

Heller

RENAULT TAXI TYPE AG

30705



Français

En 1905, la Compagnie Française des Automobiles de Place, qui prend le nom de G7, lance un appel d'offres pour une flotte de "fiacres automobiles" en vue de remplacer les 20 000 véhicules hippomobiles circulant à Paris. RENAULT emporte le marché avec le Type AG équipé d'un moteur bicylindre de 8 ch. Présenté aux mines le 26 Septembre 1905, le véhicule est commandé dès cette première année à 250 exemplaires. Les livraisons débutent aussitôt, et la G7 passe une nouvelle commande de 1000 "taxi" en 1906, puis de 1500 en 1908. Le type AG1 proposé par HELLER apparaît en 1907. Véhicule simple, robuste et fiable, souple en milieu urbain, et rapidement rentabilisé ce taxi sera à la base de la croissance rapide de RENAULT avant 1914. Il sera produit jusqu'en 1921. Le taxi parisien RENAULT AG présente de remarquables innovations. La roue de secours se fixe parallèlement à la roue crevée, ce qui permet d'achever la course sans perte de temps, la conduite est facilitée grâce à trois pédales et au changement de vitesse en ligne, enfin le taximètre indique les tarifs et le nombre de pannes subies par le véhicule. Ce taximètre est un progrès considérable par rapport aux nombreux cochés ou fiacres, très souvent facturés à la tête du client. Le RENAULT AG participera en septembre 1914 à l'opération «Taxis de la Marne» et reste connu comme tel.

Type	AG1
Places	4 - 1 chauffeur et 3 passagers
Poids à vide	1060 kg
Longueur	3750 mm
Largeur	1550 mm
Hauteur	2150 mm
Empattement	2620 mm
Voie AV	1250 mm
Voie AR	1275 mm
Moteur	Renault 2 cyl, 1205 cm3, 10 ch.
Boîte de vitesses	3 rapports
Vitesse maximum	45 km/h
Autonomie	400 km

Deutsch

1905 startete die Compagnie Française des Automobiles de Place, die den Namen G7 erhielt, eine Ausschreibung für eine Flotte von „Reisebussen“, um die 20.000 in Paris bewegenden Pferdefuhrwerke zu ersetzen. RENAULT gewann den Markt mit dem Type AG, der mit einem 8-PS-Zweizylindermotor ausgestattet war. Das Fahrzeug wurde am 26. September 1905 der „École des mines“ (Hochschule für Ingenieure) übergeben und ab diesem ersten Jahr in 250 Exemplaren bestellt. Die Auslieferung begann sofort und die G7 gab 1906 eine neue Bestellung für 1000 "Taxis" auf, dann 1908 für 1500. Der von HELLER angebotene Typ AG-1 erschien 1907. Einfaches, robustes und zuverlässiges Fahrzeug, flexibel in städtischen Gebieten und schnell rentabel. Dieses Taxi wurde die Grundlage für das schnelle Wachstum von RENAULT vor 1914. Es wurde bis 1921 produziert. Das Pariser Taxi der RENAULT AG hatte bemerkenswerte Innovationen. Das Reserverad war parallel zum Reifenrad befestigt, wodurch das Wechseln ohne großen Zeitverlust abgeschlossen werden konnte. Das Fahren wurde mit drei Pedalen durchgeführt und die Geschwindigkeitsanzeige in einer Linie dargestellt. Schließlich zeigte der Taxameter die Preise und die Pannen durch das Fahrzeug an. Dieser Taxameter war ein beträchtlicher Fortschritt im Vergleich zu den vielen willkürlich berechneten Preisen, die dem Kunden in Rechnung gestellt wurden. Die RENAULT AG nahm im September 1914 an der Operation "Taxis de la Marne" teil und blieb als solche bekannt.

Type	AG1
Sitzplätze	4 - 1 Fahrer und 3 Passagiere
Leergewicht	1060 kg
Länge	3750 mm
Breite	1550 mm
Höhe	2150 mm
Radstand	2620 mm
Spurbreite vorne	1250 mm
Spurbreite hinten	1275 mm
Motor	Renault 2 Zyl., 1205 ccm, 10 PS.
Getriebe	3 Gänge
Höchstgeschwindigkeit	45 km/h
Reichweite	400 km

English

In 1905, the Compagnie Française des Automobiles de Place, which took the name of G7, launched a call for tenders for a fleet of "automobile coaches" with a view to replacing the 20,000 horse-drawn vehicles circulating in Paris. RENAULT wins the market with the Type AG equipped with an 8 hp twin-cylinder engine. Presented to the „École des mines“ (college of engineers) on September 26, 1905, the vehicle was ordered from this first year in 250 copies. Deliveries begin immediately, and the G7 places a new order for 1000 "taxis" in 1906, then 1500 in 1908. The AG-1 type offered by HELLER appeared in 1907. The Paris taxi from RENAULT AG has remarkable innovations. The spare wheel is attached parallel to the tire wheel, so that changing can be completed without losing much time. Driving is carried out by three pedals and the speed change is displayed in a line. Finally, the taximeter shows the prices and the breakdowns caused by the vehicle. This taximeter is a significant advance compared to the many arbitrarily calculated prices that were charged to the customer. RENAULT AG will take part in Operation "Taxis de la Marne" in September 1914 and will remain known as such.

Type	AG1
Seating	4 - 1 driver and 3 passengers
Empty weight	1060 kg
Length	3750 mm
Width	1550 mm
Height	2150 mm
Wheel base	2620 mm
Front track width	1250 mm
Rear track width	1275 mm
Engine	Renault 2 cyl., 1205 ccm, 10 HP
Transmission	3 gears
Top speed	45 km/h
Range	400 km

Español

En 1905, la Compagnie Française des Automobiles de Place, a la que se dio el nombre de G7, lanzó una licitación para una flota de «autobuses» con el fin de reemplazar los 20 000 vehículos tirados por caballos que circulaban por París. RENAULT consiguió el contrato con el tipo AG, equipado con un motor de dos cilindros de 8 CV. El vehículo se presentó al «École des mines» (Colegio de minas) y encargaron 250 ejemplares de este primer año. Las entregas comenzaron inmediatamente y el G7 hizo un nuevo pedido de 1000 «taxis» en 1906, después 1500 en 1908. El tipo AG-1 ofrecido por HELLER apareció en 1907. El taxi parisino de RENAULT AG tiene innovaciones notables. La rueda de repuesto está unida paralela a la rueda del neumático, de modo que se puede completar el cambio sin perder mucho tiempo. La conducción se realiza mediante tres pedales y el cambio de velocidad se muestra en una línea. Finalmente, el taxímetro muestra los precios y las averías causadas por el vehículo. Este taxímetro es un avance significativo en comparación con los muchos precios calculados arbitrariamente que se cobraron al cliente. RENAULT AG participará en la Operación "Taxis de la Marne" en septiembre de 1914 y seguirá siendo conocido como tal.

Tipo	AG1
Asientos	4 - 1 conductor y 3 pasajeros.
Peso en vacío	1060 kg
Longitud	3750 mm
Ancho	1550 mm
Altura	2150 mm
Distancia entre ejes	2620 mm
Ancho de vía delantera	1250 mm
Ancho de vía trasera	1275 mm
Motor	Renault 2 cil., 1205 ccm, 10 PS
Transmisión	3 engranajes
Velocidad máxima	45 km/h
Alcance	400 km

Italiano

Nel 1905, la Compagnie Française des Automobiles de Place, che prese il nome di G7, lanciò un bando di gara per una flotta di "carrozze automobilistiche" al fine di sostituire i 20.000 veicoli trainati da cavalli che circolavano a Parigi. RENAULT conquistò il mercato con la Type AG, equipaggiata con un motore bicilindrico da 8 CV. Presentato all'École des mines (Scuola degli ingegneri) il 26 settembre 1905, il primo anno furono ordinate 250 esemplari di questo veicolo. Le consegne iniziarono immediatamente e nel 1906 G7 effettuò un nuovo ordine per 1000 "taxi" e poi di 1500 nel 1908. Il tipo AG-1 offerto da HELLER comparve nel 1907. Il taxi parigino di RENAULT AG presenta notevoli innovazioni. La ruota di scorta è fissata parallelamente alla ruota del pneumatico, in modo che il cambio possa essere completato senza perdere molto tempo. La guida viene eseguita da tre pedali e il cambio di velocità viene visualizzato in linea. Infine, il tassametro mostra i prezzi e i guasti causati dal veicolo. Questo tassametro rappresenta un progresso significativo rispetto ai numerosi prezzi calcolati arbitrariamente che sono stati addebitati al cliente. RENAULT AG parteciperà all'operazione "Taxis de la Marne" nel settembre 1914 e rimarrà tale.

Tipo	AG1
Posti a sedere	4 - 1 conducente e 3 passeggeri
Peso a vuoto	1060 kg
Lunghezza	3750 mm
Larghezza	1550 mm
Altezza	2150 mm
Base delle ruote	2620 mm
Carreggiata anteriore	1250 mm
Carreggiata posteriore	1275 mm
Motore	Renault 2 cil., 1205 ccm, 10 PS
Trasmissione	3 marce
Velocità massima	45 km/h
Autonomia	400 km

Nederlands

In 1905 lanceerde de Compagnie Française des Automobiles de Place, die de naam G7 kreeg, een aanbesteding voor een wagenpark van "autocars" om de 20.000 door Parijs getrokken paarden te vervangen. RENAULT veroverde de markt met de Type AG, uitgerust met een tweecilindermotor van 8 pk. Het voertuig werd op 26 september 1905 aangeboden aan de "École des mines" (ingenieurscollege) en vanaf dit eerste jaar werden 250 exemplaren besteld. De leveringen begonnen onmiddellijk en de G7 plaatst een nieuwe bestelling voor 1.000 "taxi's" in 1906 en vervolgens 1.500 in 1908. Het door HELLER aangeboden AG-1-type verscheen in 1907. De Parijse taxi van RENAULT AG heeft opmerkelijke innovaties. Het reservewiel is parallel aan het wiel van de band bevestigd, zodat het wisselen kan worden gedaan zonder veel tijd te verliezen. Er wordt met drie pedalen gereden en de snelheidsverandering wordt in een lijn weergegeven. Ten slotte toont de taxameter de prijzen en de storingen die door het voertuig zijn veroorzaakt. Deze taxameter is een aanzienlijk voordeel vergeleken met de vele willekeurig berekende prijzen die aan de klant in rekening zijn gebracht. RENAULT AG zal deelnemen aan Operatie "Taxis de la Marne" in september 1914 en zal als zodanig bekend blijven.

