

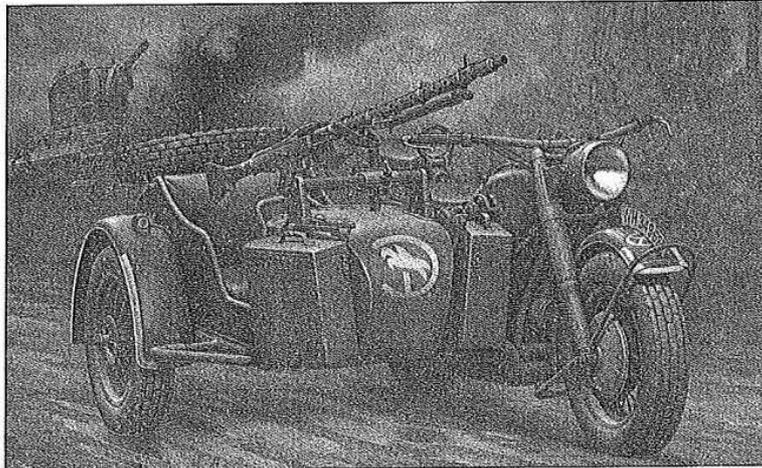


BMW R75 mit Seitenwagen

03070-0389

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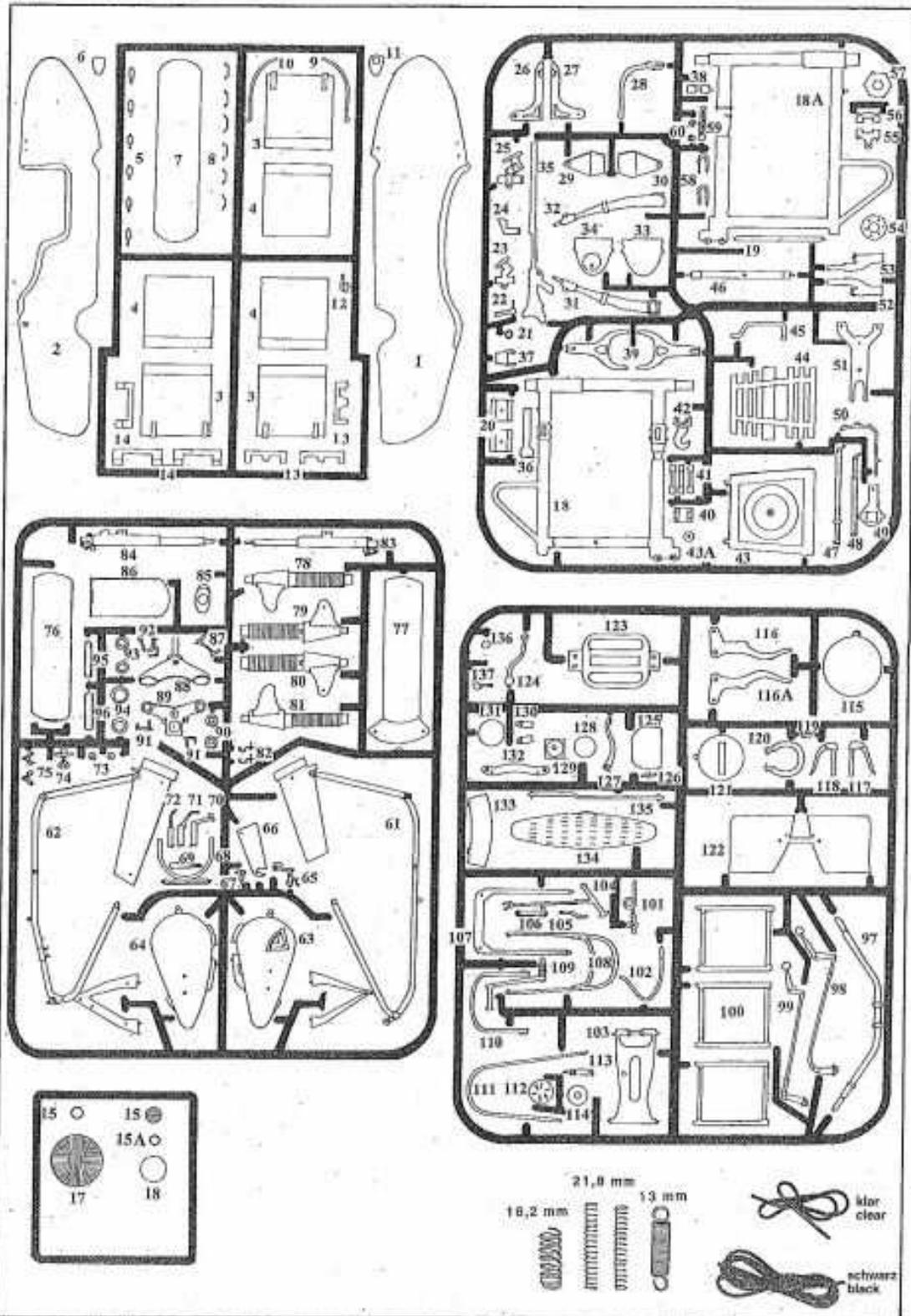


