

A more conventional car, the 3/16 PS, and the first diesel engined tractors, came in 1928, taking the company back into profit. Hanomag were badly hurt by the drop in trade in 1929 and built a large stock of unsold vehicles.

IN NEUEM REIZE
 erscheint Ihnen das Automobil, steht für Ihre Pläne, für berufliche Reisen ein eleganter, schöner Wagen zur Verfügung. Ebenso vollendet in der Konstruktion wie praktisch im Gebrauch, bei einfachster Handhabung ist ein **HANOMAG-KABRIOLET** das Sie der Witterung entsprechend mit geschlossenem Verdeck als Limousine oder offen als Phaeton fahren können. Vornehme Linseneinführung, reicher Komfort, bequeme Sitze, Notstutz, wie überhaupt größte Behaglichkeit kennzeichnen diesen Wagen als **das schönste Kleinauto**, wert, der Stolz jedes Besitzers zu sein.

Preis RM. 2000.— ab Werk
 Vierzylinder-Viertakt-Motor
 750 ccm/16 PS

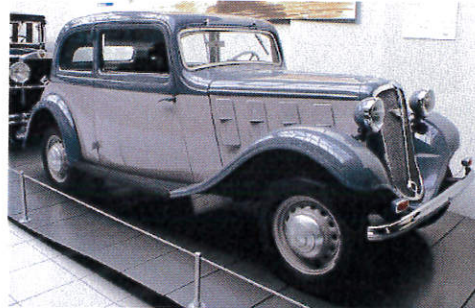
HANOMAG · Hannover-L.



Hanomag 3-16 PS - 1928

Things improved in 1930 and the company got 14 per cent of the domestic car market, second place behind Opel, but in 1931 a new crisis came when the banks called a loan. The factory was mortgaged to Hannover City and the **Vereinigte Stahlwerke** trust and the company relanchued as Hanomag Automobil und Schlepperbau GmbH.

For 1932, a new small car, the 1.1 Litre, renamed the Garant in 1934, was announced and sold well allowing two shift working to be introduced and it was joined by the larger 1.5 litre Rekord (a name later used by Opel) in 1933 with independent front suspension. A diesel **Hanomag Rekord** was shown at the 1936 Berlin Motor Show.



Hanomag Rekord 1936

Notice the style Hanomag in the cooling fins of the engine hood.

Military vehicles

During the World War II, the Hanomag car plant made many military vehicles in a big war effort, such as:

SS-55 - The military version of the civil road tractor 4x2 SS-55, equipped with 4-cyl. 55hp 5195cc Diesel engine, with towing capacity of 15 tons. (1933-1943). Where built 2-doors versions and 4-doors version.



Hanomag S-55 4x2 tractor - 2-doors version

- Chevrolet CMP 15 C (1)
- Chevrolet CMP C60S pattern 11 (1)
- Chevrolet CMP CT15
- Chevrolet CMP FAT (and Chevrolet C15A (1)
- Churchill Mk I Infant version (1)
- Churchill Mk II (early Churchill Mk I CS (1
- Churchill Mk III - ea
- Churchill Mk III and carrier (1)
- Churchill Mk III CDL
- Churchill Mk IV - NA
- Churchill Mk IV (AV layer bobbin (types
- Churchill Mk IV AVRI Indestructible Roller
- Churchill Mk VIII CS
- Churchills Mk IV with short guns (1)
- Diamond T Model 96 6x6 (G509) with 15!
- DUKW with A-frame
- E10 Entwicklungsfahr
- FAMO - Schwerer ZL 9 - Crane and cargo
- Faun L900 D567 6x4
- Ford 1941 Panel Van
- Ford DAF- PAG trekk
- Ford G198/TS (V30C 10.000 liters fuel tra
- Ford G917 Maultier - truck (1)
- Ford G917T double c
- Ford Marmon-Herrin prototype (1)
- Ford Truck V8-51 19
- Ford V3000S 4x2 Ne cabin (1)
- Ford V3000S truck - GAZ-AAA truck BZ-3
- GAZ-AAA with 76mm cargo version (1)
- Grant British Comm
- Grizzly I cruiser tank
- Guy "Ant" 4x2 - 15 c
- Hanomag SS100 NH with Holzgas genera (1)
- Henschel 33 D1 truc
- Henschel D33 fuel ta
- Humber "Box" Heav
- Jeep 1/4 ton 4x4 Arr WWII (1)
- Kubus - Polish AC / ,
- Kugelblitz AA tank (:
- KV-5 Soviet Super H
- Landwasserschlepper tractor with EMC sea
- Leyland Retriever - (British lorry - 3 ton (
- M10 3-inch Gun Mot with dozer (1)
- M12 Gun Motor Carr ammo carrier (1)
- M26 and M26A1 Dra and Seehund (1)
- M29C Weasel amphi (1)
- M31 (T2) Tank Reco