Soort	AG1
Zitplaatsen	4 - 1 bestuurder en 3 passagiers
Leeggewicht	1060 kg
Lengte	3750 mm
Breedte	1550 mm
Hoogte	2150 mm
Wielbasis	2620 mm
Spoorbreedte vooraan	1250 mm
Spoorbreedte achter	1275 mm
Motor	Renault 2 cil., 1205 ccm, 10 PS
Transmissie	3 versnellingen
Topsnelheid	45 km/h
Bereik	400 km

1/24

RENAULT Type AG1, Taxi parisien, 1910

30705

PEINTURES ESSENTIELLES / ESSENTIAL PAINTS



9

Marron clair brillant
Tan Gloss
Holz Braun glänzend



16

Or métallique
Gold Metallic
Gold metallisch



20

Bordeaux brillant
Crimson Gloss
Bordeuxrot glänzend



21

Noir brillant
Black Gloss
Schwarz glänzend



69

Jaune brillant
Yellow Gloss
Gelb glänzend



85

Noir de charbon satiné
Coal Black Satin
Kohlenschwarz seidenmatt

PEINTURES COMPLEMENTAIRES / ADDITIONAL PAINTS

Disponibles séparément chez votre revendeur de maquettes. / Available separately at your local hobby shop.



11

Argent métallique
Silver Metallic
Silber metallisch



53

Gris métallique
Gunmetal Metallic
Grau metallisch



113

Rouille mat
Rust Matt
Rost matt

2

Número de phase
Step number
Schrittnummer
Número de fase

56

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Farbangabe
Referencia de color

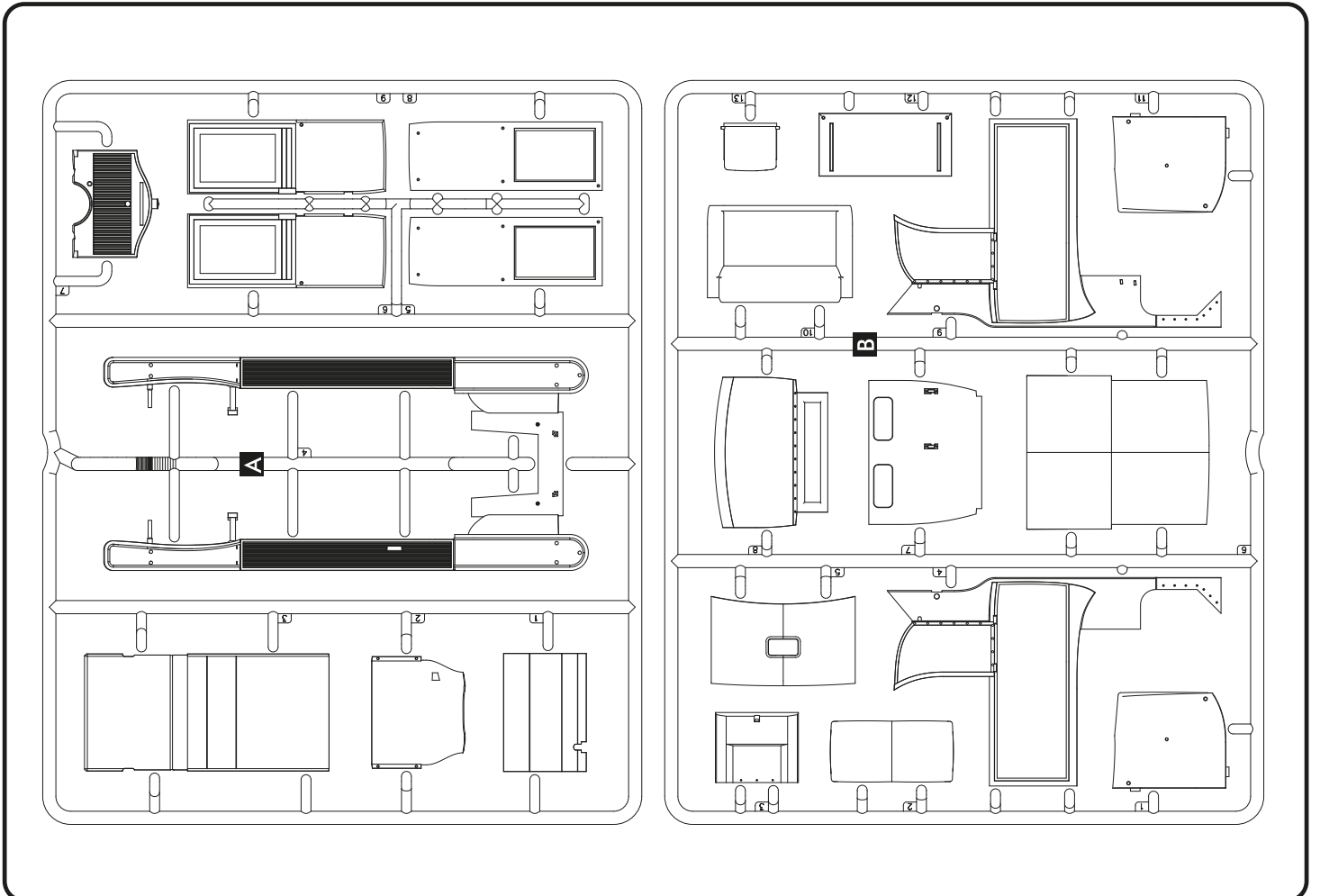
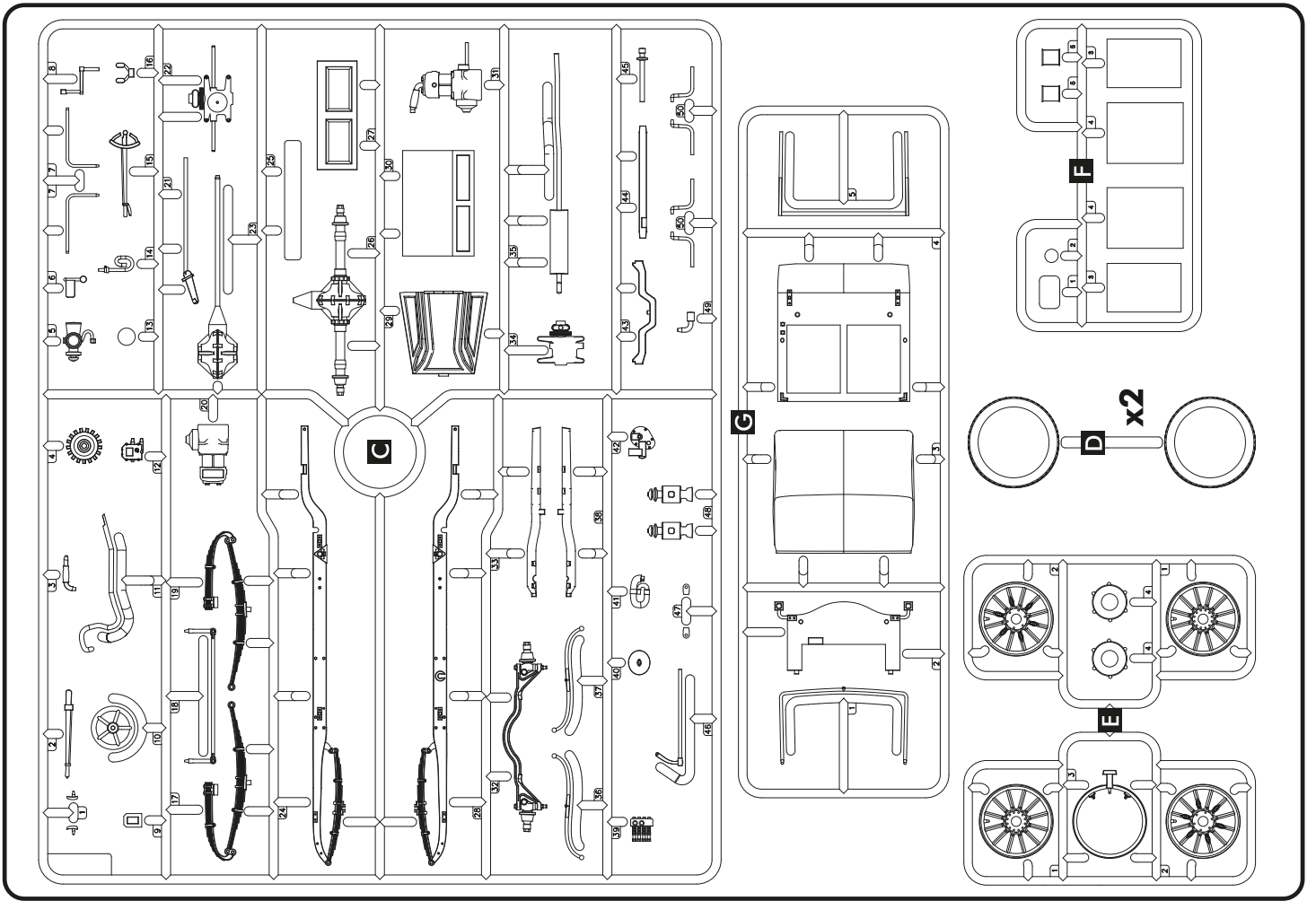
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Número de pièce
Part number
Teilenummer
Número de pieza

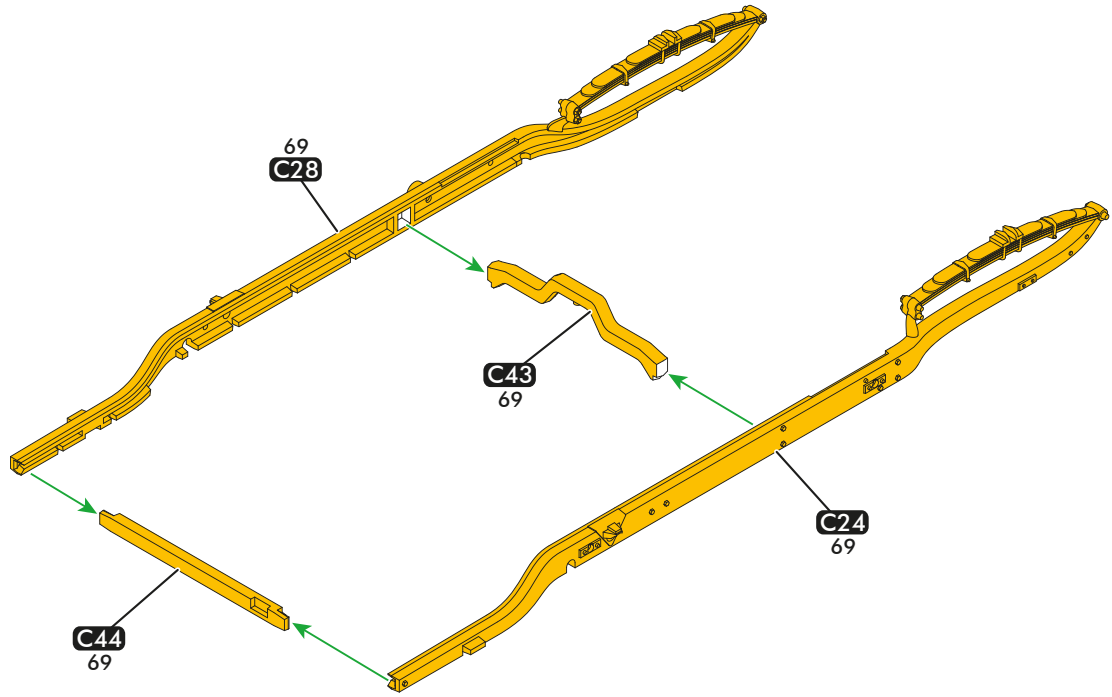
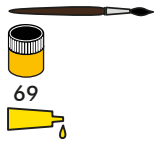
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Decal number
Nummer von Abziehbild
Número de calcomanía

