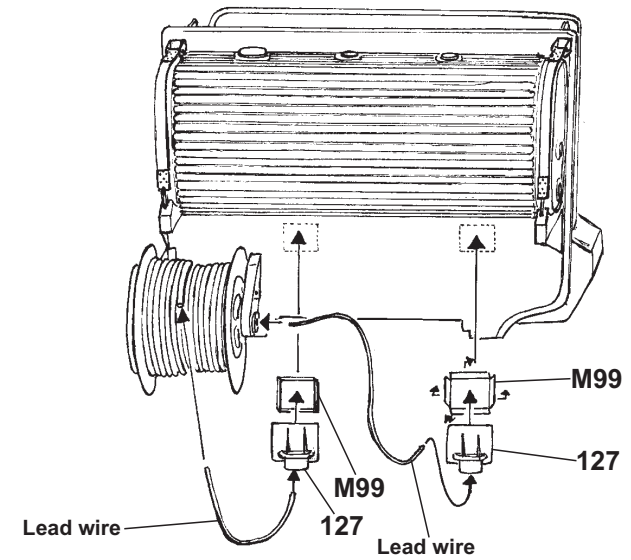
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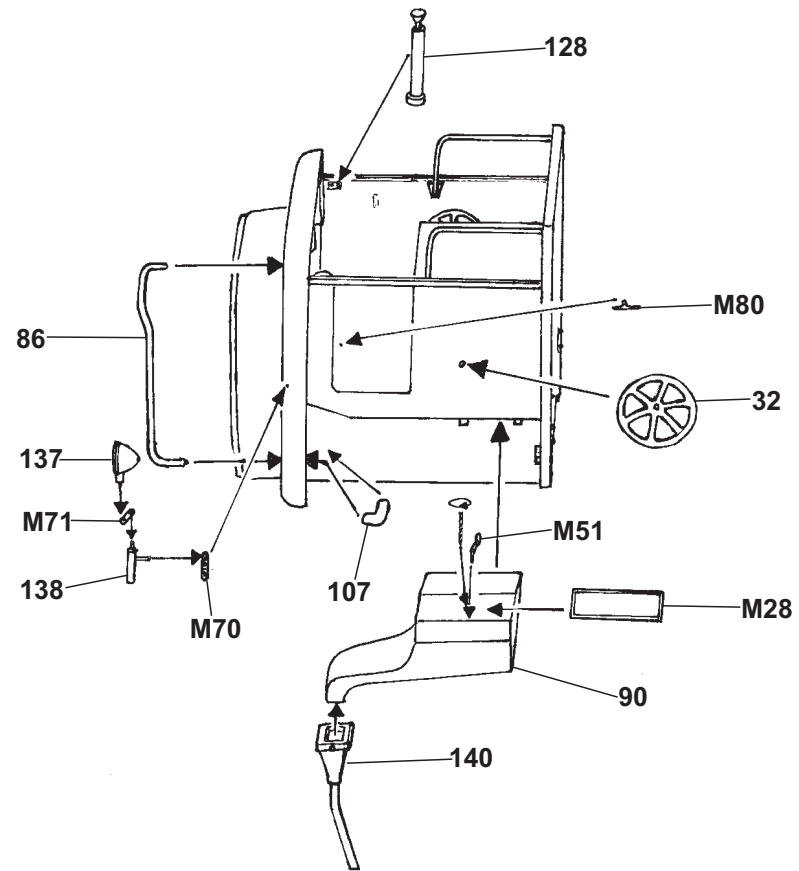
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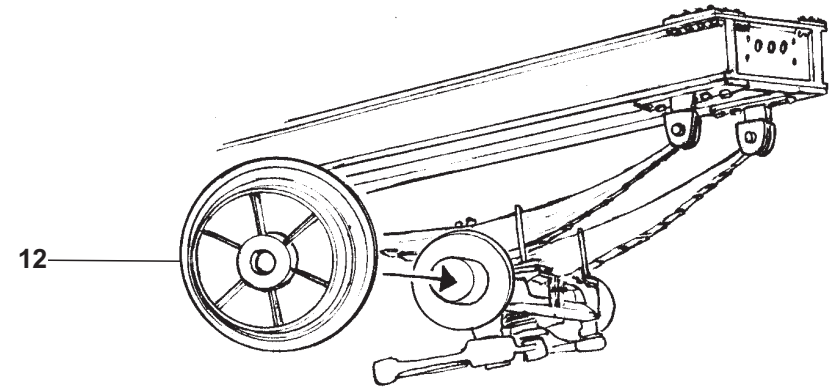