Hanomag S-55 4x2 tractor - 4-doors version - Luftwaffe

SS-100 - The military version of the 4x2 road heavy tractor Gigant SS-100, equipped with 6-cyl. 100hp 8553cc Diesel engine, with towing capacity of 20 tons. (1936-1944). Were built versions with 2 and 4 doors.



Hanomag Gigant SS100 4x2 heavy tractor - 2-doors version



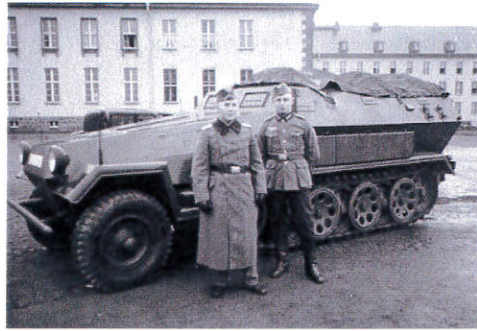
Hanomag Gigant SS100 4x2 heavy tractor - 4-doors version



Hanomag's poster

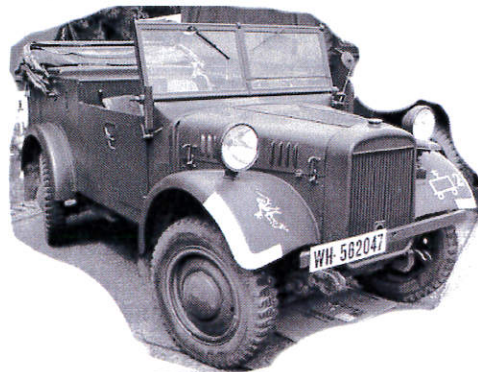
SdKfz 251 - The typical german half track armoured personel carrier.

- M32B1 Tank Recove
- M36 Jackson and M3
- M3A1 Lee casted hul
- M3A1 Lee CDL - T10
- M4 and M4A4 Sherr
- American and Briti
- M4 Sherman late wil
- M4 Sherman mediur
- early (1)
- M4 Sherman with T1
- Jemima (1)
- M40 Gun Motor Carr
- M43 Howitzer Motor
- M4A1 Sherman med
- early (1)
- M4A1 Sherman with
- M4A1 Sherman- E ty
- Light (1)
- M4A3 Sherman Calli
- (1)
- M4A3 Sherman Doze
- wading gear (1)
- M4A3E8 (75)W-HVS
- M4A3E8 Sherman: T
- 76mm with concrete
- (1)
- M6A1 American Hea
- M8 Greyhound - 6x6
- Expeditionary Force.
- Matilda - Infanterie I
- (E) mit 5cm KwK 38
- Matilda II Infantry T
- prototype (1)
- Matilda Mk II CDL (C
- Matilda Mk II Infantr
- Mercedes-Benz L 45
- wheels (1)
- Mercedes-Benz L30C
- Mgebrov-White Russ
- (1)
- Mk II CS and Mk III
- Mk IV "Female" Airl
- Mk IV Male and Mk I
- Heavy British Tanks
- Morris Commercial C
- 75mm light infantry
- Neubaufahrzeug (Kr
- New mascot in the B
- Opel Blitz 1 tonner S
- towing Panzernest (
- Opel Blitz Bus - 3.6-
- workshop version (1
- Opel Blitz Bus - 3.6-
- workshop version (1
- Opel Blitz Bus - amb
- Otter Mark I Light R
- Panther Ausf D with
- (Ramschaufelpanzer
- Panzer I Ausf F (1)
- Panzer II Ausf D (1)
- Panzer II Ausf J (1)
- Panzer III Ausf G - S
- Panzer IV Ausf F2 - I
- Ram cruiser tank Mk
- and Mk II OP (1)
- Raumpanzer "Tiger"
- Renault FT 17 char r
- Renault FT 17 french
- blade (1)
- Renault FT 17 gun t
- Brazilian Army (1)
- Renault FT 17 z Furr
- (1)