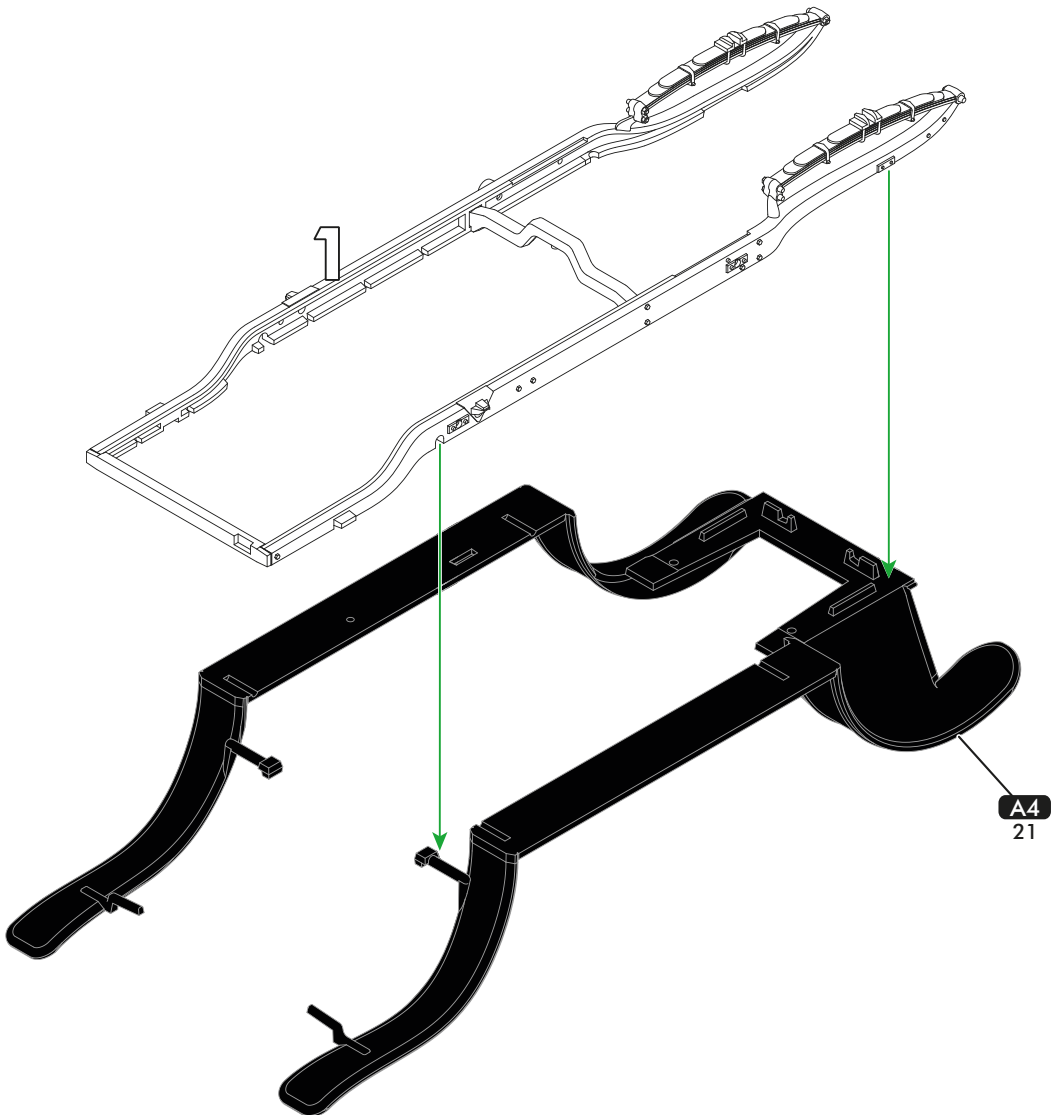
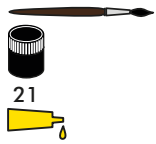
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- When no color is specified, paint the item with colors of chosen version. Refer to pages 21 - 22 for painting livery.
- Wenn keine Farbe angegeben ist, Teile mit den Farben der gewählten Version bemalen. Beachten Sie die Seiten 21 - 22 für die Lackierung und Markierung.
- Cuando ningún color es especificado, pintarle con los colores del tema de la versión elegida. Vea las páginas 21 - 22 para obtener detalles de pintura.

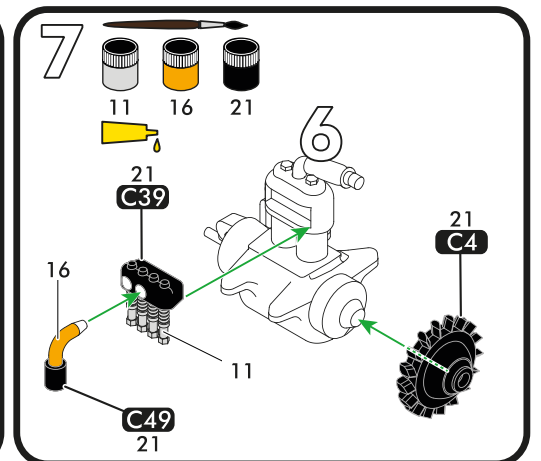
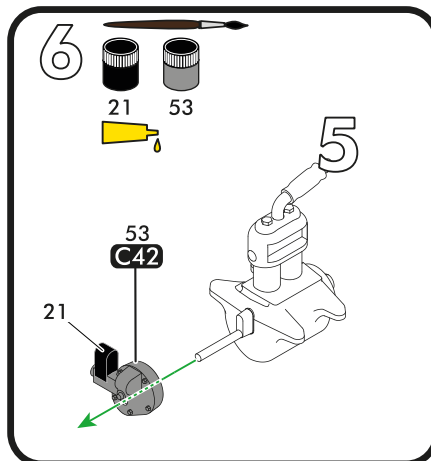
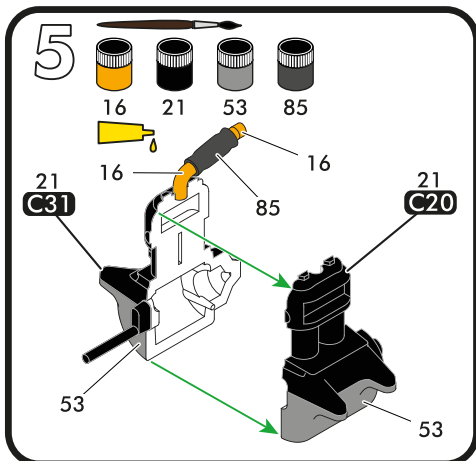
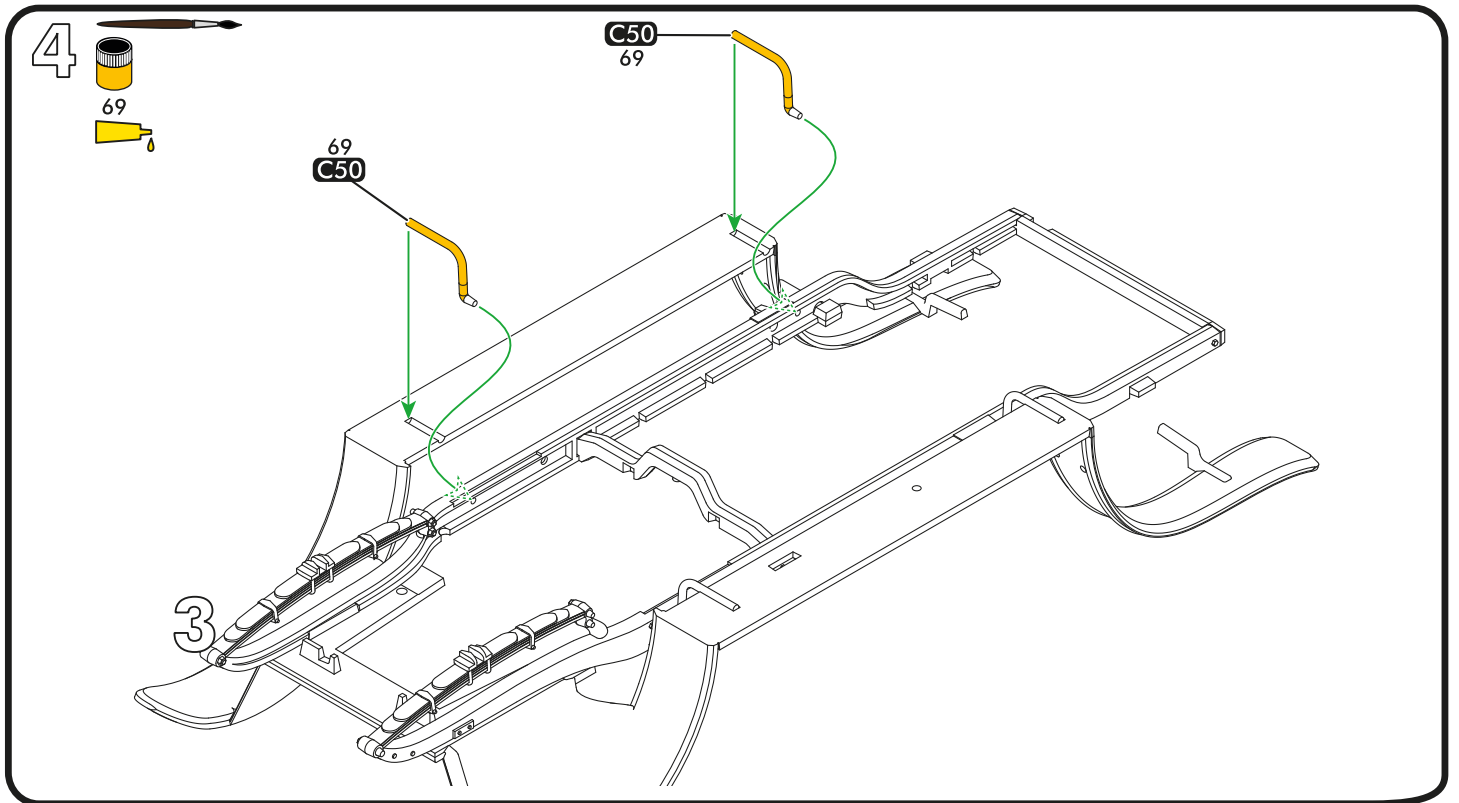
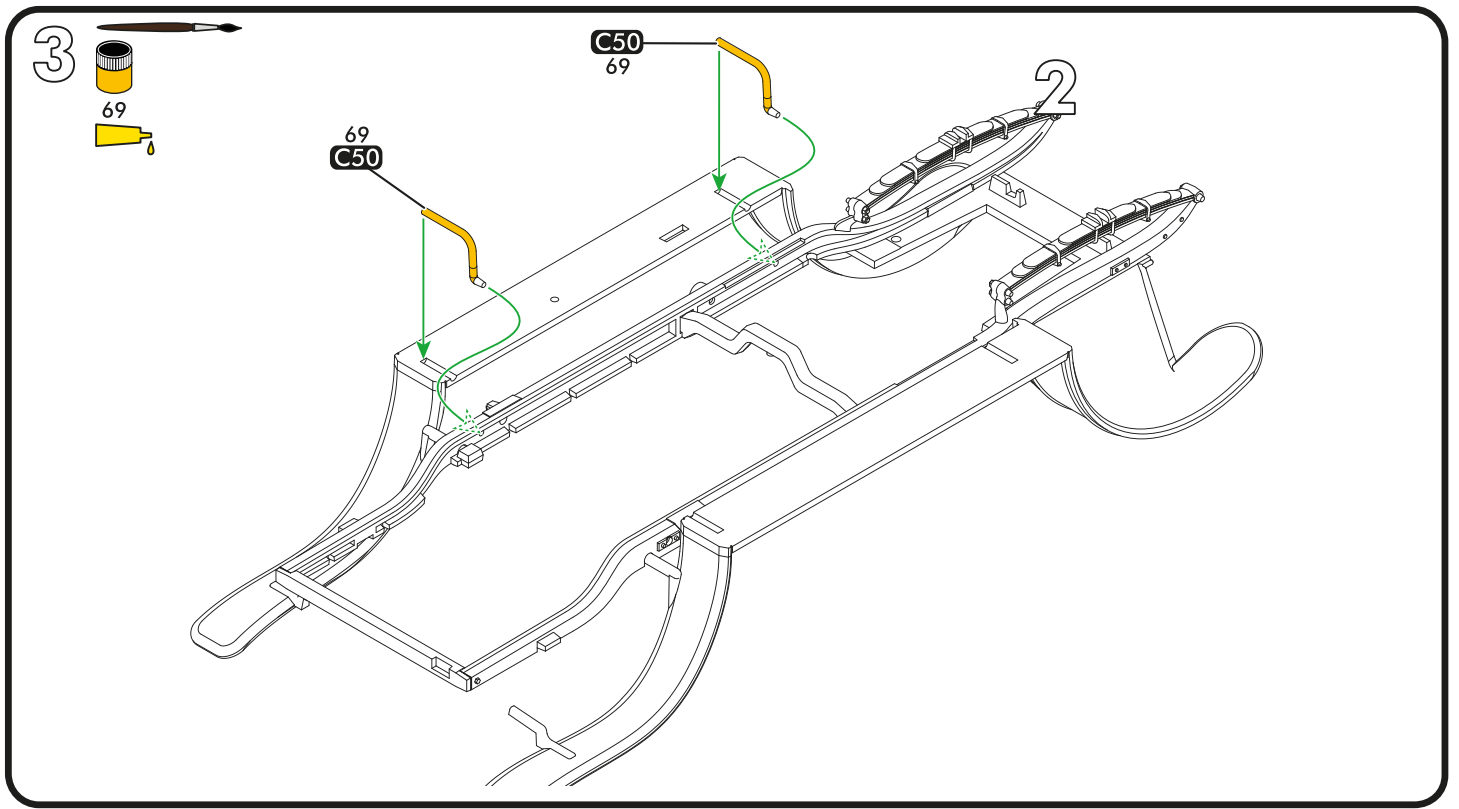