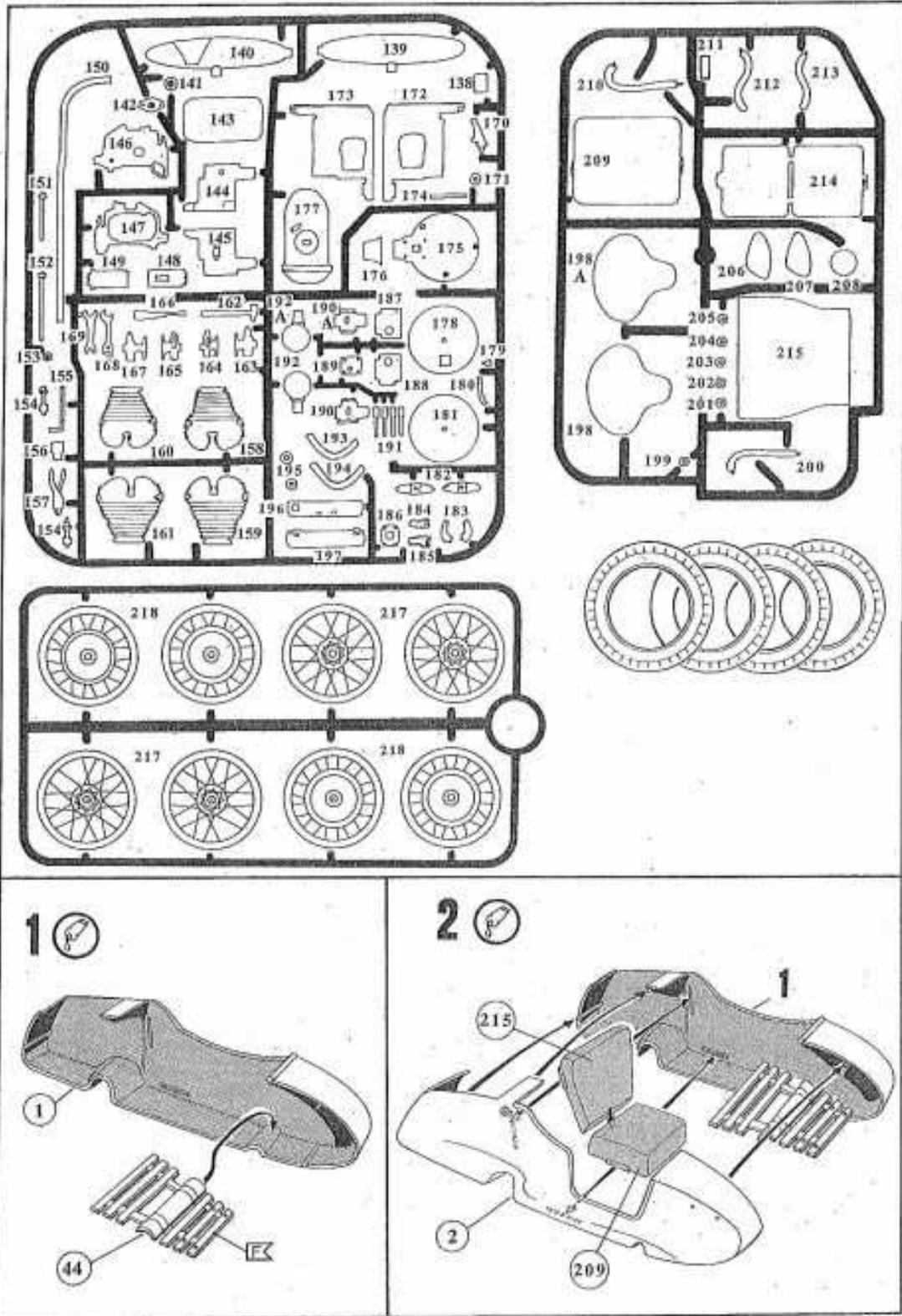
BMW R75 mit Seitenwagen

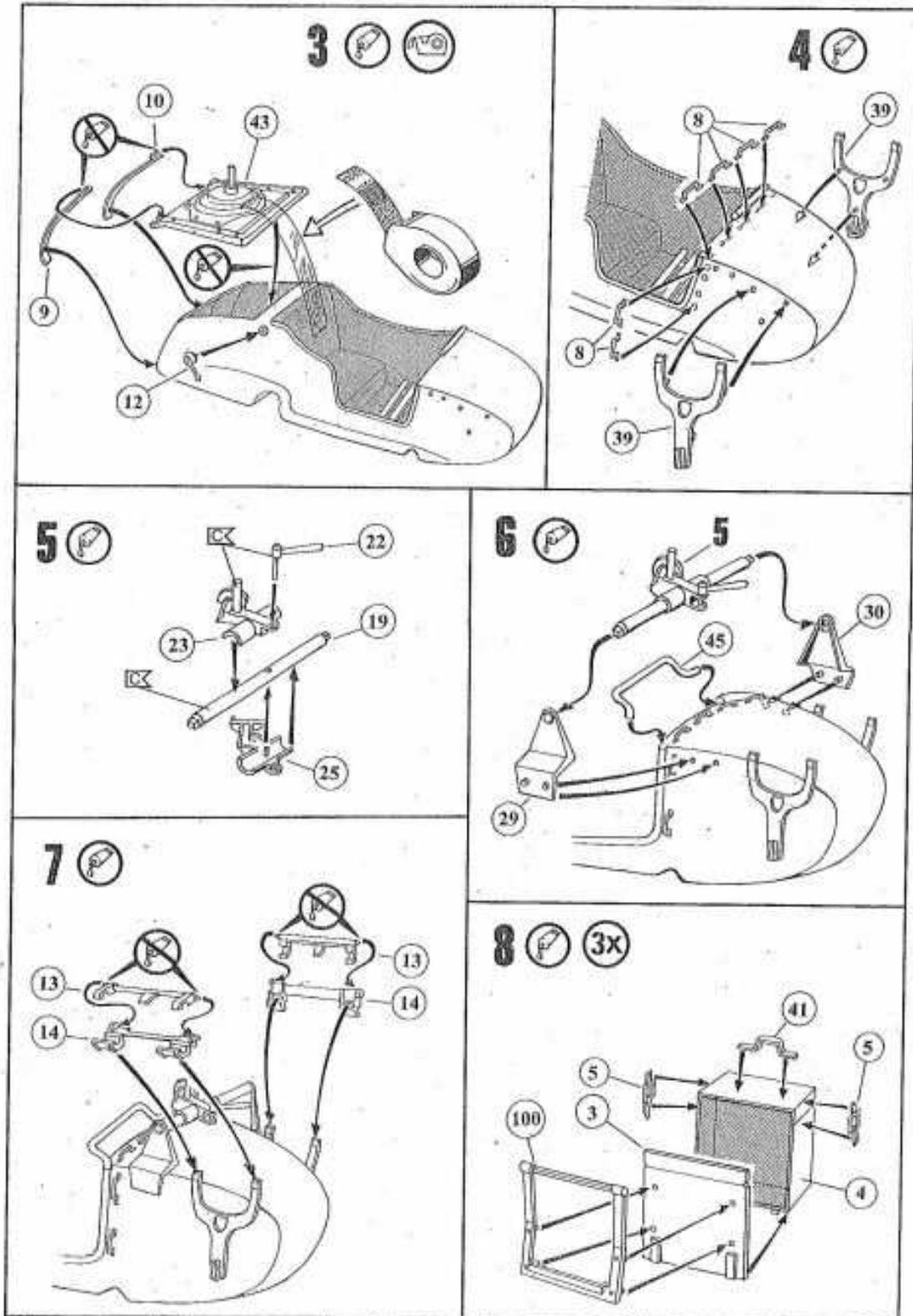
Die BMW R75 mit Seitenwagen wurde infolge einer Anforderung des Heeresverwaltungsamtes von 1939 zur Neuausrüstung der KradSchützeneinheiten gebaut, das Lastenheft für diese Neukonstruktion war bereits 1937 in Zusammenarbeit mit der Industrie erarbeitet worden. Der Chef-Ing. Rudolf Schleicher konnte dabei auf Erfahrungen, die bereits 1934 mit einem angetriebenen Seitenwagen gemacht worden waren, zurückgreifen. Das Heer legte großen Wert auf Robustheit und Wartungsfreundlichkeit, deshalb wurden der komplette Kardanantrieb und die Teleskopgabel in Kapselbauweise eingebaut. Alle wichtigen Bauteile wurden extrem belastbar