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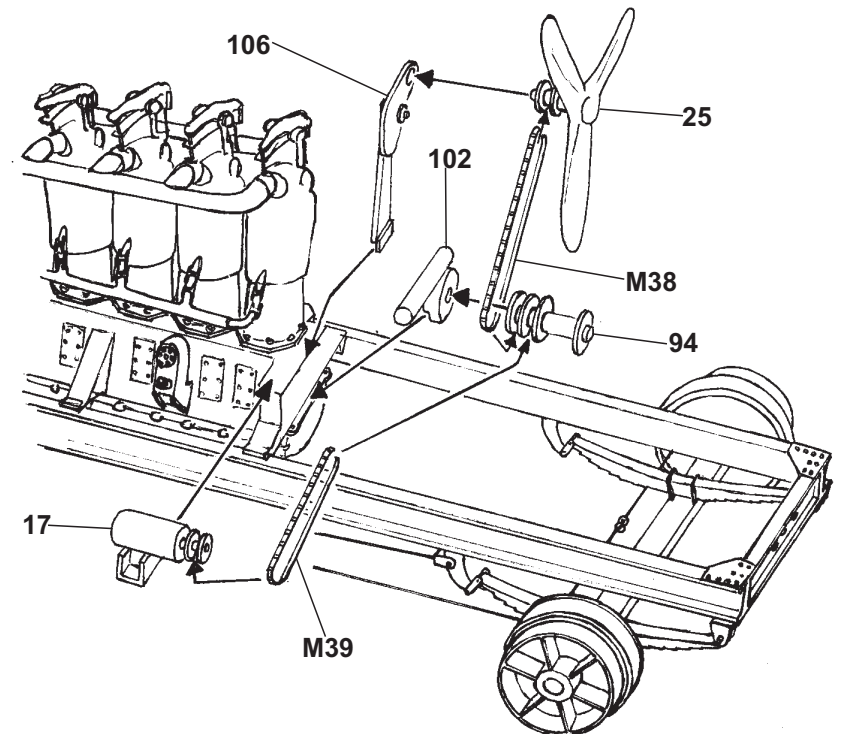
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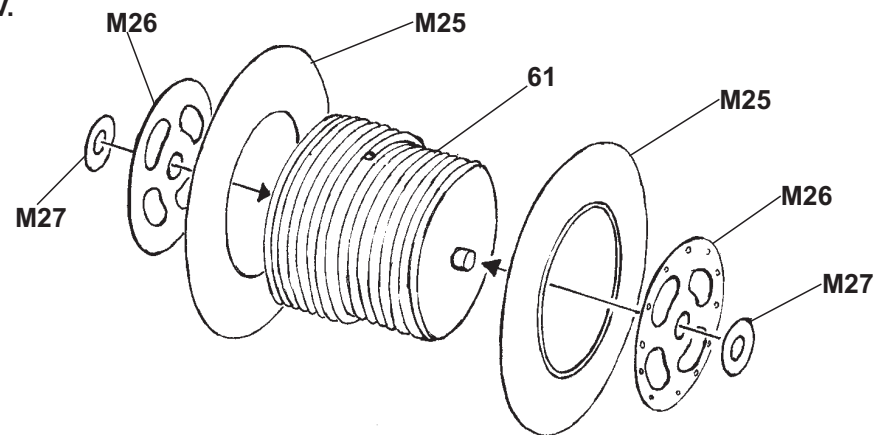