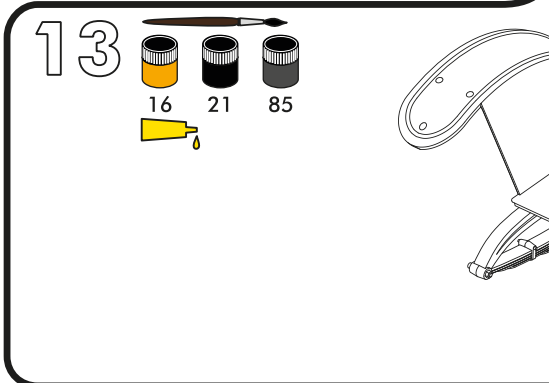
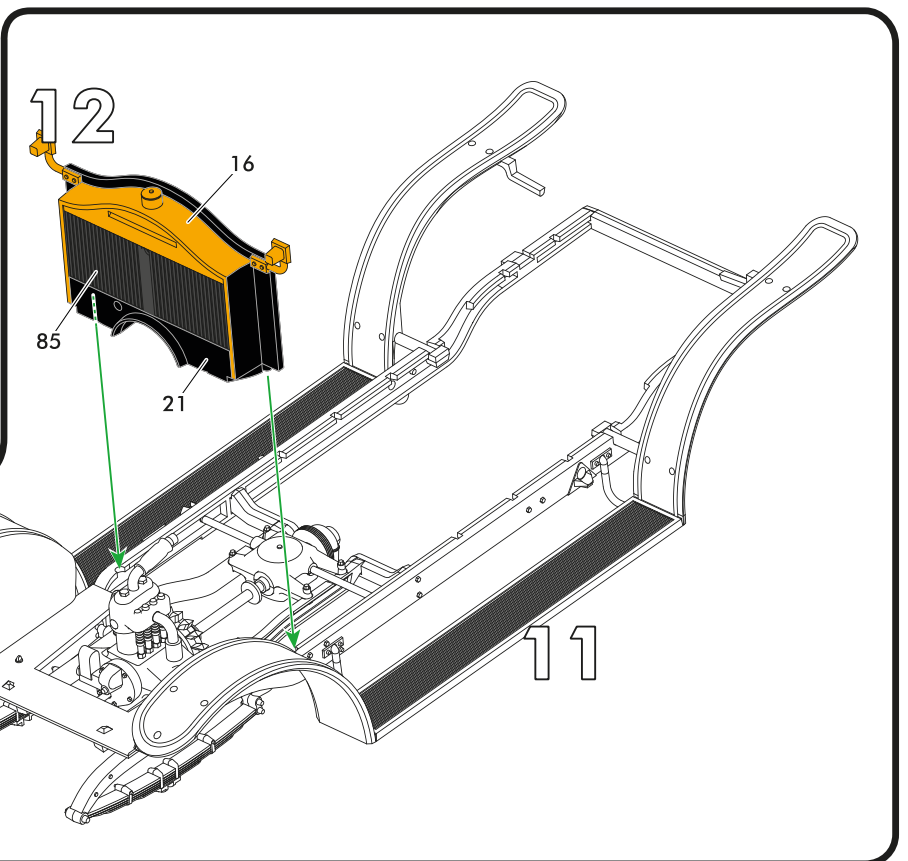
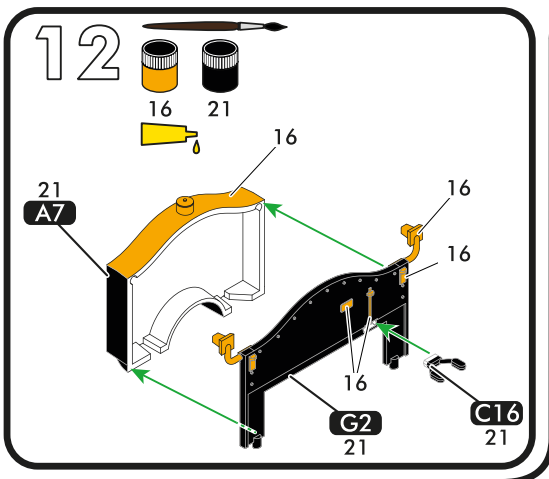
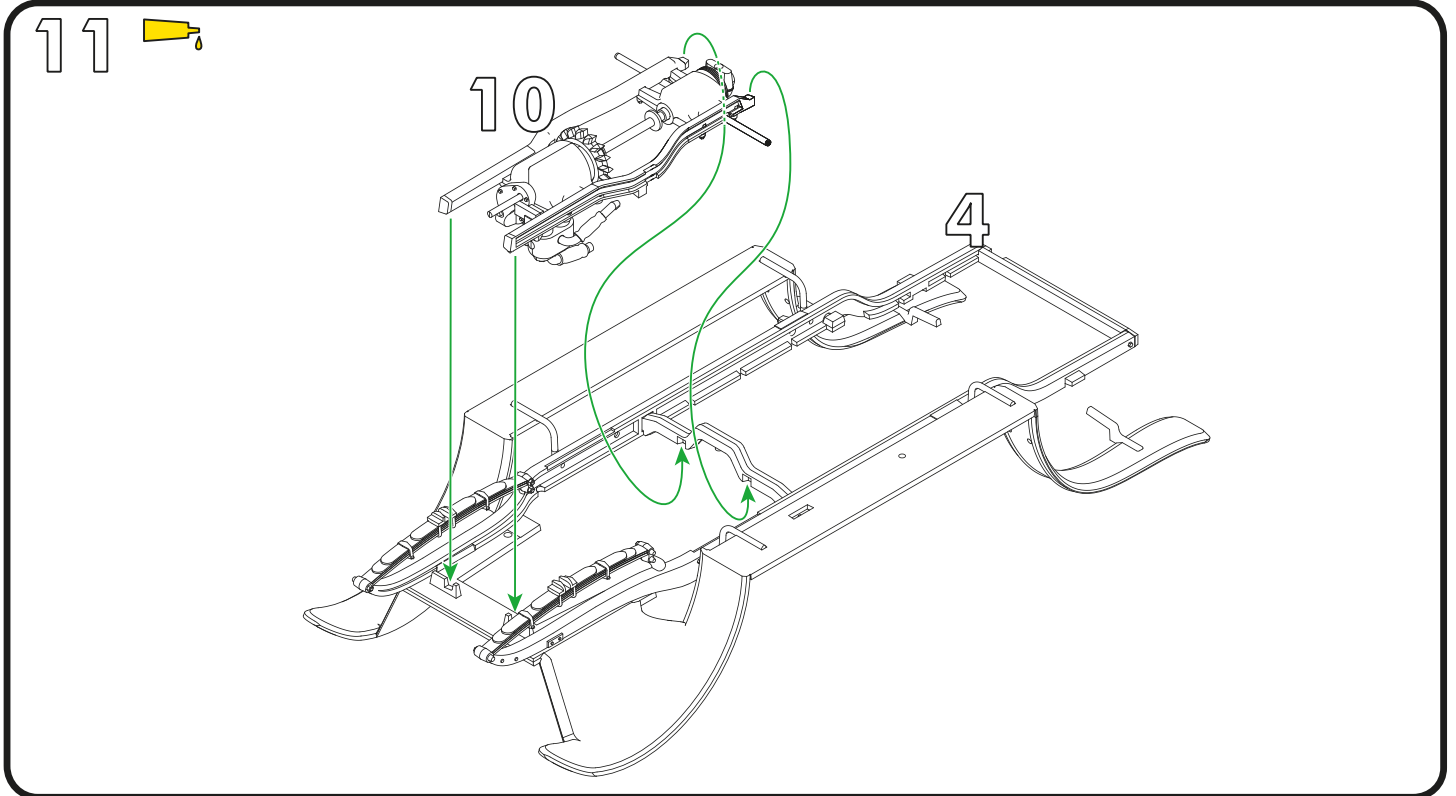
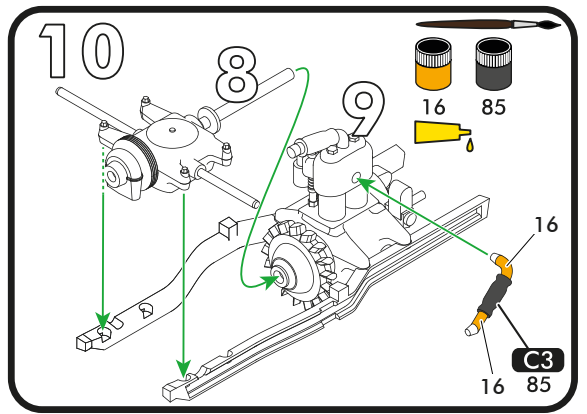
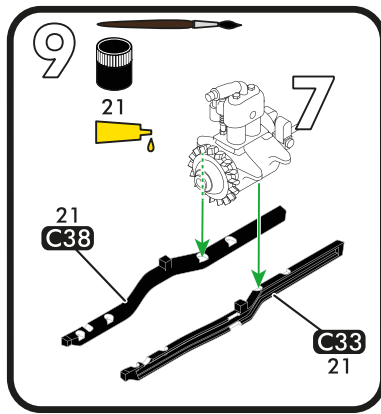
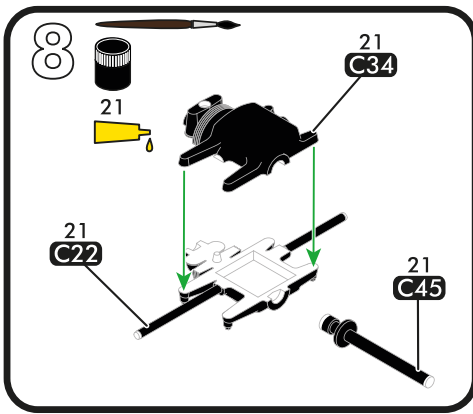