hergestellt, der Motorblock konnte auch stundenlange Kolonnenfahrt im Schritttempo durch seine zahlreichen Kühlrippen verkraften. Die Höchstleistung von 26 PS wurde bereits bei 4.400 U/min erreicht, daß maximale Drehmoment sogar schon bei 3.600 U/min. Die Lebensdauer der Reifen 4,50 x 16 war gegenüber den üblichen Reifengrößen 3-5 mal länger, da die spezifische Belastung trotz hoher Nutzlast geringer und die Antriebsleistung im Verhältnis 70% Hinterrad und 30% Seitenwagenrad gesplittet war.

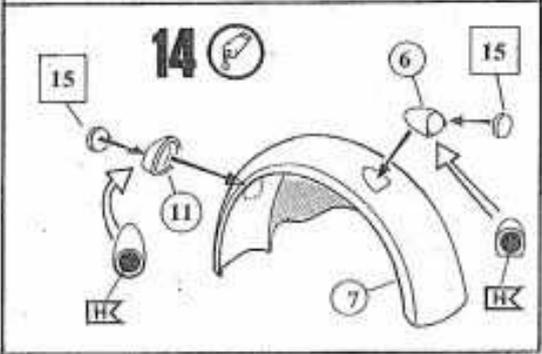
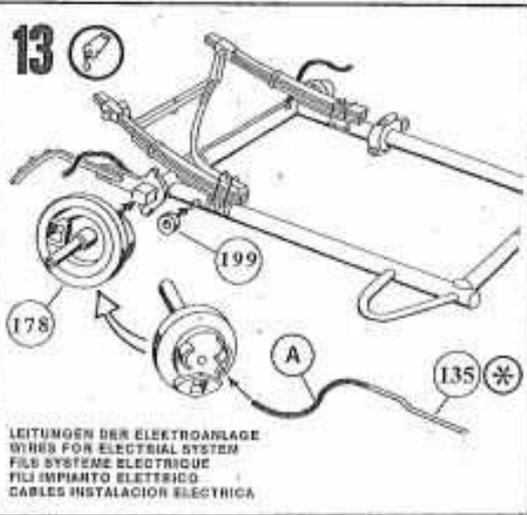
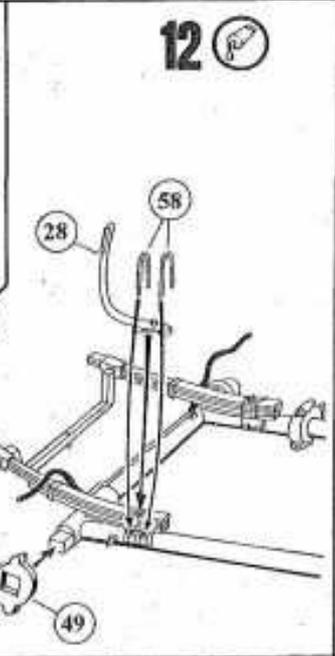
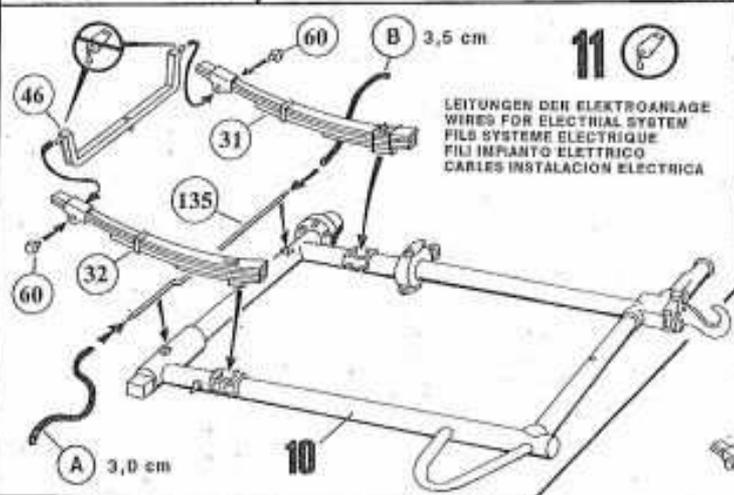
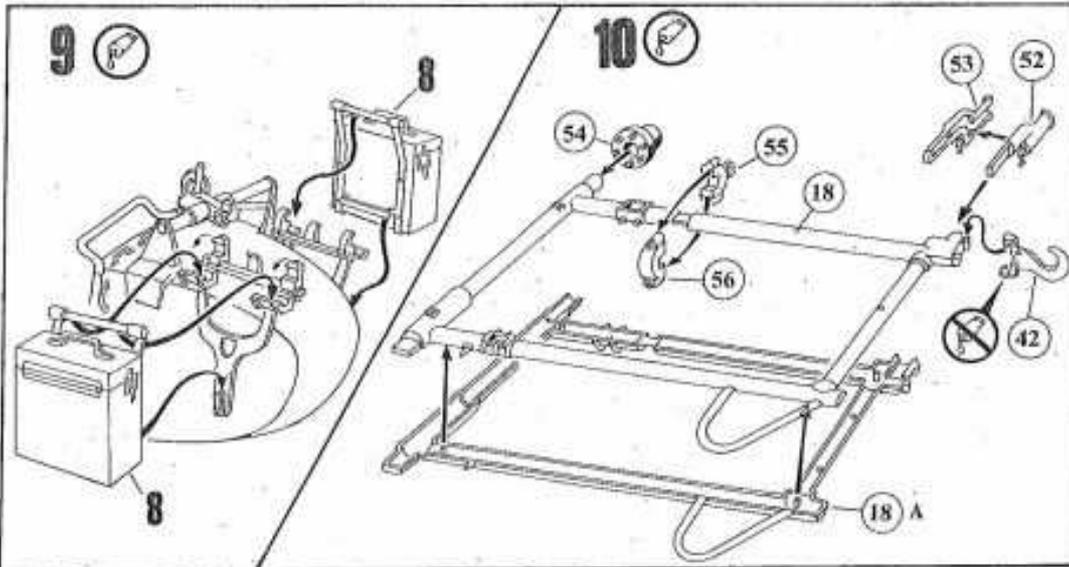
BMW R75 mit Seitenwagen