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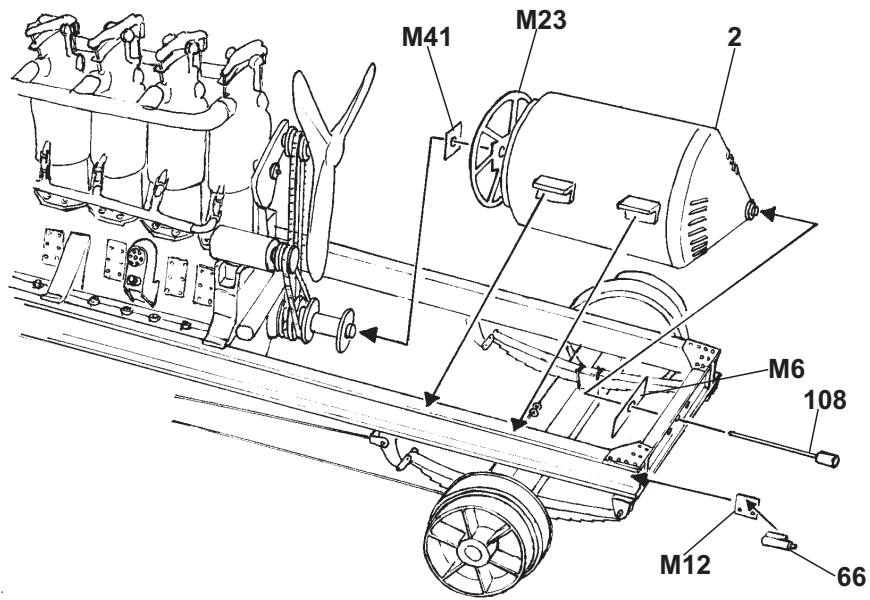
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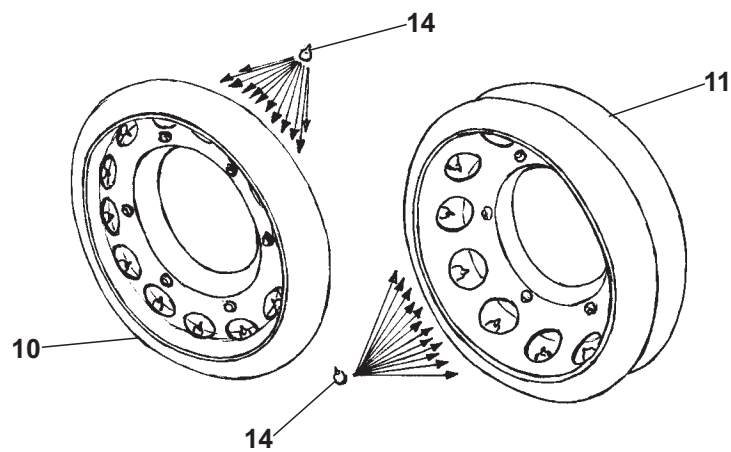
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