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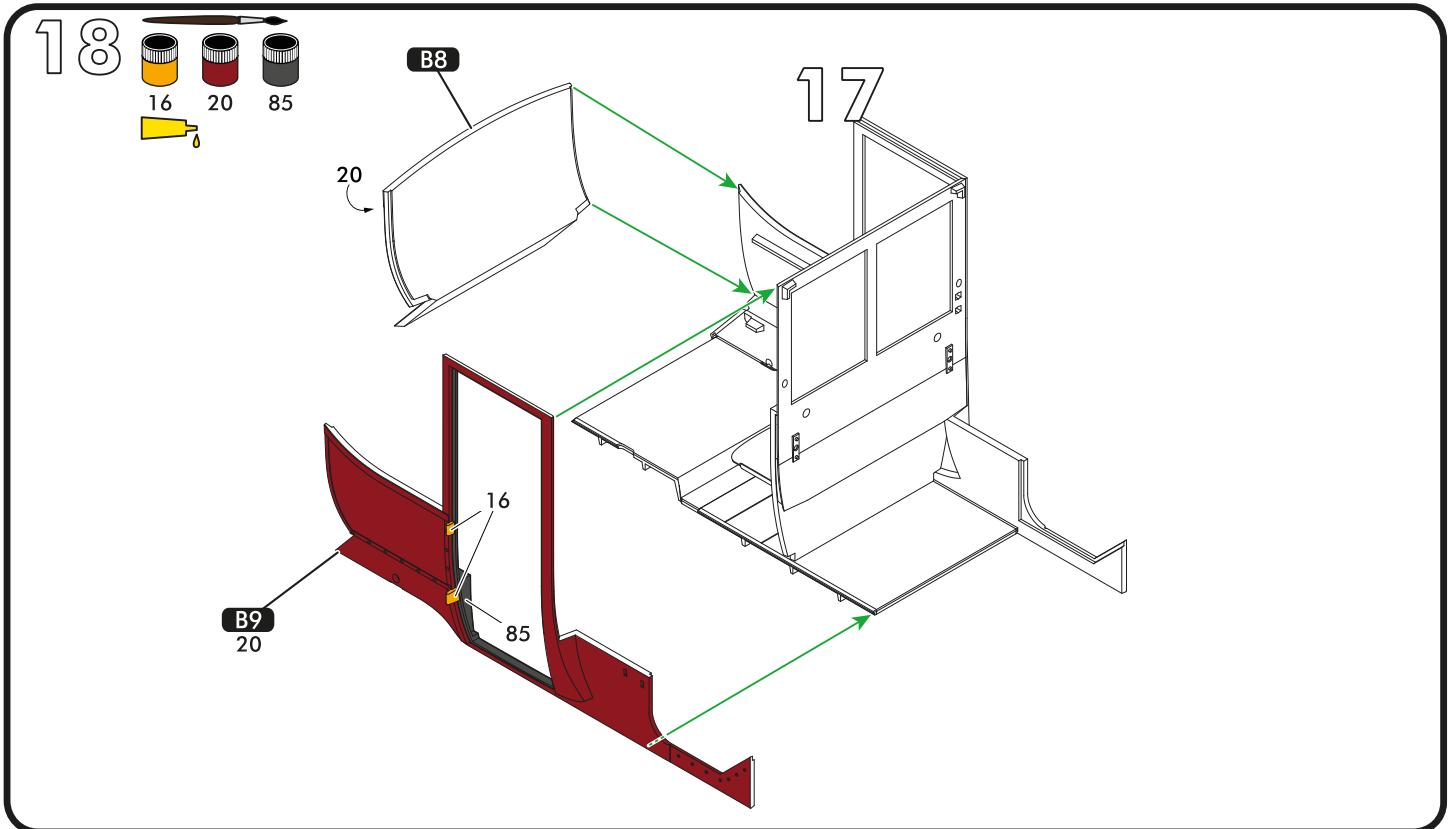
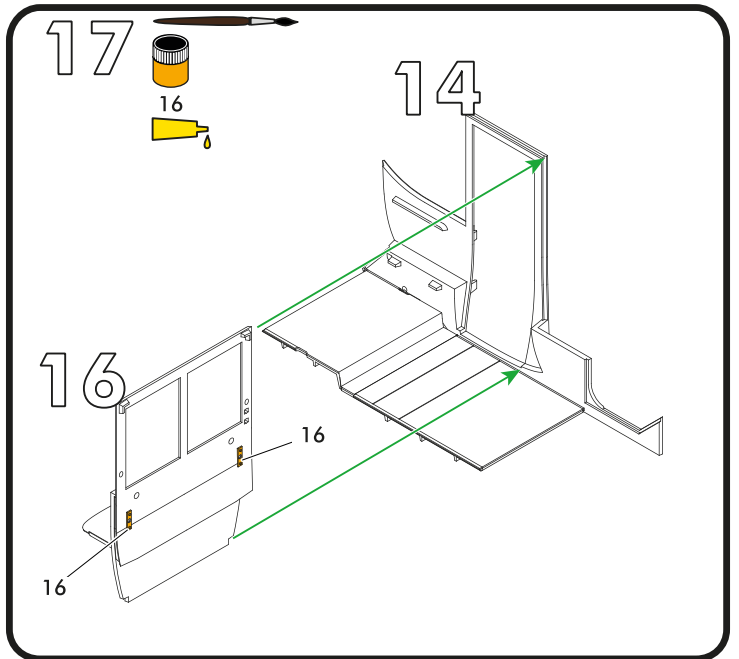
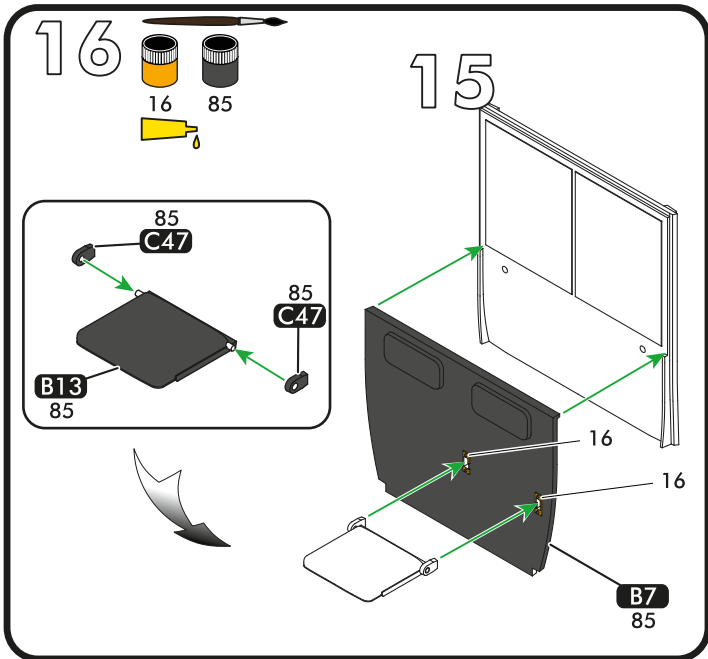
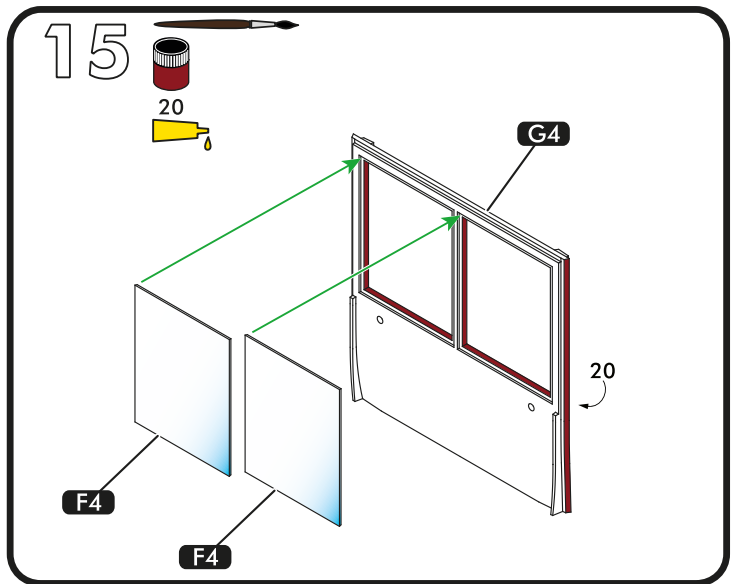
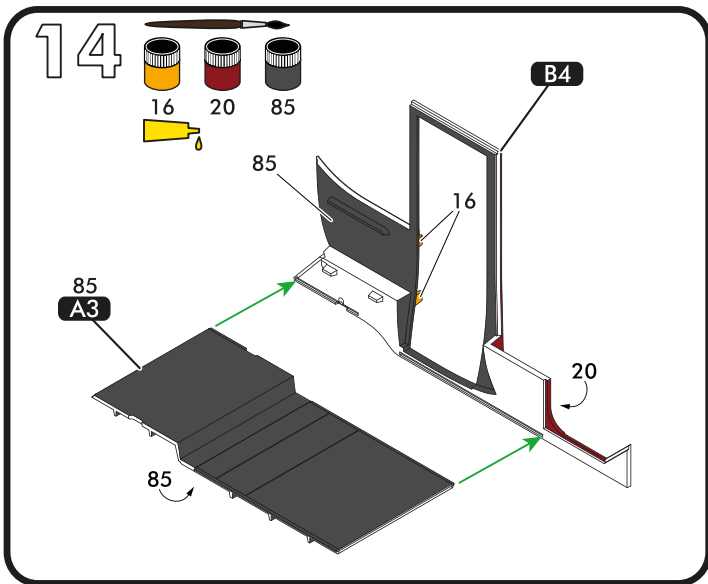