Hanomag SdKfz 251 Ausf A - early version

Hanomag 20 B - The 4-wheel-drive Small Unit-Personnel Carrier was produced 1937-1940 (ca. 2000) under the parentage of **Stoewer** (as the R180, R200 and Type 40). Capacity problems by Stoewer resulted in co-production by both **BMW** (as the 325) and Hanomag. Together the three manufacturers made ca. 10.000 units. The special 4-wheel-steering system was fitted on most models. Operating a "lock-level" between the front seats made the steerable rear axle turn sideways to a certain angle.



Hanomag 20B 4x4 - 4-wheel-steering - restored

The single most important and iconic military vehicle to be designed and built by Hanomag during World War II was the **Sd.Kfz. 251** half-track (commonly called simply "the Hanomag") with a total production numbering just over 15,000. Built to protect and transport the **Panzergrenadier mechanized infantry forces**, it was by far the most common German armoured troop-carrying vehicle of WWII, and a direct precursor to the **armoured personnel carriers** of today. In comparison to the most common Allied half-track of the war, the **M3 Half-track**, the Sd.Kfz 251 was slower and lower-powered but with thicker, sloping side armor that provided better protection; the flat-sided M3 was at one point panned as the "Purple Heart Box" for being unable to stop **7.92mm** bullets at close range, while the Hanomag's sloping side armor deflected the .30-caliber bullets of the Allies with no similar issue.



Hanomag APC SdKfz 251 Ausf C - Volstad art

Post war production resumed making trailer units followed by tractors and in 1949 a 1.5 ton truck. Although prototypes were made, no cars were produced postwar. Rudolph Hiller, who had been president of **Phänomen** trucks, joined the board and restructured the company by arranging for it to join the **Rheinstahl** consortium in 1952.

Merge & Split:

In 1964, **Rheinstahl** took over **Henschel-Werke** and in a reverse of history the company was merged with Hanomag. The farm tractor operation was sold to **Massey Ferguson** and in 1969 the truck making division of Hanomag-Henschel went to **Daimler Benz**, leaving the Hanover works making earth-moving machinery for Massey Ferguson. In 1989, the world's second largest construction machine manufacturer, **Komatsu**, bought a share of Hanomag AG and since 2002 Komatsu Hanomag GmbH has been a 100% subsidiary of the global company. In Hanover, the company is producing wheel loaders ranging from 54 to 353 hp (263 kW) and since 2005 also has been producing wheeled excavators from 14 to 22 tons. Thanks to the European Technical Center (EUTC), these correspond to the latest state of technology. In Hanover, the company develops construction machines which meet varied requirements of customers all over Europe as well as for certain products also worldwide.

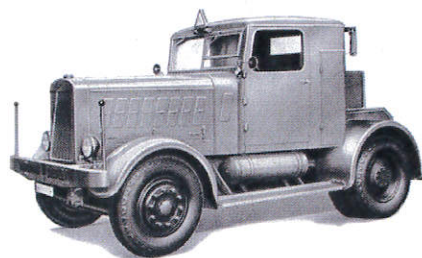
- [Renault R35 with T2](#)
- [Rolls-Royce armoured field adaptation \(1\)](#)
- [S-51 Soviet heavy S](#)
- [SdKfz 251 Ausf D wi](#)
- [Sherman BARV \(1\)](#)
- [Sherman IC Firefly T](#)
- [Sherman II direct vi](#)
- [Sherman Mk V "Cra](#)
- [Sherman V \(OP\) - R](#)
- [Sherman V CDL prot](#)
- [Sherman V with ARV](#)
- [Skink Anti Aircraft ta](#)
- [Skoda Radschlepper](#)
- [Studebaker US6 with](#)
- [T-28 Super Heavy T](#)
- [T-34/57 tank destro](#)
- [T-37A - Soviet ampl](#)
- [T-38 Soviet amphibi](#)
- [T17E1 Staghound M](#)
- [T26E1 \(T26E4\) Supe \(1\)](#)
- [Value Gear Details -](#)
- [Vickers 6-ton Mark E](#)
- [VK3001\(H\) - PzKpfw](#)
- [von Serra in scratch](#)
- [Whippet - WWI Medi](#)
- [Zis-30 57mm SPAG Gun \(1\)](#)
- [Zis-42 Russian half-](#)