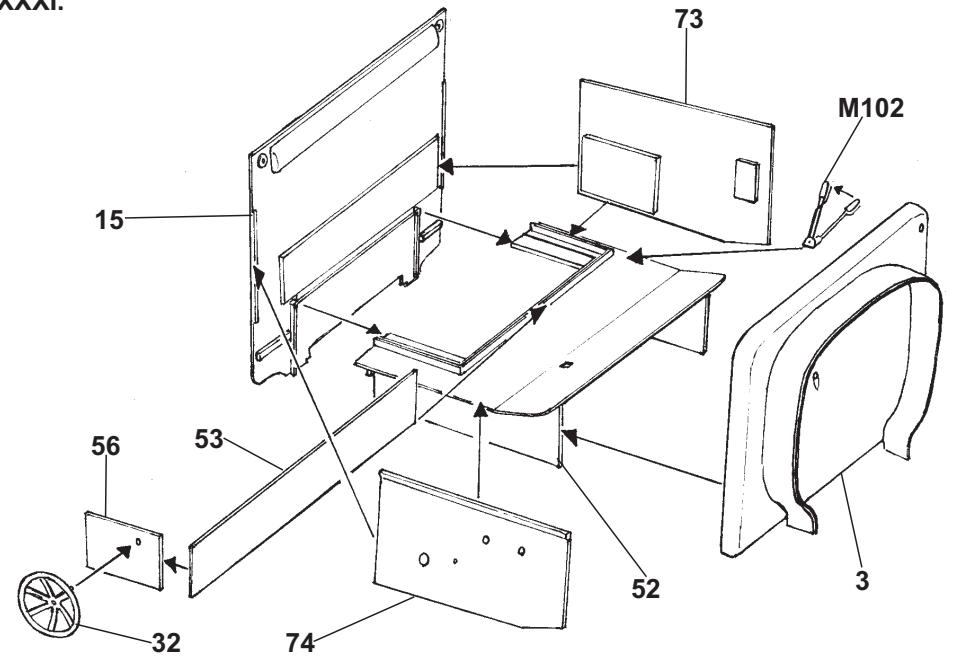
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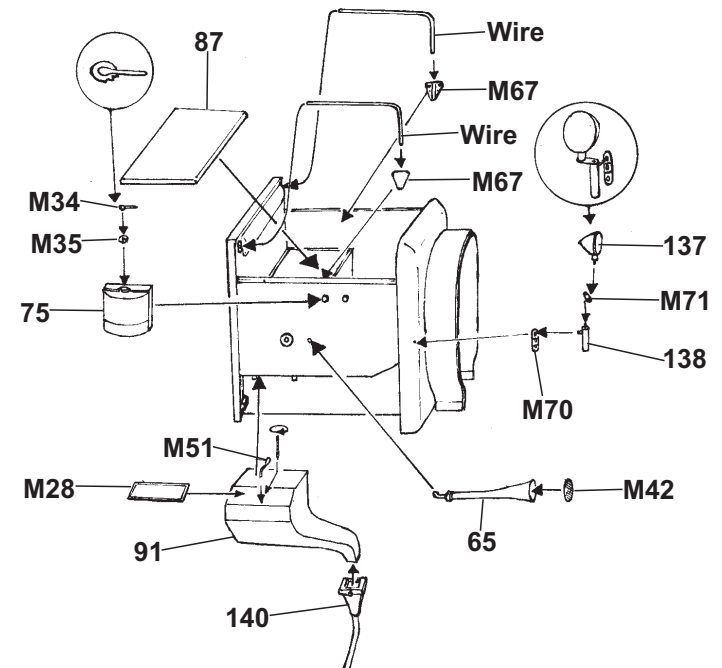
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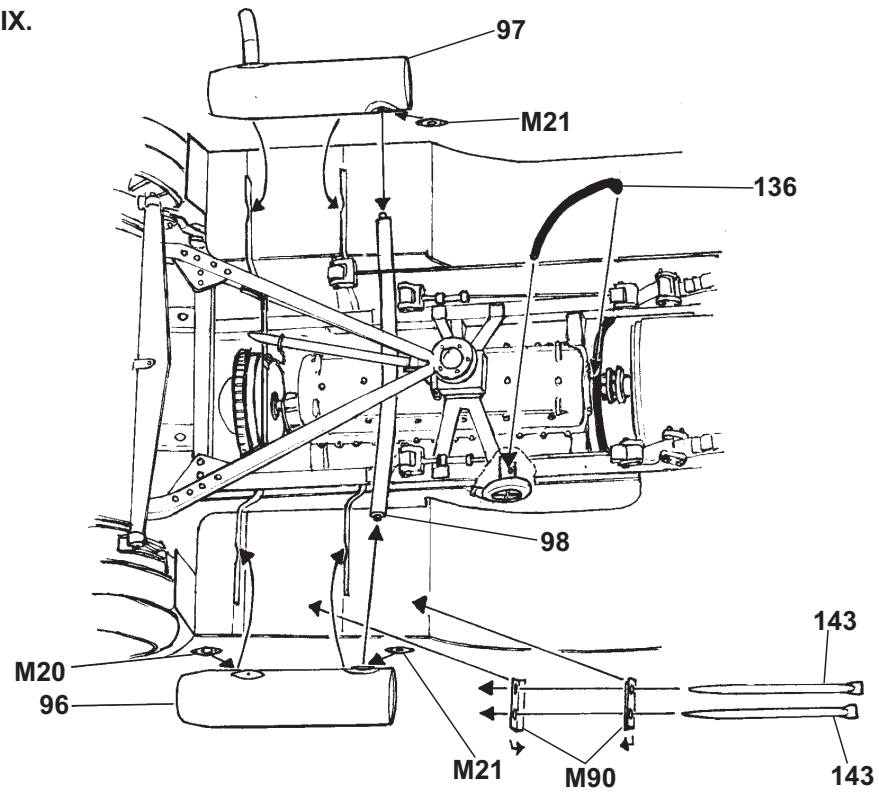