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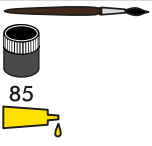






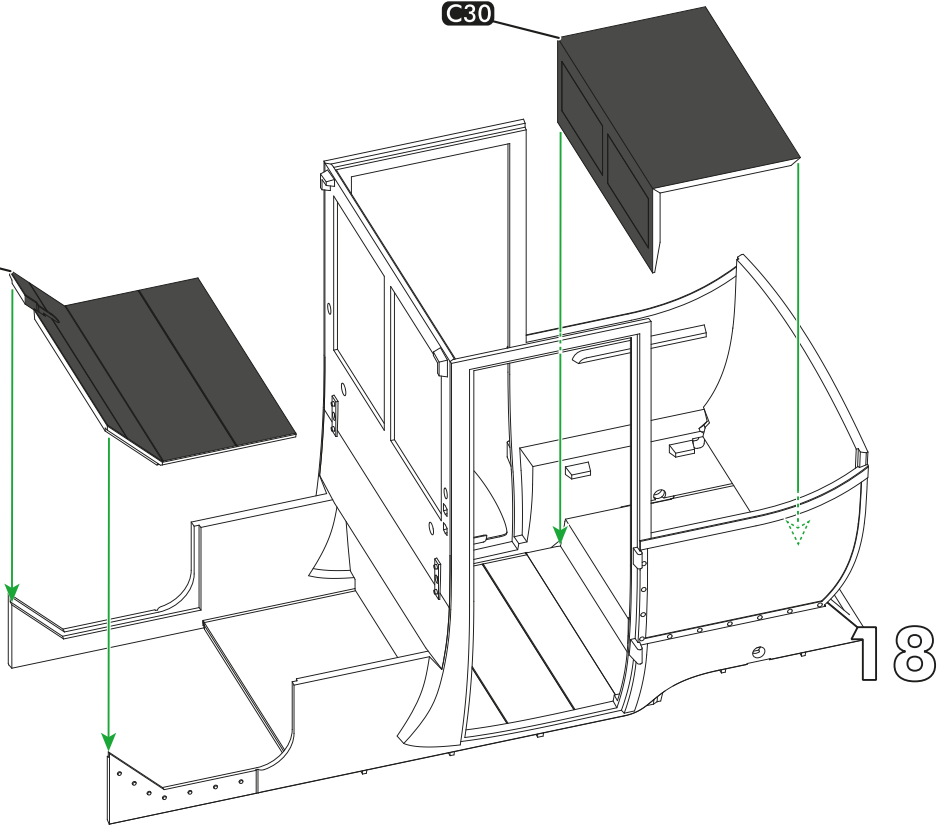


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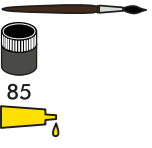


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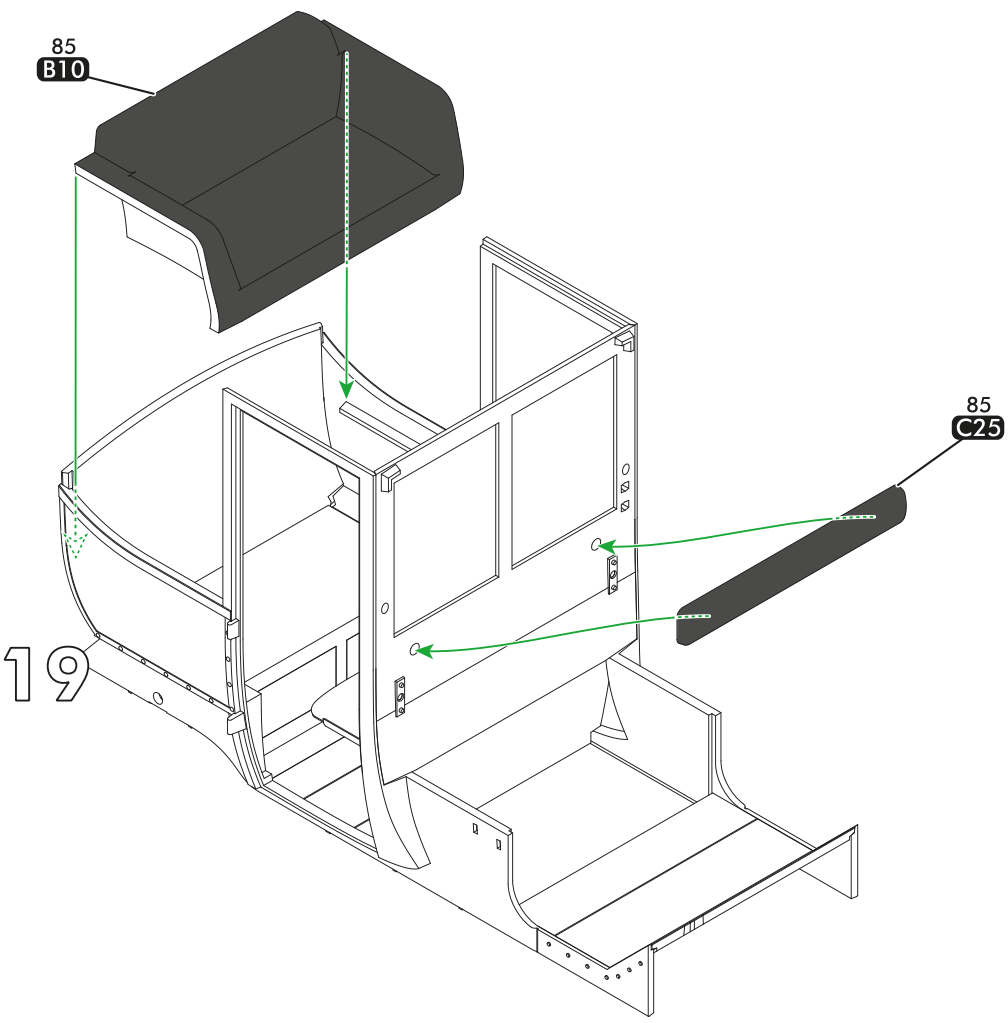