Most viewed

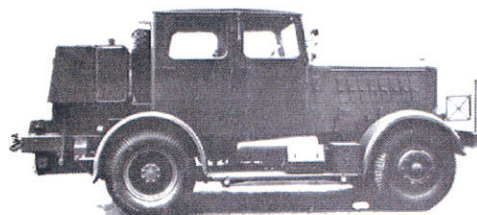
-  [FAMO - 18 t - S version](#)
Koll additio pairs, to save time a cargo and crane ver:
-  [Chevrol 20mm](#)
Lads!! converts the corn field. The war in the
-  [T-28 Su 1/35 - c](#)
Le of Drag two pro assault gun and tanl
-  [M4A3E rare tan](#)
Tan project the grea Sherman: the M4A3
-  [CCKW rocket](#)
To Motherl. project important weapon of 13/16 ...
-  [Bergepz PzKpfw Befehls](#)
Panzerk this tan will show to you guy of this unique comm
-  [Panzer Afrika K](#)
Panzerk Because another representative vehic

The Tractor SS100:

Hanomag made several models of heavy tractors of which the SS-100 was the best known. It had both a two door and a four-door version.



Hanomag SS100 - two-doors version



Hanomag SS100 - four-doors version

The four-door version has a double cab, which could carry a crew of five or six and the two doors a crew of three. Production of the SS-100 was continued from 1936 to 1944. The basic design continued to be produced after the WWII as the ST100 and ST100W including some of these tractors were used by the French Army.



Hanomag ST100 - French Army - Saumur Tank Museum

The Hanomag road tractors of all sizes were very popular as fairground transport well into the 1960's, because his power, reliability and robustness. In short words, the Hanomag SS-100 tractor was a civilian vehicle that was pressed into military service.



A Hanomag Gigant SS100 restored and immaculate, in civil duties.

Hanomag 4x2 heavy road tractor versions:

- SS 100 N - basic model of the new series
- SS 100 LN - delivered with winch and double cabin, several copies for the German Army
- SSA 100 N - Truck Tractor (the A stands for Aufliieger), longer but lighter than the tractor, smaller tank
- SS 100 NH - the basic model with wood gas generator (H for Holzgas)
- SS 100 NWH - ditto, in addition winch
- ST 100 - renamed postwar model of SS100N
- ST 100 W - renamed postwar model of SS100LN

See below another fully restored civil Hanomag Gigant SS100. Notice the engine sound...



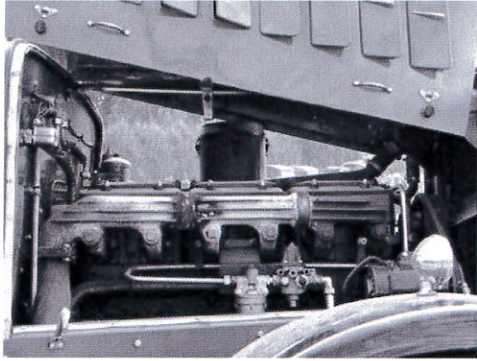
Char FC
French!
Vive l
Yesterd
at my h
tank ever built !!! FC



Hanomag
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generat
case rej
Gefährt
tractor was fought o
pulling loads and we
This powerfu...