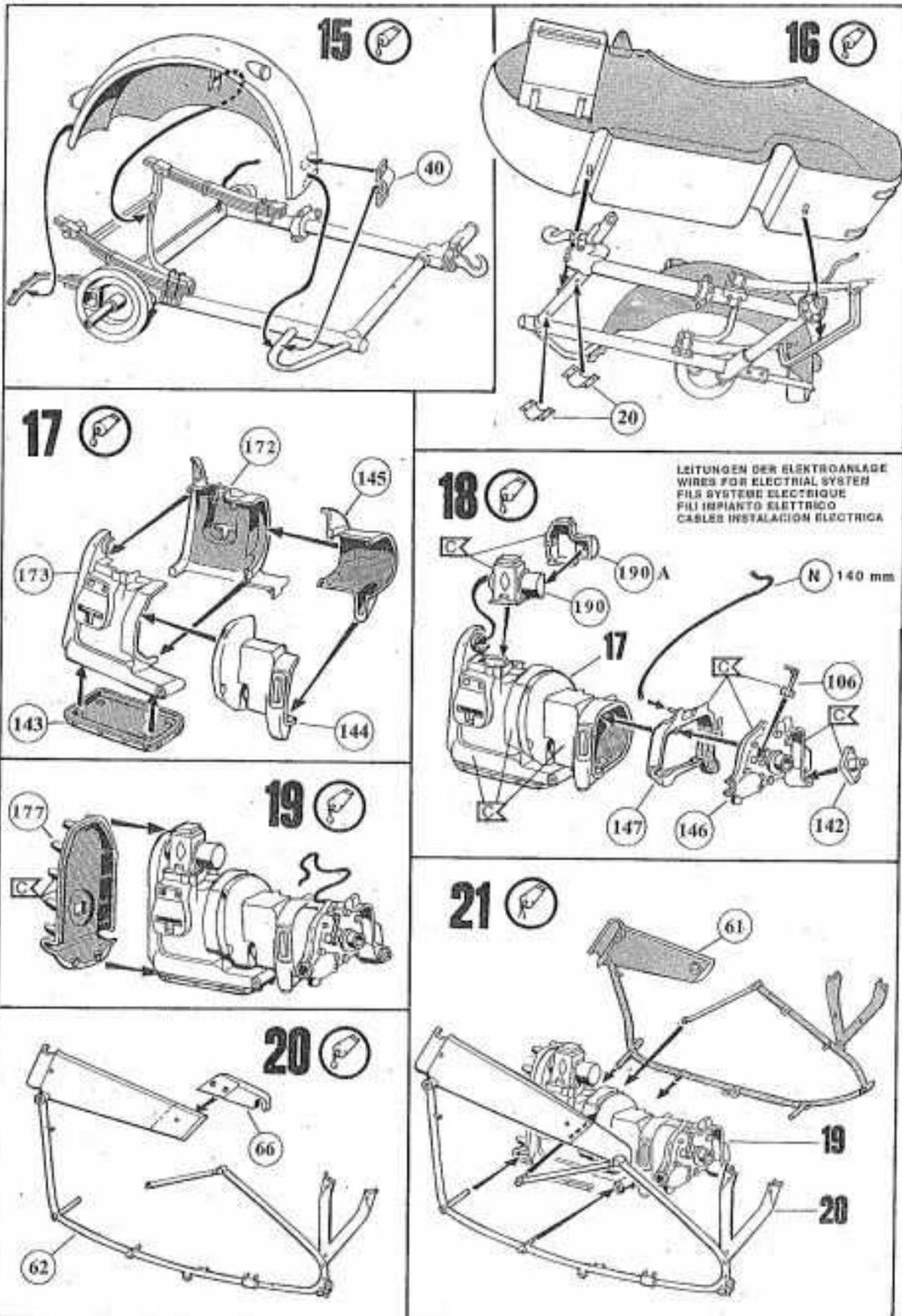
The BMW R75 with sidecar was built in 1939 to meet the requirements of the German army administration to reequip the motor cyclist riflemen units. The specification for this new design was already being prepared in 1936 in collaboration with the industry. The Chief Engineer Rudolf Schleicher was able to refer back to experiments with a powered sidecar that had been made in 1934. The army greatly valued robustness and low maintenance, so the complete cardan transmission and the telescopic forks were built as a single unit. All the important components were made to be extremely strong. With its numerous radiator fins, the engine block could also withstand long hours of driving in convoy at marching pace. The maximum power of 26 bhp was reached at only 4,400 rpm, the maximum torque at just 3,600 rpm. The life of the tyres at 4.50 x 16 was 3-5 times longer than that of the usual tyres, as the specific load, despite the higher vehicle capacity weight, was lower and the driving power was split between the rear wheel and side car wheel in the ratio of 70:30%