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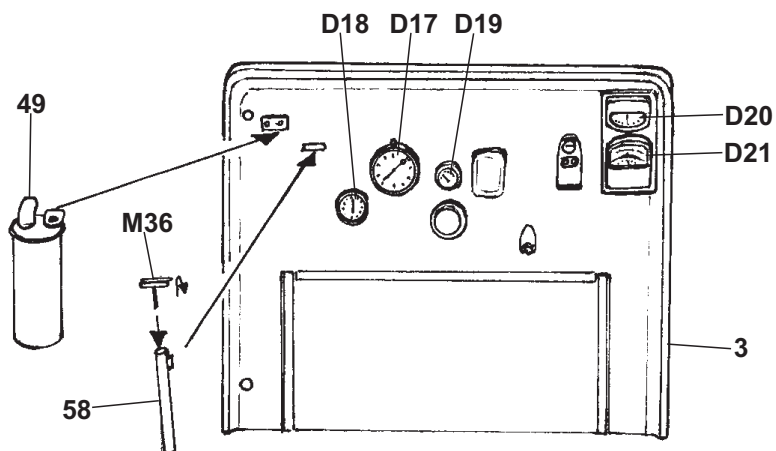
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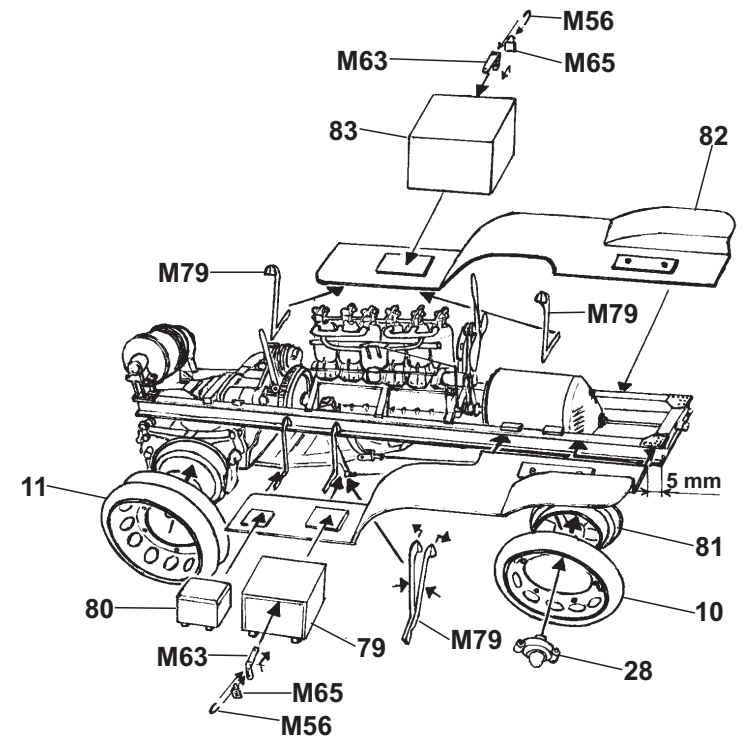