Cloud

10.5cm le.F.H.18/1 l
Heuschrecke 10- "(
le.F.H.18/3 (Sf.) auf
German field howitze
snow-plov (1) 7TP-jw
Mk.I/Cruiser Tank Mk.
2pdr and 3inch CS v
Cruiser Mk VIII (1) A3
Tortoise Super Heav
Dorchester - Armoure
and long nose versio
tractor (1) AEC Mk I f
Mk II AA Armoured C
British Armoured Car
French armoured car
pdr Valentine Mk I (1)
Autocar 7144T tract
Heavy Howitzer (1) f
Beaverette Mk III (1)
Boulton-Paul type A t
prototype (1) Bedfo
Bergepanther mit aufg
als Befehlspanzer.
Schneeräumer System
snow-plov (1) Brücke
Bussing-Nag L4500 A
german heavy truck
Katyusha rocket launc
ton Fuel Tanker - Br
CCKW 353 6x6 2 1/2 t
CCKW 353 with B
Camionetta AS 42 Sal
(1) Caterpillar D7 B
version (1) Centaur C
Char B1 and B1 bis -
(gun and flamm tank
heavy French tank (1
heavy French tank
Chamond - French h
Chevrolet 4408 - Ho
aircraft carrier (1) C
Breda 20mm gun (1)
tank - cabin pattern 1
Armored Ambulance (1
Artillery Tractor) 4x4 z
crane adaptation (1) C
early and rebuilt versi
and reworked) and C
Mk III - early and rew
- Canal Defense Light
AVRE with gutted carri
and gun) with carpet
(1) Churchill Mk IV -
AVRE with Canadian
(CIRD) (1) Churchill M
with 6 pdr gun - long
with A-frame crane (1
cargo truck - 4 ton
Howitzer M1 (1) E3
FAMO - Schwerer Zug
Crane and cargo vers
tank transporter (1) F
DAF- PAG trekker 01
(V3000S) traktor with
(kraftstofftrailer) (1) f
haltrack 3 ton truck (1
Ford Marmon-Herringt
(1) Ford Truck V8-51
V3000S 4x2 Neuer Ar
Ford V3000S truck -
AAA truck BZ-38/3 f
76mm gun - SU 1-1:



The Hanomag diesel engine D85S 100 HP/1500 rpm
6 cyl.inline - 8.550cc.

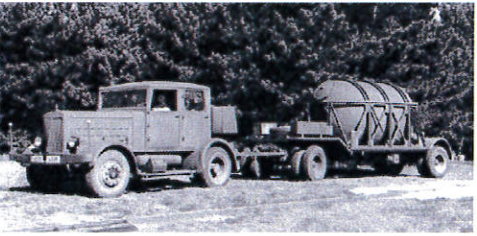
Both the Army and Luftwaffe units used it. The Luftwaffe units used it primarily for towing airplanes, bombs, and gasoline trailers. The V2 units used it for towing the "Vidalwagen" which transported the V2 rocket from the railhead to the launch units' preparation facility. It was also used to tow the Meillerwagen, which transported the V2 rocket to the launch site and erected the rocket. Additionally, the Hanomag was used to tow other trailers such as the B-Stoff trailer. The SS100 was used in many different Theatre of Operations.