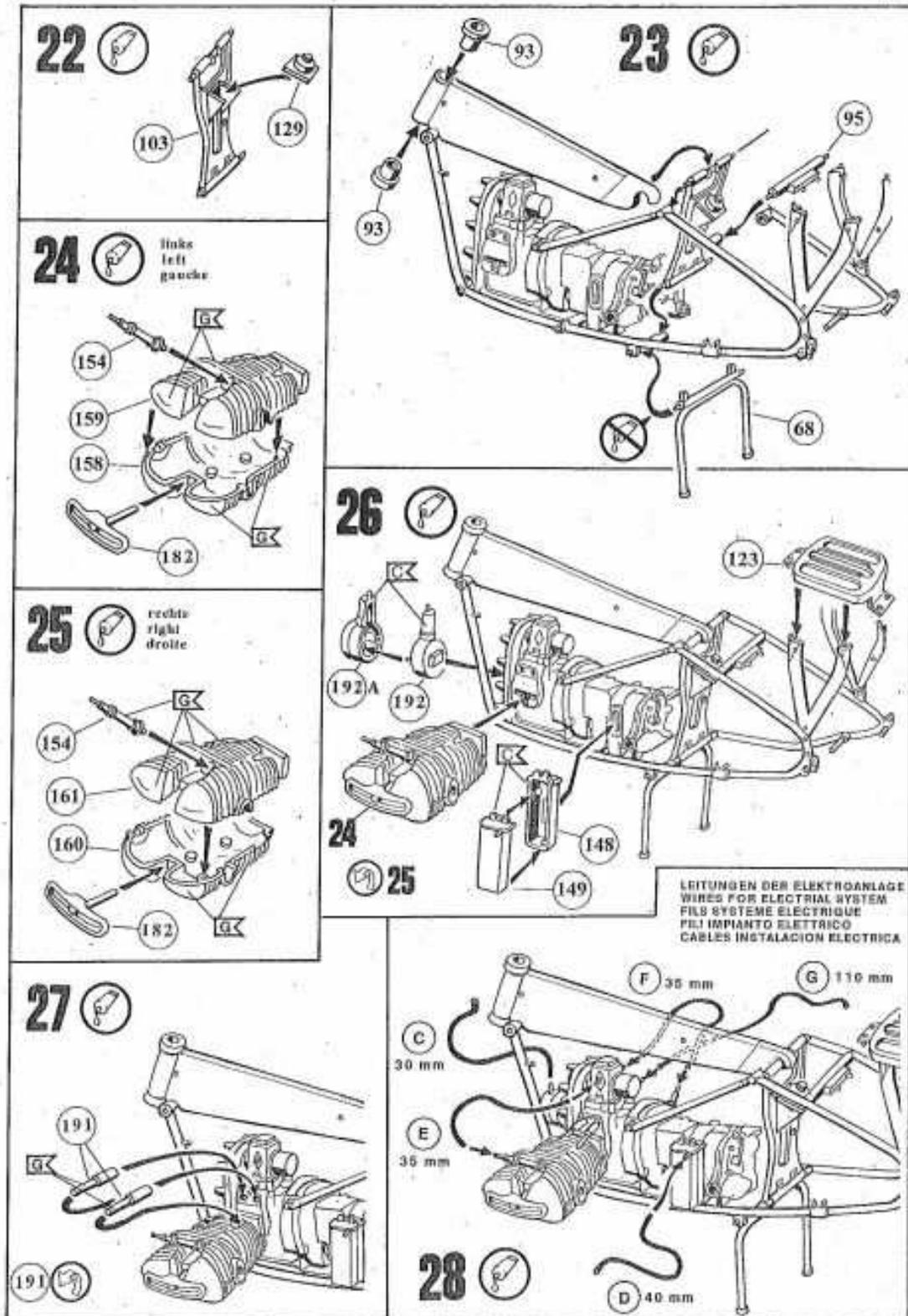


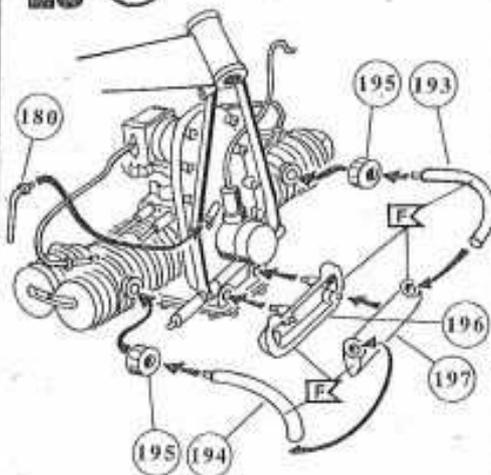
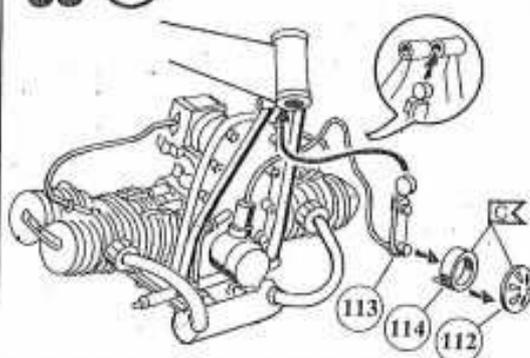
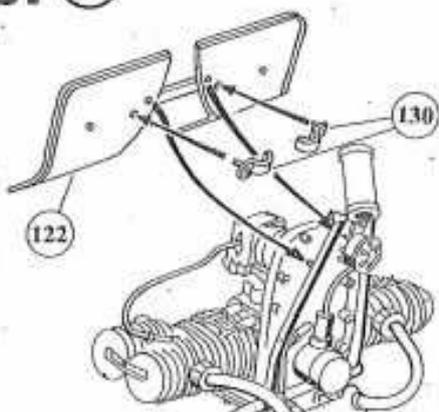
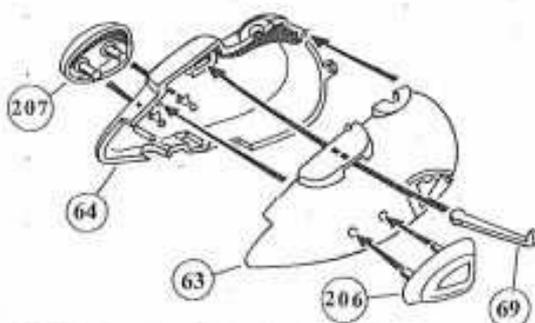




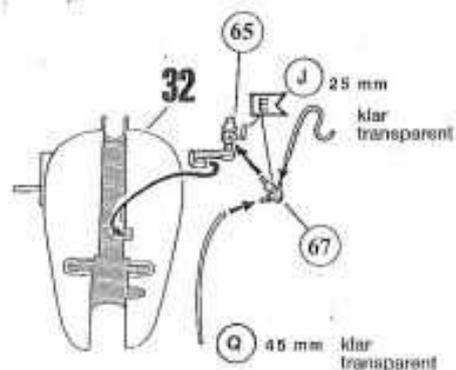
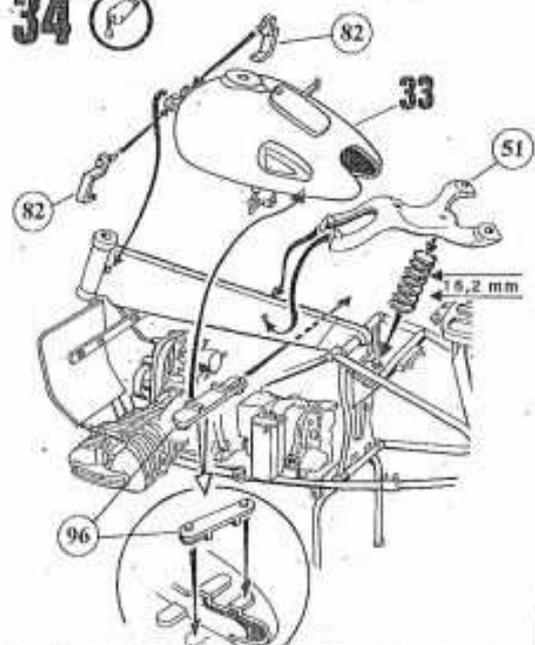


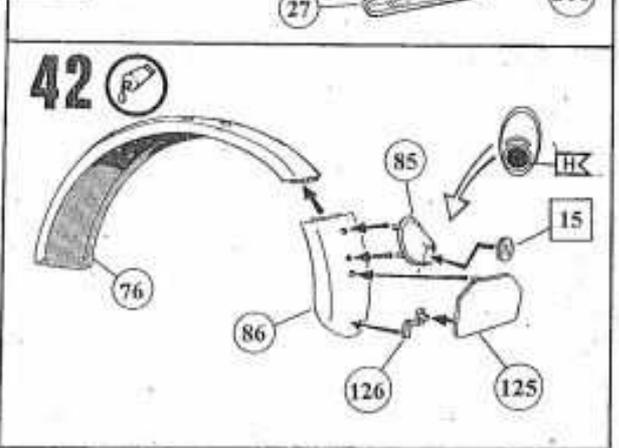
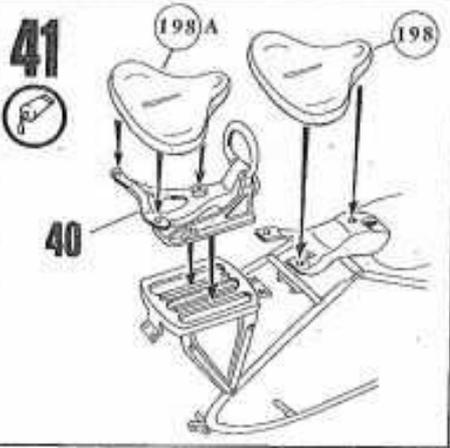
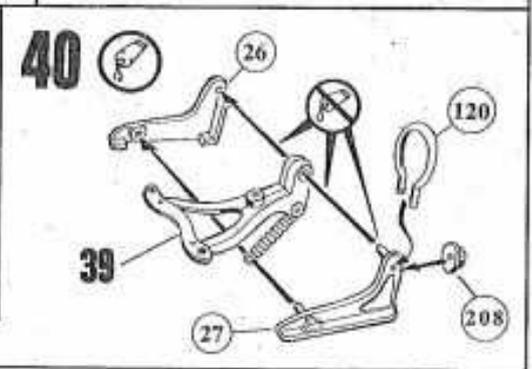
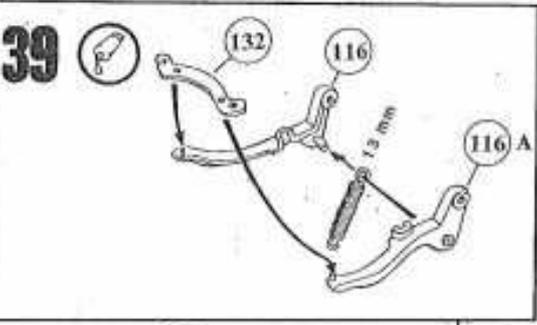
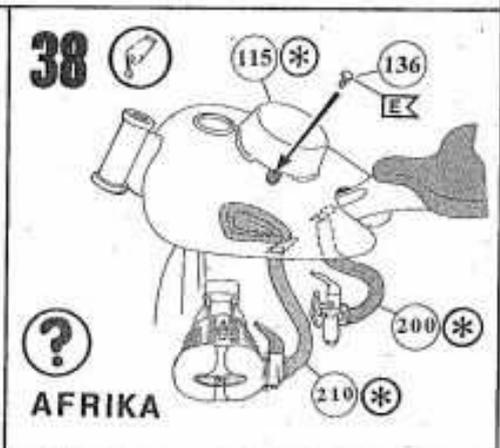
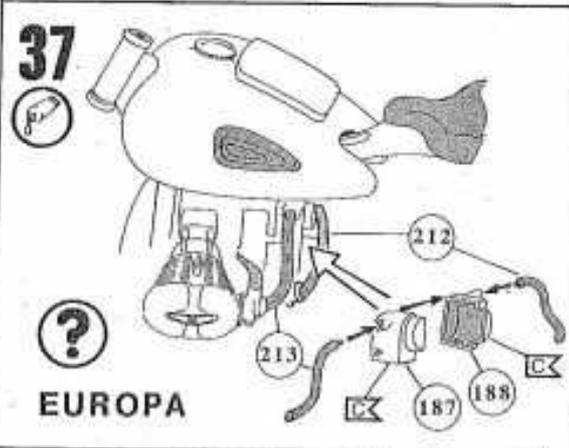
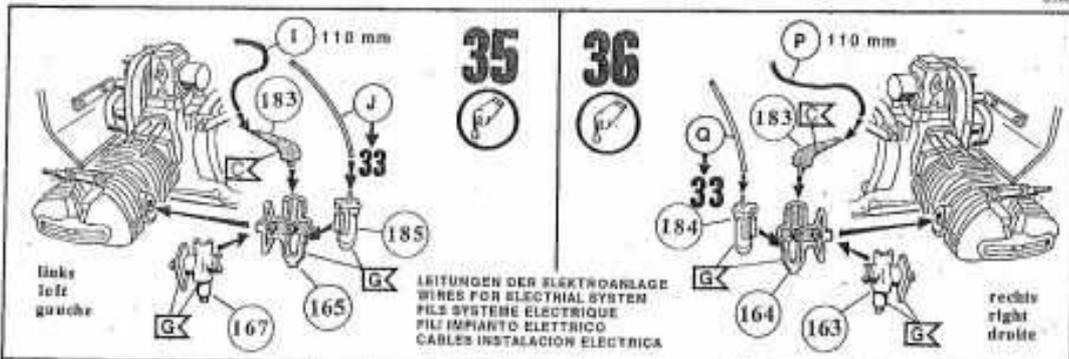