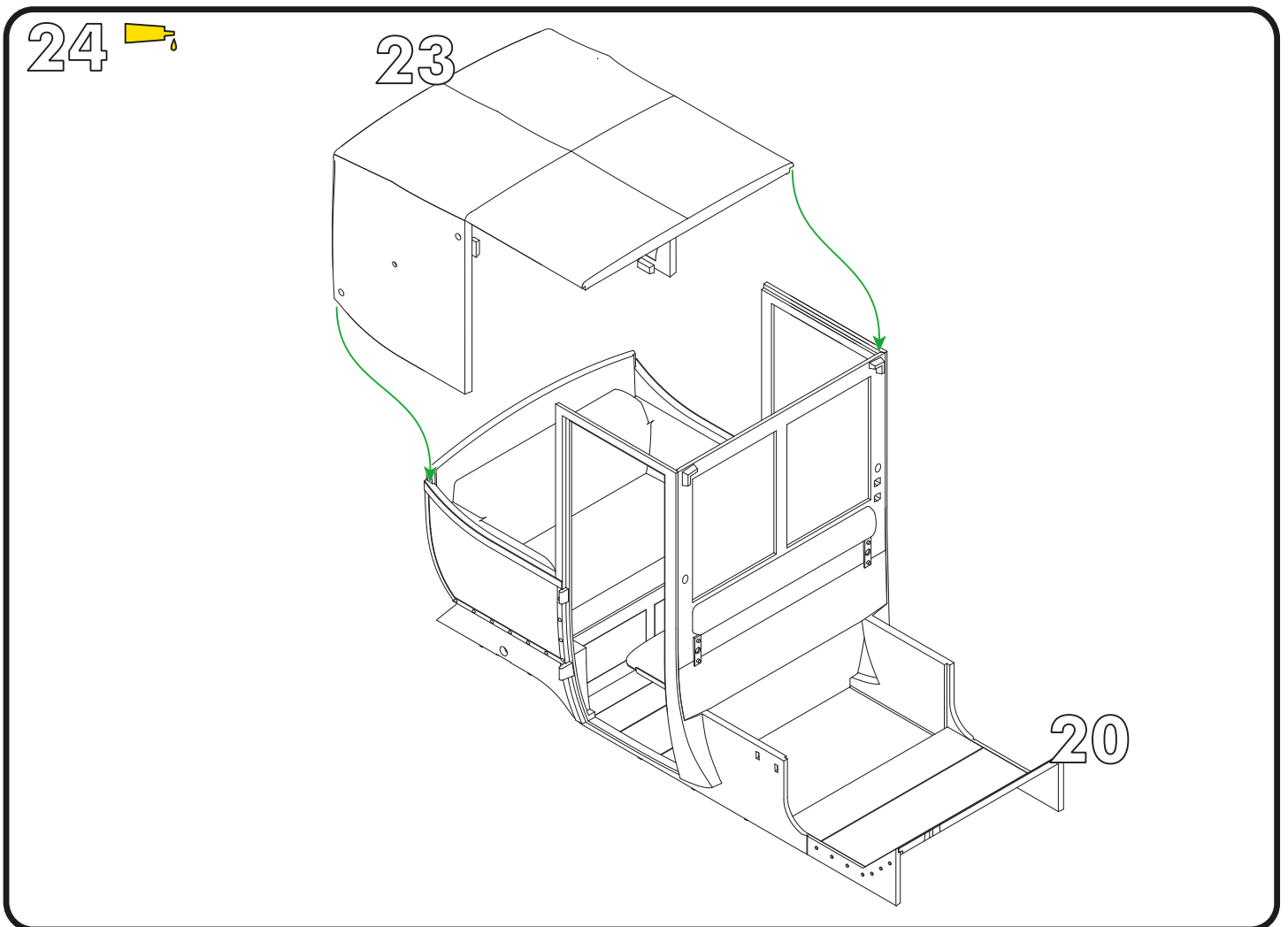
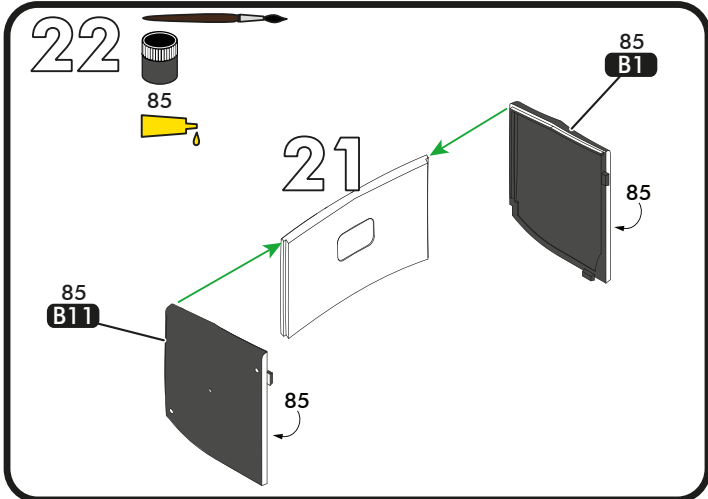
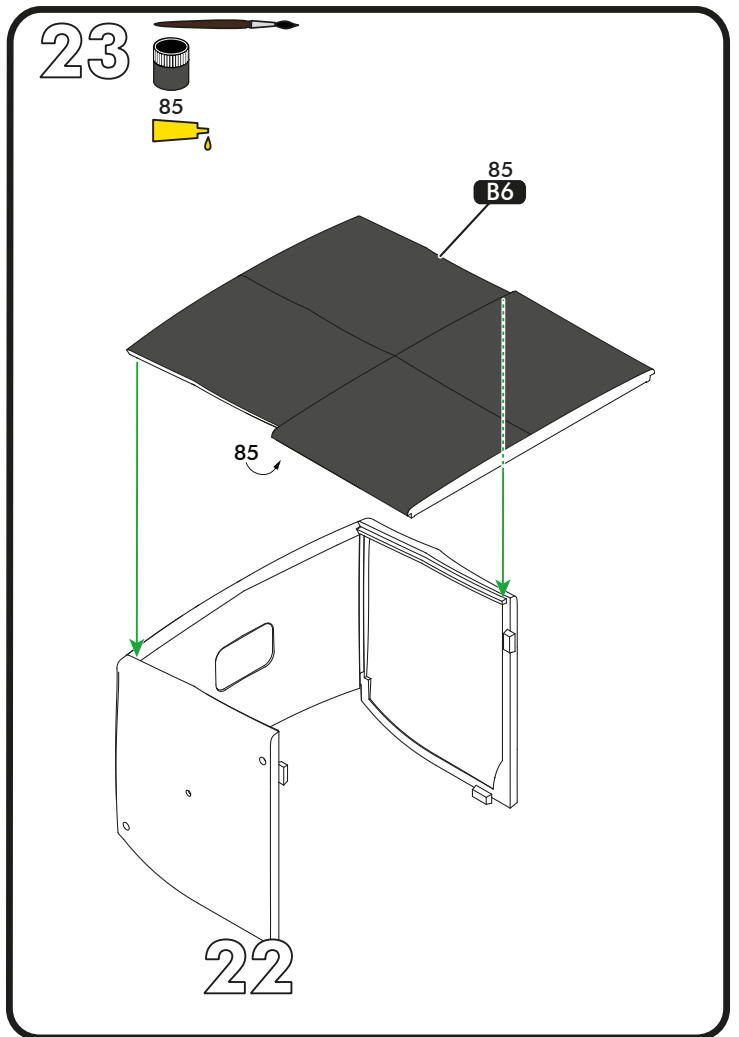
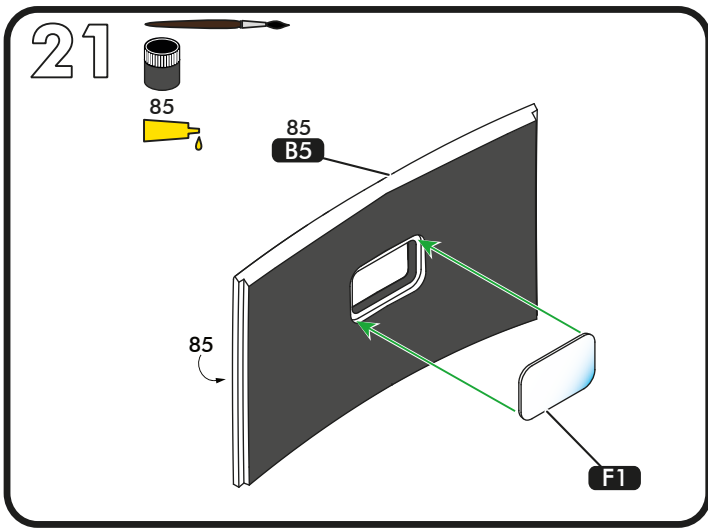
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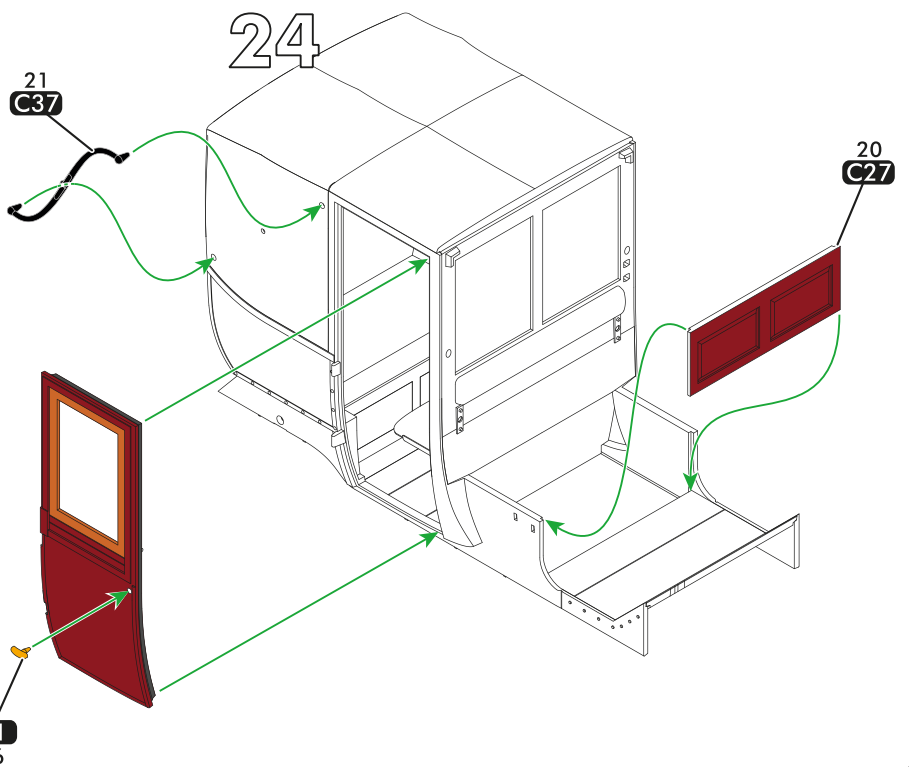
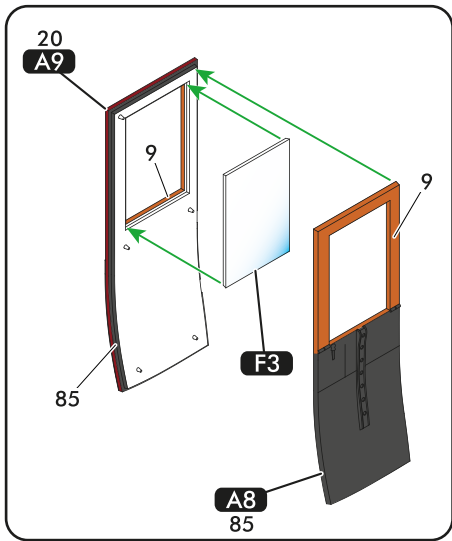
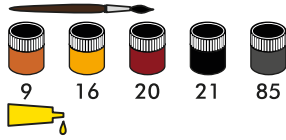
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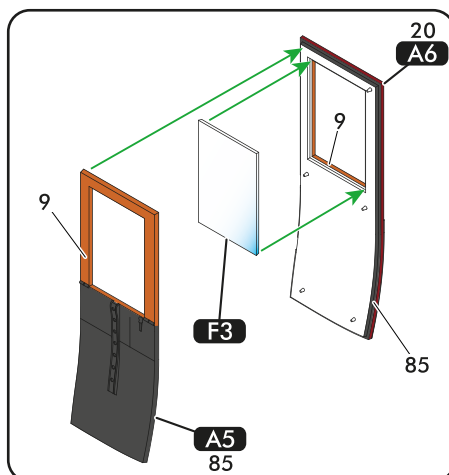
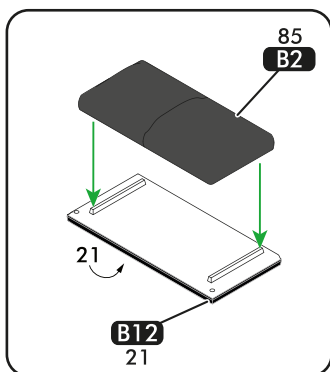
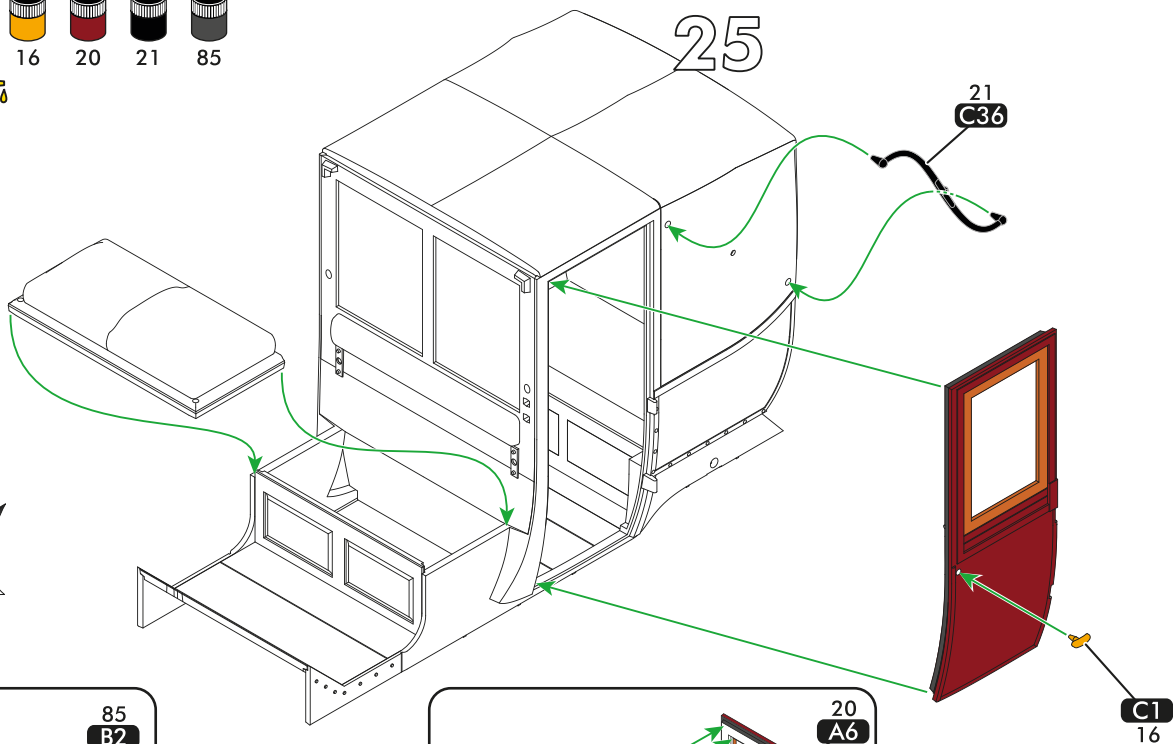
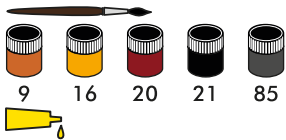