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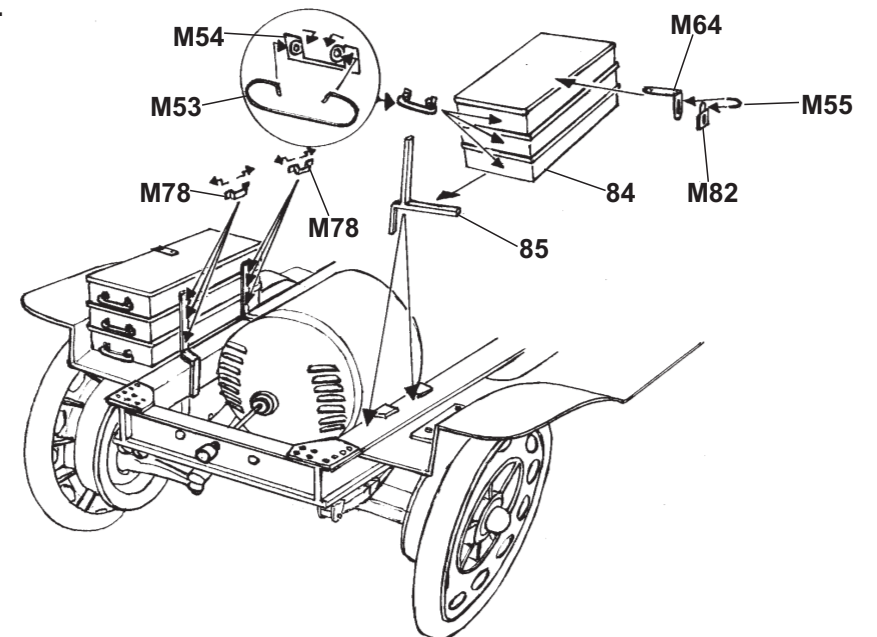
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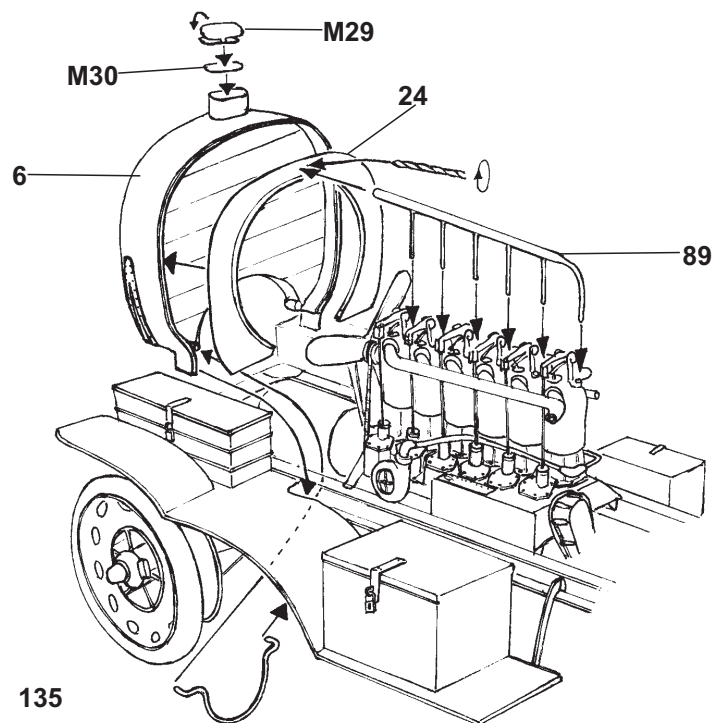
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