SS100 as artillery tractor, towing a 88mm AA/AT gun



SS100 in the Desert, towing a big water tank

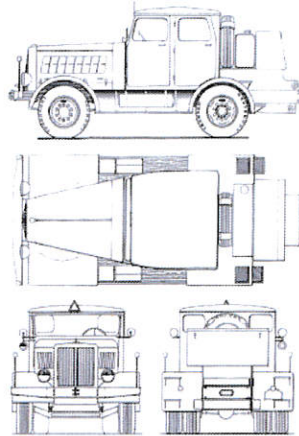


SS100 towing fuel for V2 rockets

Grant British Commar
tank (1) Guy "Ant" 4x
SS100 NH 4x2 heavy
generator with Anhän
D1 trucks - radio and
tank truck (1) Humbe
(1) Jeep 1/4 ton 4x4
WWII (1) KV-5 Soviet
- Polish AC / APC
Landwasserschlepper
with EMC sea mines (1
version - 6x4 British
Gun Motor Carriage "V
Gun Motor Carriage 1
(1) M26 and M26A1 D
Seehund (1) M29C V
Studebaker (1) M31 (1
M32B1 Tank Recovery
M36B1 (1) M3A1 Lee
Lee casted hull (1) M4
turret (1) M4 Sherman
- early (1) M4 Sherm
Aunt Jemima (1) M4 i
flame tanks - America
Gun Motor Carriage 15
Motor Carriage 203mm
medium tank (direct
Sherman with M1 doz
- CDL - Canal Defen
Calliope - T-34 rocket
Dozer Marines with de
(75)W-HVSS Sherma
Thunderbolt;105mm
armour - a triple bu
Heavy Tank (1) M8 Gr
Expeditionary Force.
Panzerkampfwagen M1
(1) Matilda II Infantry
prototype (1) Matilda
Light) (1) Matilda Mk
crane (1) Mercedes-B
spoked wheels (1) Mei
plow. (1) Mgebrov-Wi
1915 (1) Mk II CS an
(1) Mk IV "Female" Ai
Mk IV "Male" Tadpole -
Morris Commercial C
75mm light infantry
(Krupp) (1) New masc
Blitz 1 tonner Schri
Panzernest (1) Opel Bl
early - workshop versi
model W39 - late - wc
Bus - ambulance ver
Reconnaissance Car (:
blade (Ramschaufelpe
Ausf F (1) Panzer II A
Panzer III Ausf G - Sc
F2 - Sd.Kfz. 161/1 (1)
early; Mk II late and
"Tiger" (P) - Rammti
mitrailleuse crane (1)
tank with dozer blade
and FT 17 TSF - Brazil
Fumatorami - Polish
with T26 conical turre
car Mk I - standard a
Soviet heavy SPG 20
with APX french tur
Sherman IC Firefly Tu
II direct vision (1) She
Tank (1) Sherman V
Sherman V CDL protot
cupola (1) Skink An
Radschlepper Ost Pors
US6 with snow-plow (1
T-34/57 tank destr
amphibious light tank
scout tank (1) T17E1
(T26E4) Super Pershir
(H) - PzKpfw VI Ausf A
- Spare parts (1) Vick
tank (1) Whippet - W1
57mm SPAG (Self Prc
42 Russian half-track
(1)

Hanomag SS100 LN

4x2 road heavy tractor - 4-doors version

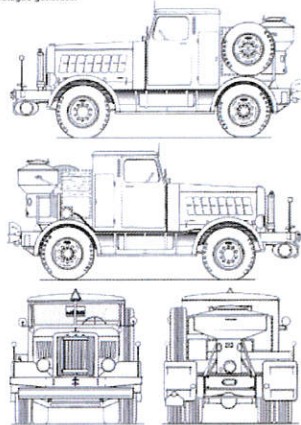


Hanomag SS100 LN 4x2 heavy tractor (4-doors)

Type	Heavy road tractor 4x2
Place of origin	Nazi Germany
Service history	
In service	1936–1944
Used by	Nazi Germany French Army
Wars	World War II
Production history	
Designer	Hanomag
Manufacturer	Hanomag
Number prod.	1112 (Diesel- all versions)
Specifications	
Weight	6.420 Kg
Length	5.040mm
Width	2.480mm
Height	2.420mm
Crew	Driver +5
Wheelbase	3.000mm
Road clarean.	220mm
Max. towing	20 ton.
Armor	none
Armament	none
Engine	Hanomag D85S 100 HP/1500 rpm - 6 cyl.inline - Diesel - 8.550cc
Cooling sys.	water
Electrical system	Bosch 24 V - battery 150Ah
Suspensions	front/rear: fixed axles- semi-elliptical springs
Gear box- transmission	ZF KB60 - 4 forward + 1 reverse + overdrive
Brakes	air in all wheels
Tyres	270-20: dual at rear
Fuel tank	350 lts
Turn radius	5,25m
Range	720 Km (road)
Speed	65 km/h (road)

Hanomag SS100 NH

4x2 road heavy tractor - 2-doors version
Holzgas generator



Hanomag SS100 NH 4x2 heavy tractor (2-doors)