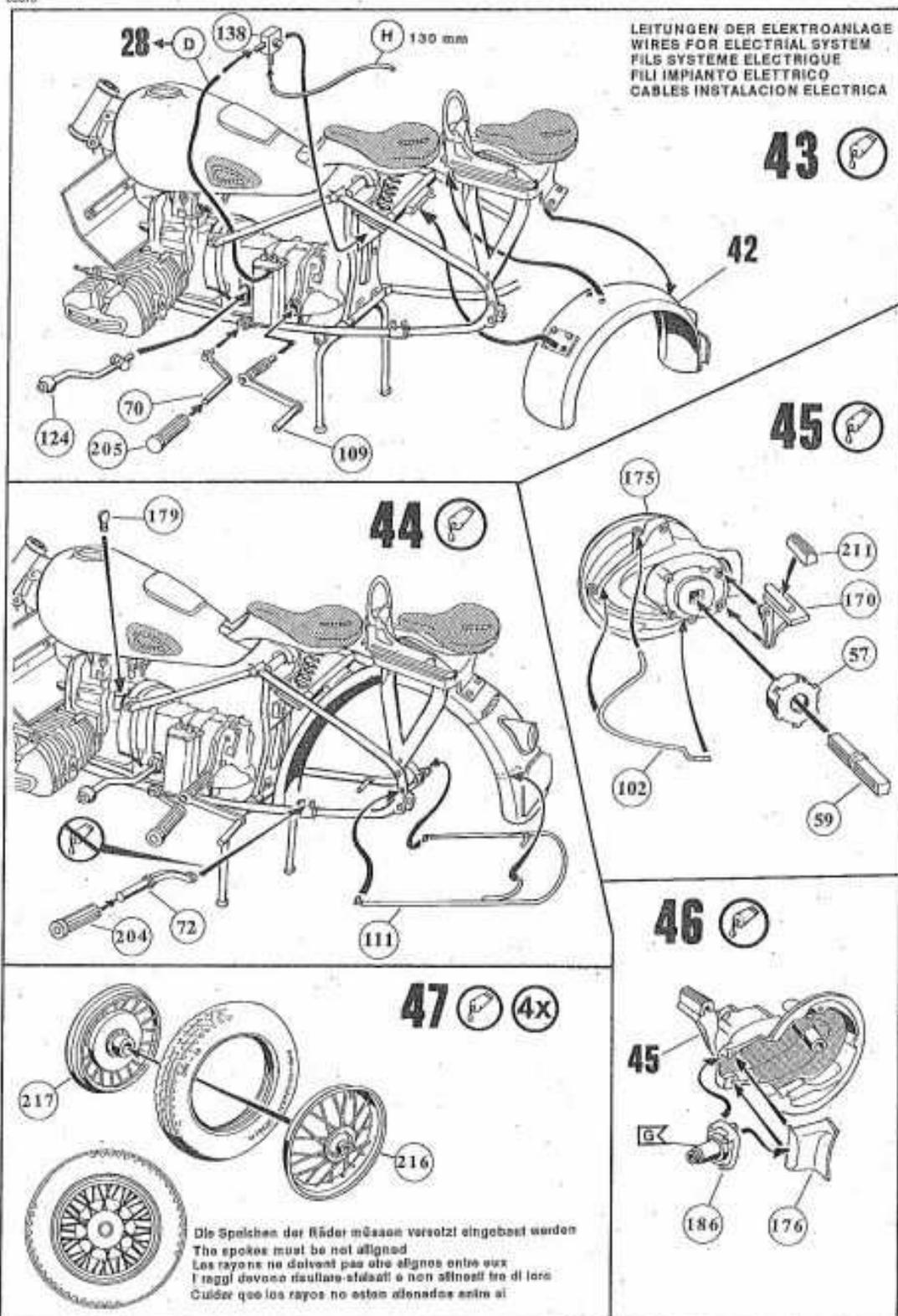


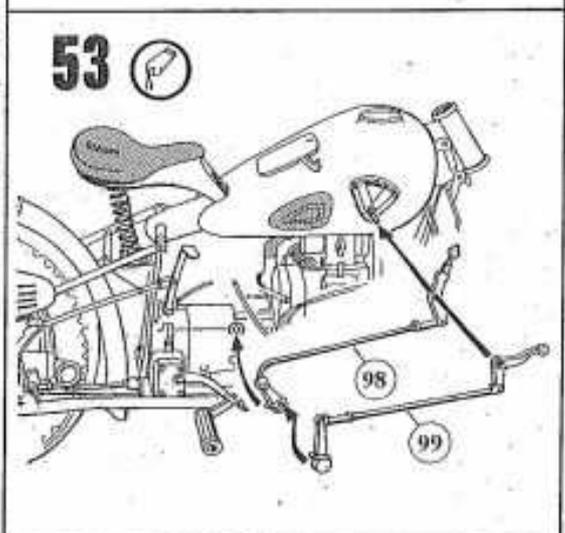
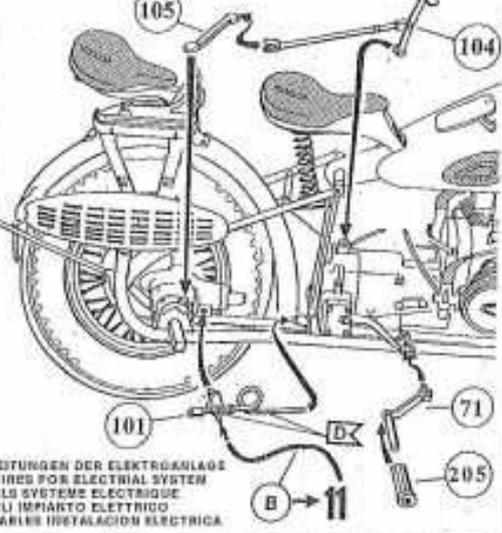
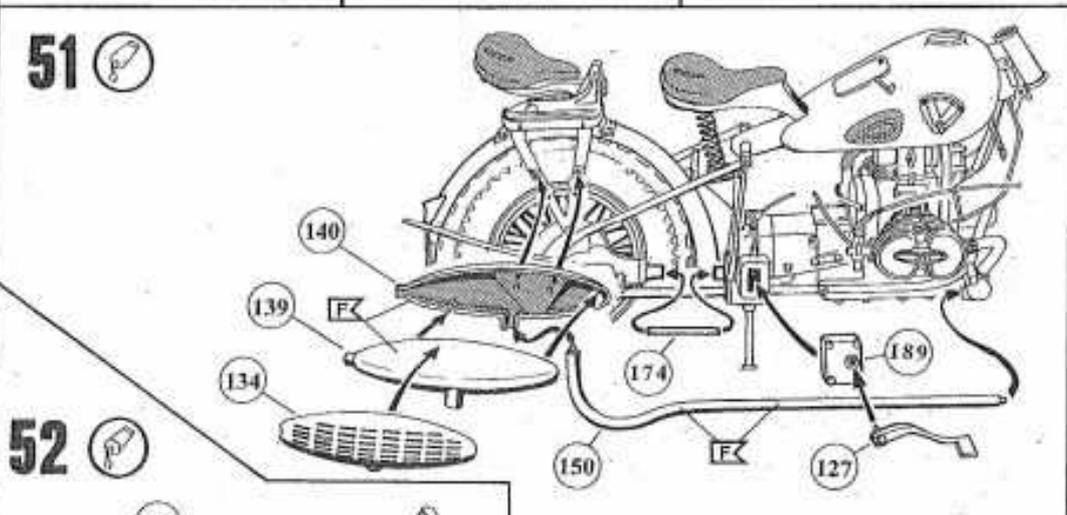
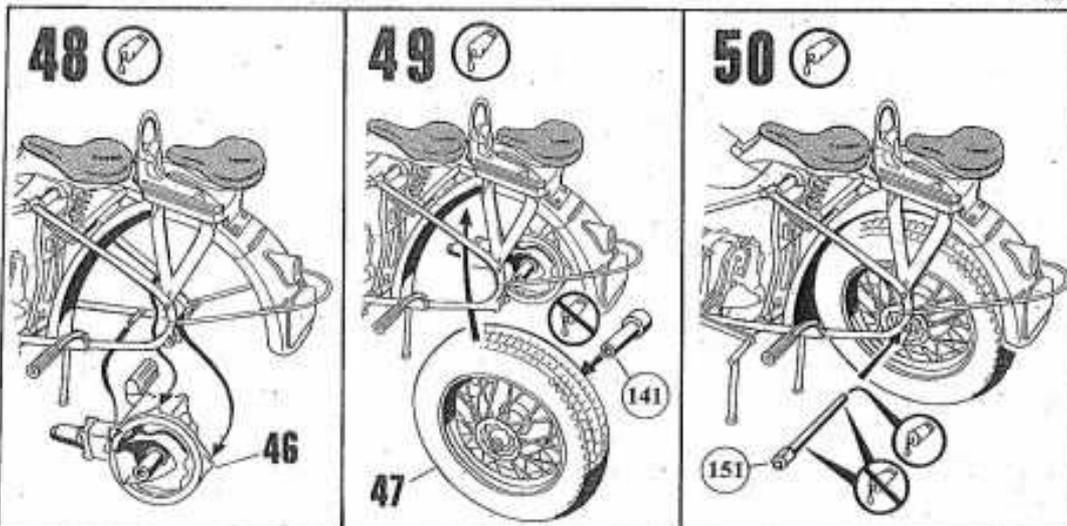
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LEITUNGEN DER ELEKTROANLAGE
 WIRES FOR ELECTRICAL SYSTEM
 FILS SYSTEME ELECTRIQUE
 FILI IMPIANTO ELETTRICO
 CABLES INSTALACION ELECTRICA

