

Landscaper Joseph Zenovic, Jr., is using Mercedes-Benz Unimogs instead of tractor in the tri-country area he serves in northern New Jersey and New York. The diesel-powered, four-wheel-drive vehicle can be fitted to a variety of implements.

Landscaping with a **MERCEDES-BENZ**

IF THERE IS such a thing as a "Jet-Set" landscaper, Joseph Zenovic, Jr., would appear to qualify. Instead of using a tractor, he operates his landscaping tools with a Mercedes-Benz.

His reason is for work rather than for show; and the Mercedes-Benz he uses is a diesel-powered, four-wheel-drive vehicle called a Unimog.

Zenovic, a 27-year-old Montvale, N. J., businessman, believes the Unimog can outperform and outwork conventional two-wheel-drive tractors now being used for landscaping.

He purchased his first Unimog in 1969 to increase productivity for his fast-growing landscape business that now fans out over three counties in New Jersey and New York.

Zenovic, whose crews are doing residential jobs as large as six acres, says work output has been increased five fold with the help of the Unimog.

For example, he says that on one job it took a man and a conventional tractor 36 hours (three 12-hour shifts) to prepare a three-acre plot for seeding.

In a subsequent three-acre seeding job, it took one man and a Unimog only 10½ hours to complete the whole operation, which included grading, tilling and stone-picking.

"Here's a work vehicle," he says, "which can be fitted to any implement used with tractors — but

unlike conventional tractors transports itself plus crews and equipment from site to site."

The Unimog's features include all-wheel-drive to four equal size tires, differential locks on front and rear axles, coil springs and telescopic shock absorbers on both axles, driver's cab with folding or hard top, a three-way tipping platform, three power take-offs and hydraulic system with front and rear connections.

Three basic models sold in the U. S. are the 411, 421, and the heavy-

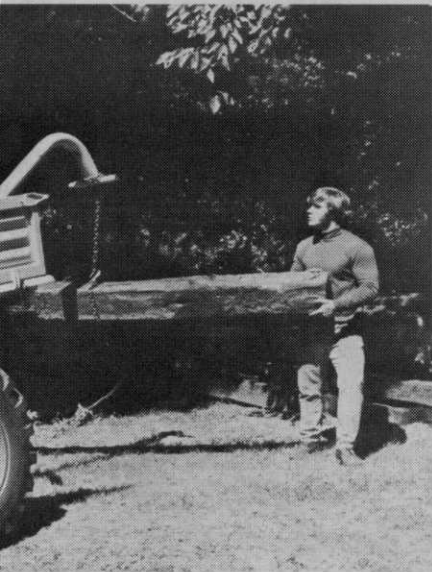
duty 406. The latter, with a wheel-base of 93.7 inches and an overall length of 161.4 inches, is slightly shorter than a Mercedes-Benz 280 SL sports car.

"With its good ground clearance (16.3 inches), large tires and ideal weight distribution the Unimog can go anywhere and do almost anything when fitted with the right implements," Zenovic says.

Zenovic, who also owns two Mercedes-Benz diesel cars, has a heavy-duty Unimog 406 model



The Unimog can be loaded with crews and equipment and, if necessary, can tow a trailer. Top speed is 47 miles per hour.



which are used for building up terraced sections.

"When my men had to carry these ties from place to place the progress was slow and tedious," he says.

Enumerating the possible uses and benefits of the Unimog and its various implements in landscaping work, Zenovic came up with this list:

Digs holes for trees, shrubs and posts. Digs trenches and excavates for fountains and ponds. Lifts and carries landscaping materials in front-end loader. Places railroad ties and decorative landscaping boulders with adaption of three-point hitch. Mows. Cultivates ground with rotavator. Chips limbs and branches with wood chipper. Grades and removes stones with stone rake and grading blade adapted to three-point hitch. Bulldozes. Scrapes. Sprays shrubs and trees with tank on back. Prunes trees with cherry picker mounted on rear deck. Levels ground with roller.

If the Unimog owner wanted to extend his activity into winter months, Zenovic says, "this can be accomplished by fitting the vehicle with a snow blower. There are sidelines such as plowing gardens with a bulldozer blade for residential home owners."

Zenovic concludes that the possible uses of the Unimog fitted with the various implements now used with tractors is almost unlimited, depending on the individual's needs and his ingenuity.

In Canada, Unimogs with implements similar to the ones being used by Zenovic are owned by Capital Landscaping of Ottawa and Four Seasons Landscaping, Toronto.

Suggested retail prices for the three basic Unimog models being sold in the U.S. and Canada range from \$5,236 for the 411 to \$10,500 for the 406. If you're interested in further information, circle (721) on the reader service card.

equipped with a 20-speed transmission. He can gear the Unimog down to 80 yards per hour if necessary. Top speed is 47 miles per hour.

Zenovic is thinking about purchasing several additional Unimogs, plus snow removal implements that will extend the money-making capabilities of his equipment into the winter months.

A business administration graduate of Ohio State University (1966), Zenovic has records to prove he is able to complete five-acre landscaping jobs in the time it took to do one acre before enlisting the aid of the Unimog.

"Working in confined areas, we can put in 10 times the number of plants, trees and shrubs because of the small turning circle (17.7 feet), power steering and excellent visibility of the Unimog," he says.

Zenovic says that in a recent job involving a long, steep grade on a one-half acre plot "the Unimog mounted the steep slopes with no difficulty and kept its footing without digging into the ground and damaging the grass."

The landscaper says the Unimog is superior to any two-wheel-drive tractor he has tried when it comes to working in the mud. "The tractor would get bogged down and have to be towed out, while the Unimog rolls right along," he explained. Zenovic fashioned a tong-like device and adapted it to the Unimog's three-point hitch for lifting and carrying 250-pound railroad ties



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