Type	Heavy road tractor 4x2
Place of origin	Nazi Germany
Service history	
In service	1941–1945
Used by	Nazi Germany
Wars	World War II
Production history	
Designer	Hanomag
Manufacturer	Hanomag
Number prod.	400 (versions with Holzgas)
Specifications	
Weight	6.470 Kg
Length	5.060mm
Width	2.480mm
Height	2.420mm
Crew	Driver +2
Wheelbase	3.000mm
Road clarean.	220mm
Max. towing	20 ton.
Armor	none
Armament	none
Engine	Hanomag D85 80 HP/1500 rpm - 6 cyl.inline - Woodgas- 8.550cc
Cooling sys.	water
Electrical system	Bosch 24 V - battery 150Ah
Suspensions	front/rear: fixed axles- semi-elliptical springs
Gear box - transmission	ZF KB60 - 4 forward + 1 reverse + overdrive
Brakes	air in all wheels
Tyres	270-20; dual at rear
Fuel tank	350 lts
Turn radius	5,25m
Range	720 Km (road)
Speed	65 km/h (road)

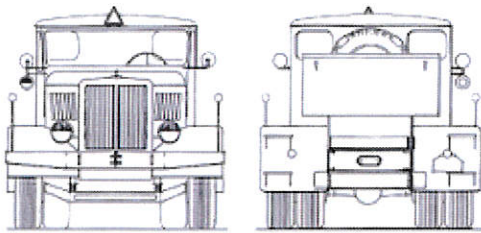
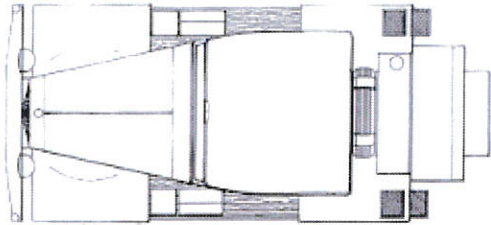
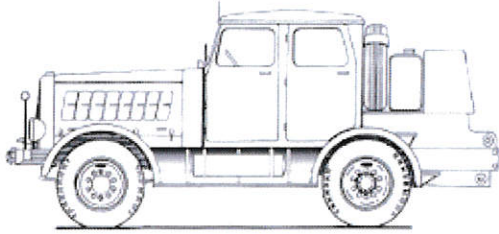
The kit:

While the long expected wonder kit from Takom does not reach the market (Diesel powered 4-doors version), we will bring to the "World of the Living" this old resin kit (#WES 35016) from **Wespe Models: Hanomag SS100 Holzgas Generator** (Gasogen powered, 2-doors version):



Hanomag SS100 LN

4x2 road heavy tractor - 4-doors version



dybdekontroll, for pløying m.v., ved traktorhydraulikk, og betegnes Ferguson-systemet etter oppfinnere.

I etterkrigstiden kom anleggstraktoren, den hadde som viktig kjennetegn en påmontert luftkompressor, beregnet for drift av en håndholdt fjellboremaskin. Dette ble et viktig redskap for et stort antall vegutbedringer utført med mye manuell arbeidsinnsats, i det langstrakte norske vegnettet. Sammenlign det kjente vegvesenuttrykket «driftstiltak» innen vegvedlikeholdet. Kompressoren kunne være bak- eller frontmontert på traktoren. Ved slik stasjonær drift gjennom hele

arbeidsskift, var den beste kraftkilden dieselmotor som ble utbredt på denne tiden. Maskinstørrelsen har her som ellers utviklet seg mye gjennom tiden. Telemark har for museumsformål i behold en anleggstraktor tidlig utgave fra 1953 (Deutz), den har en 1 syl. dieselmotor på 15 hk, og bakmontert kompressor. Maskinen har en vekt av ca. 1300 kg og den er uten førerhus. Vist i ill. 14.

Ved at kompressor var montert bak eller foran på traktoren, var «den andre enden» av traktoren tilgjengelig for redskapsmontering. Her kom frontlaster resp. bakmontert gravemaskin med sterk utvikling

Ill. 12.

Krigstids veg- og flyplass-traktor som trekkraft i Nordland etter krigen.

Foto: Gunnar Pettersen/arkiv Nordland vegkontor.

Ill. 13.

Samme traktortype, denne ombygget til laster og graver.

Foto: Magnus Grønås, Troms.