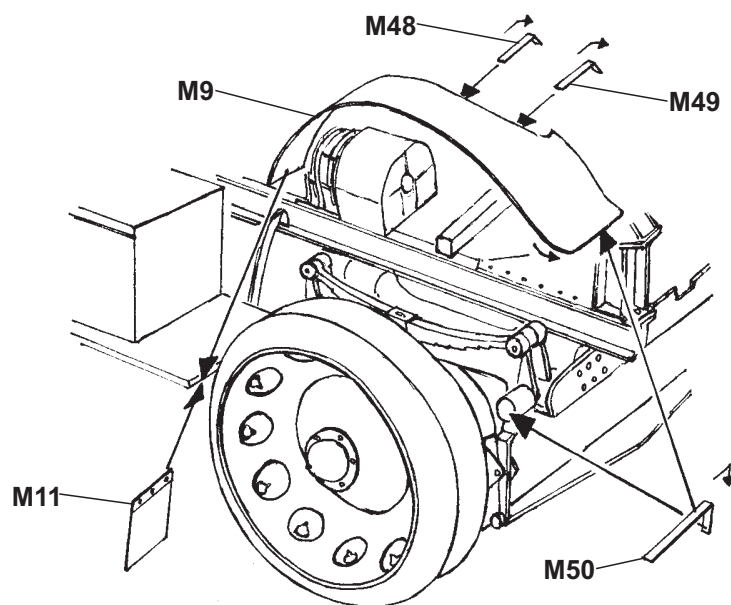
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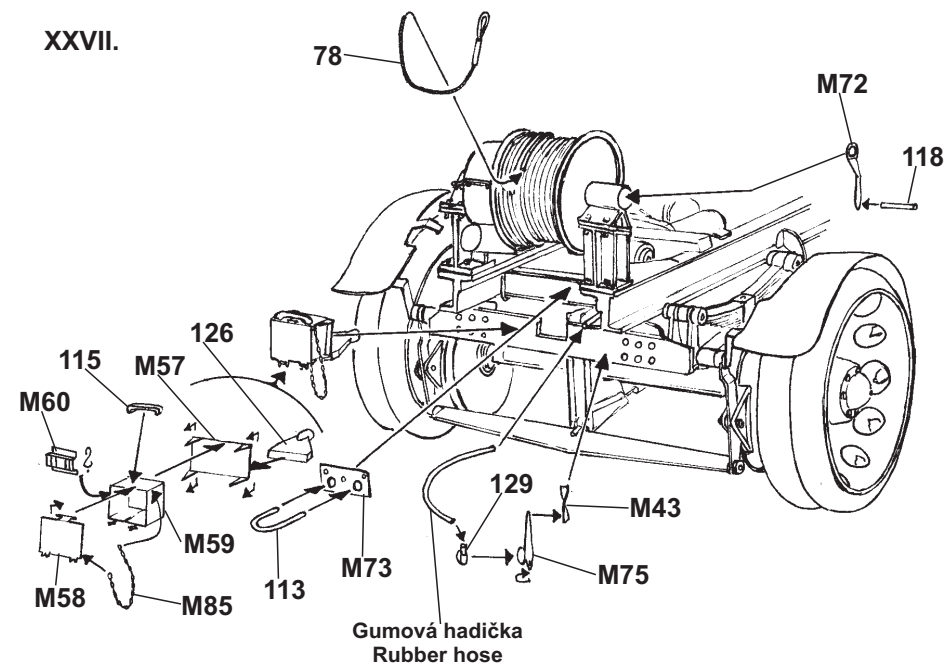
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XXVI.



XXVII.



XXVIII.