34 

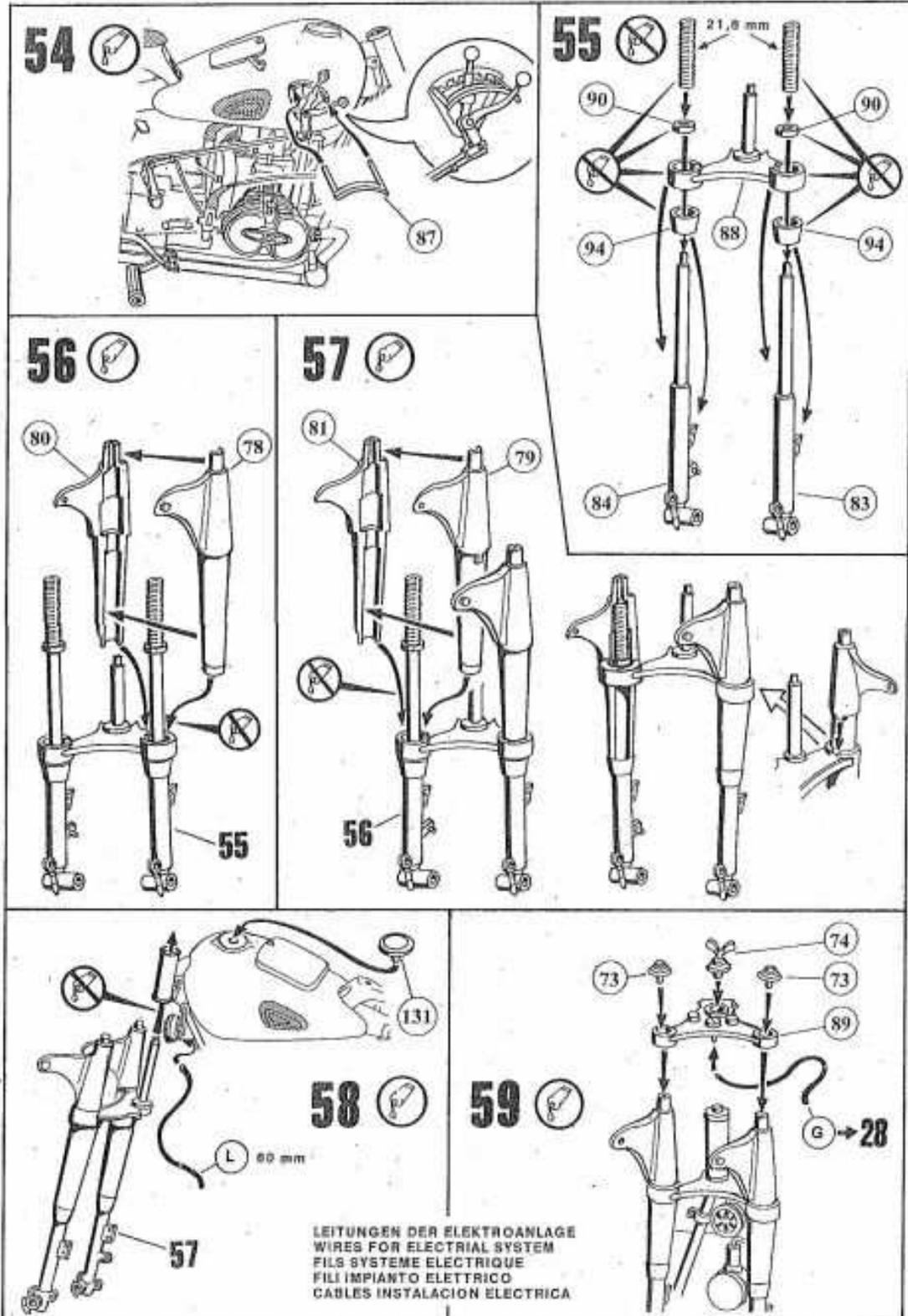


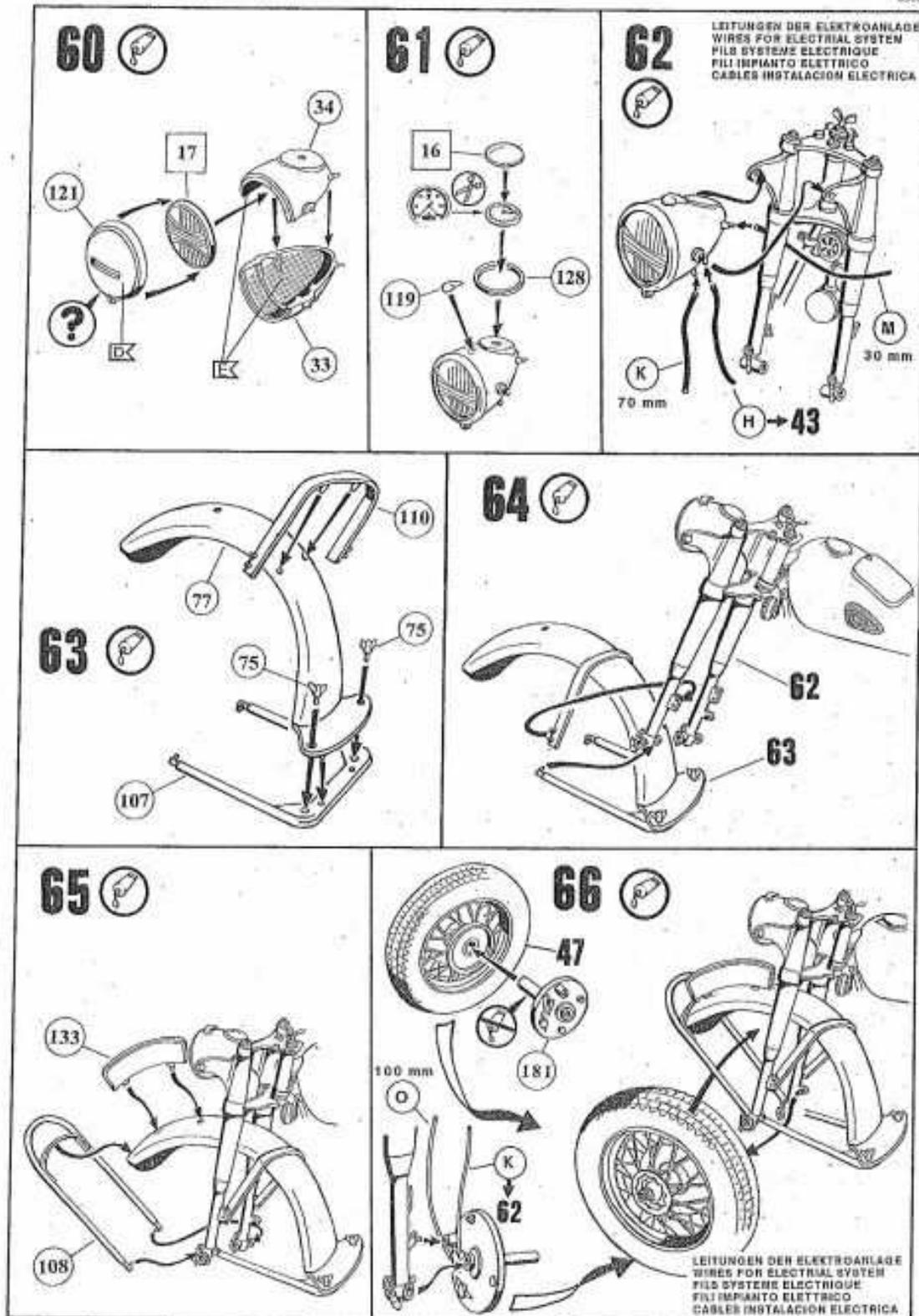


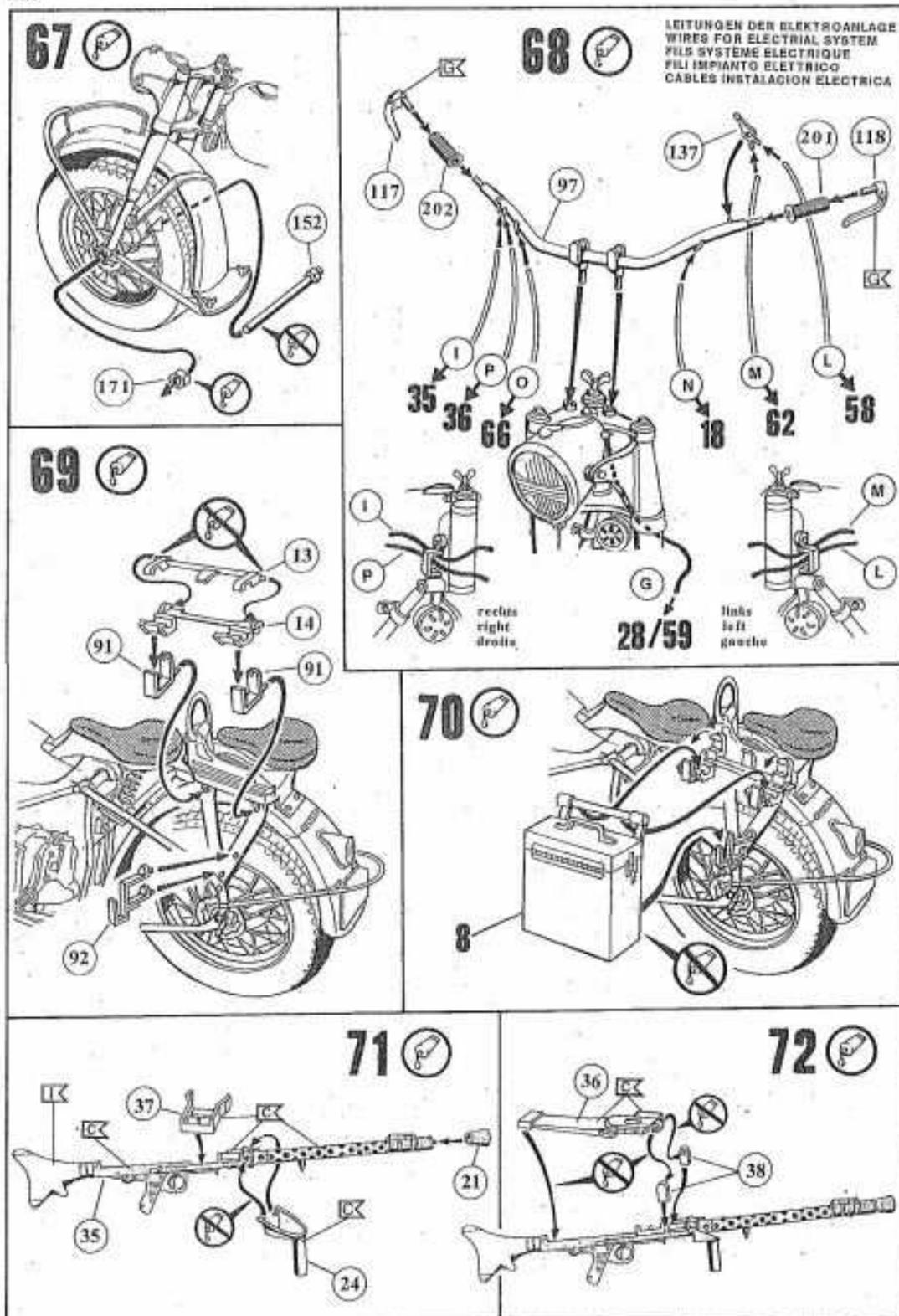


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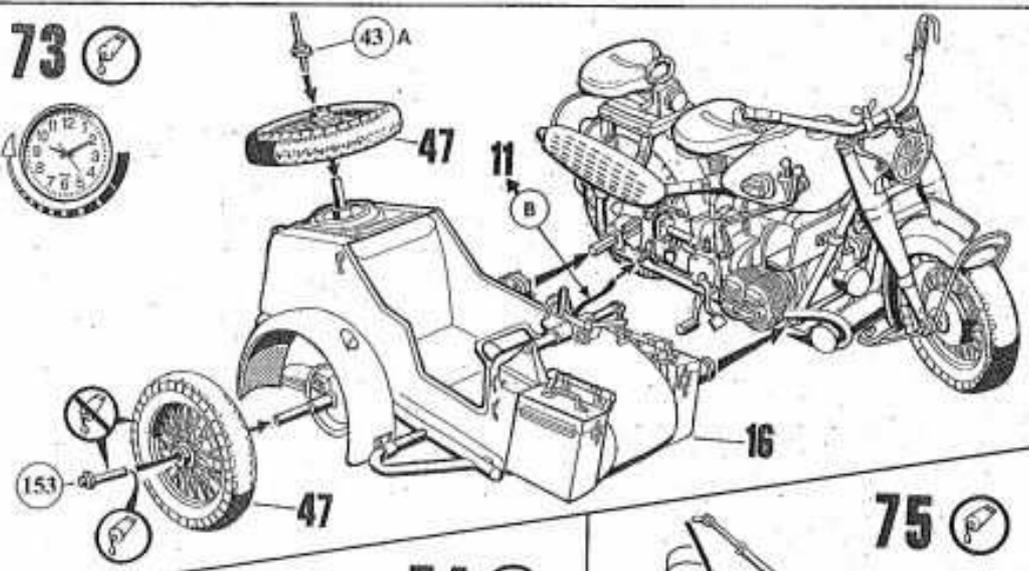
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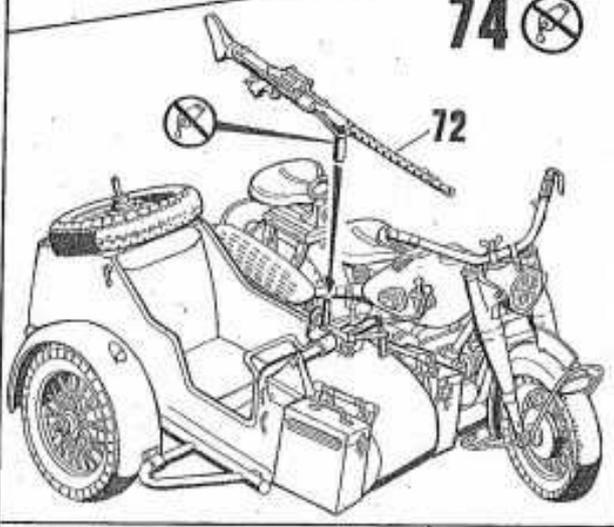




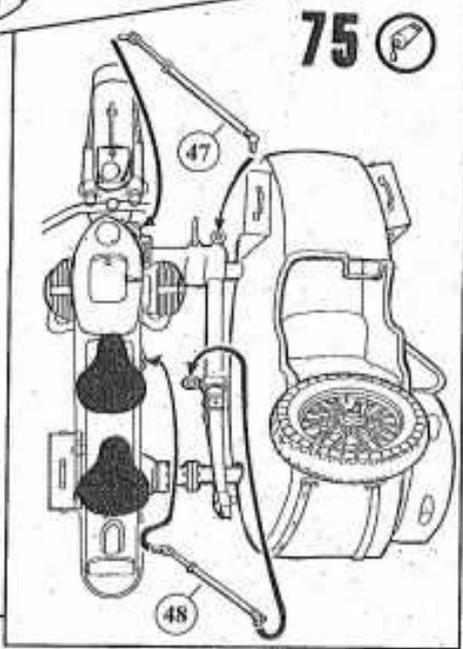
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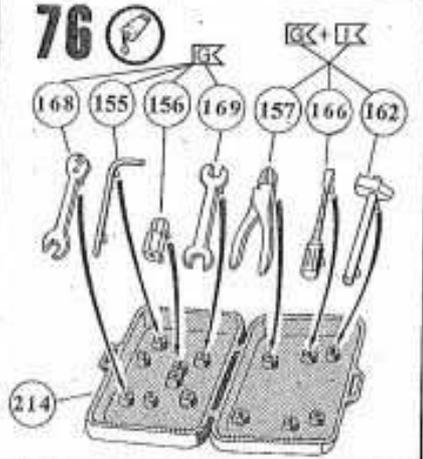
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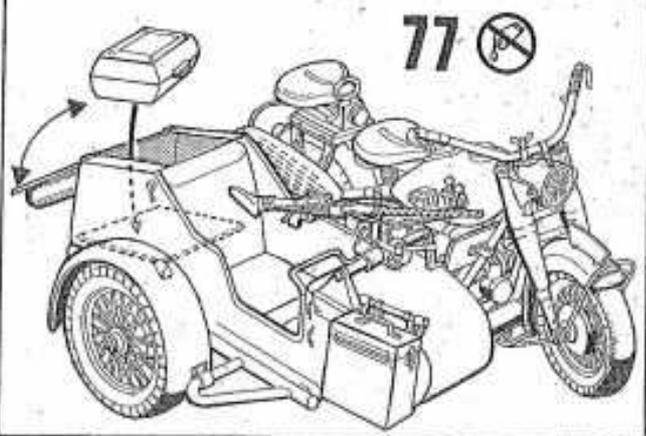
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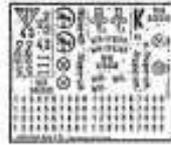
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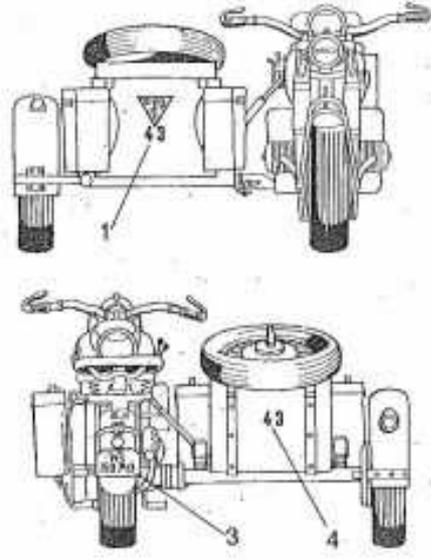
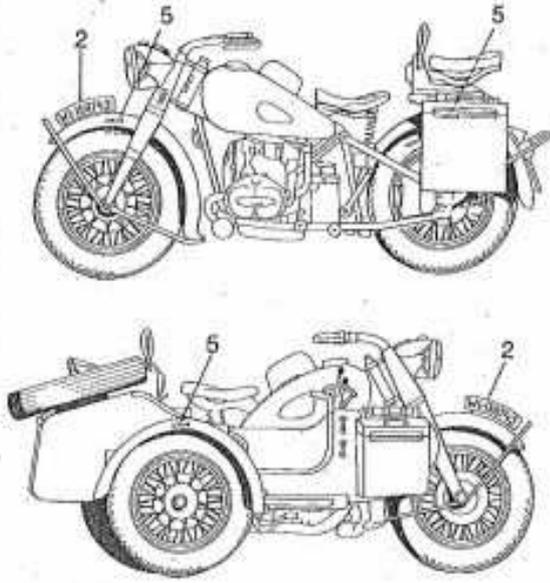
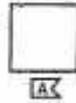
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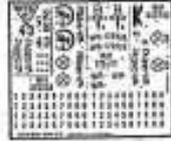
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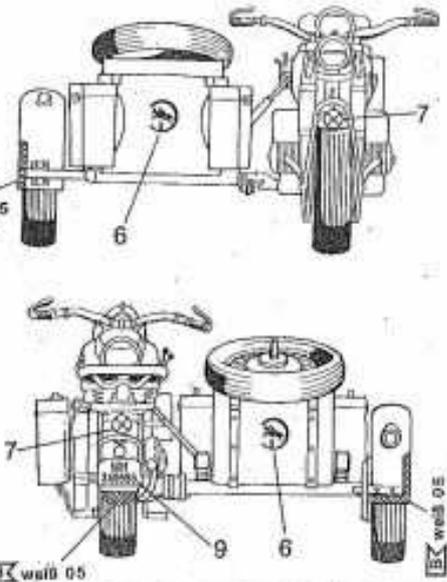
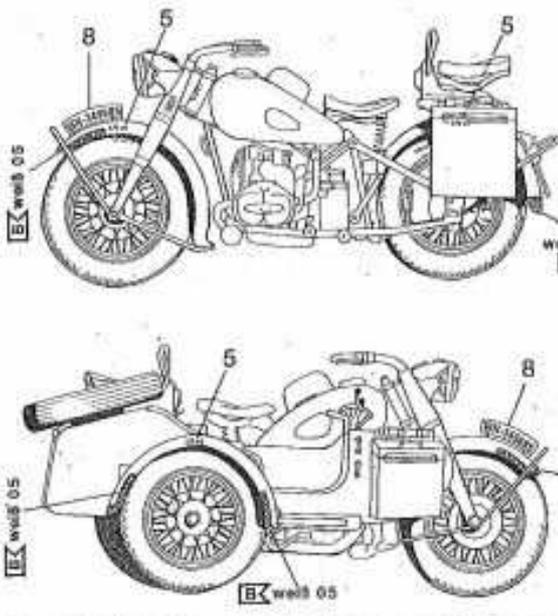
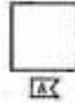
Unbekannte Fallschirmjägereinheit
Ostfront, 1942



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24. Panzerdivision
Kradschützenabteilung 4
Rostow am Don, August 1942



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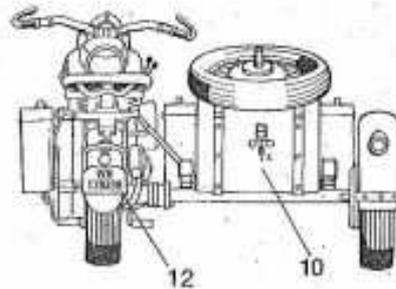
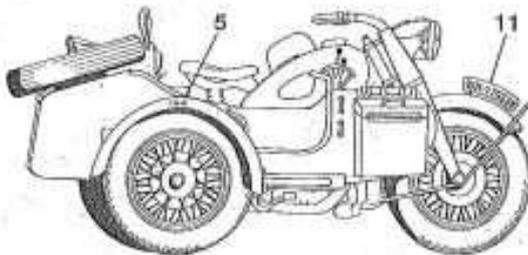
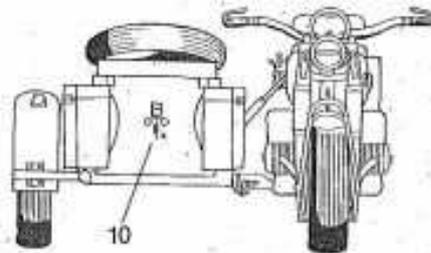
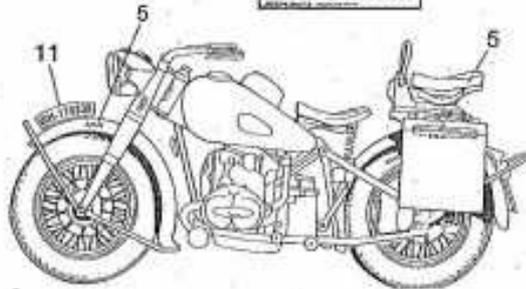


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21. Panzerdivision
Afrikakorps, Januar 1942



AC



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Unbekannte Kradschützeinheit
Ostfront, 1942



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