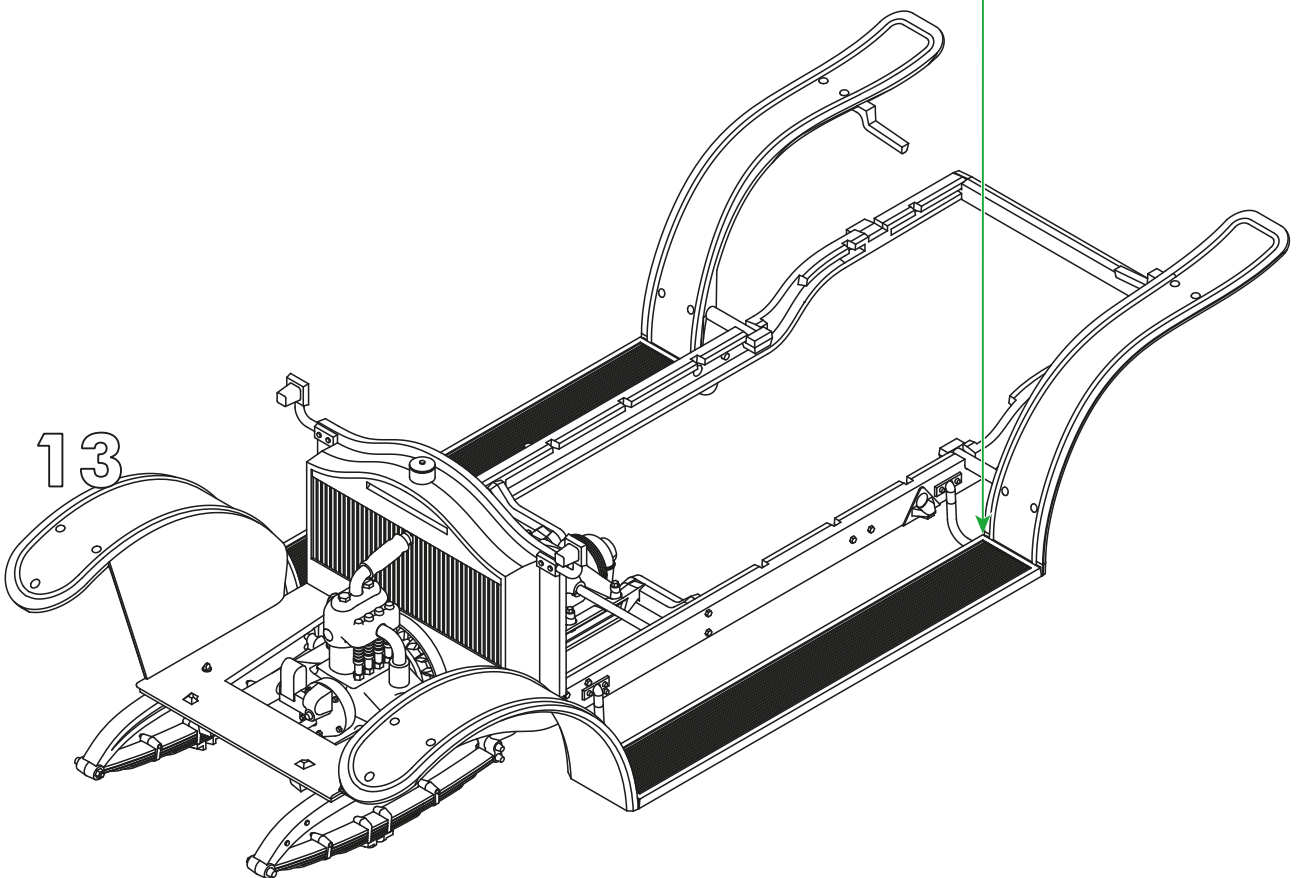
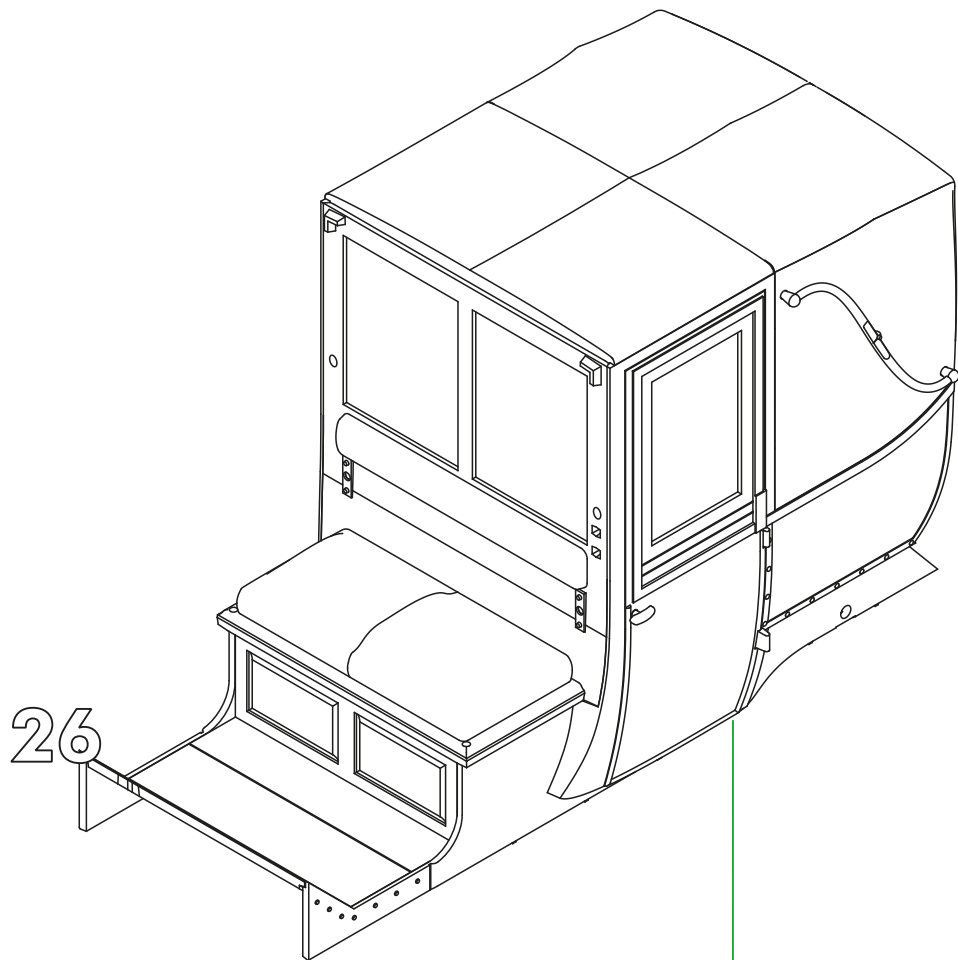


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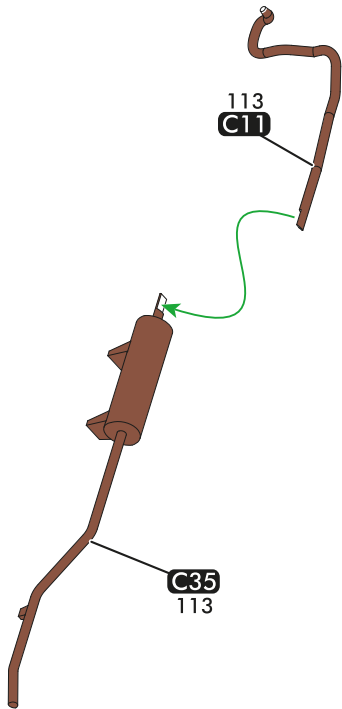
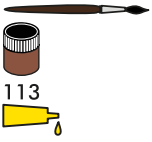


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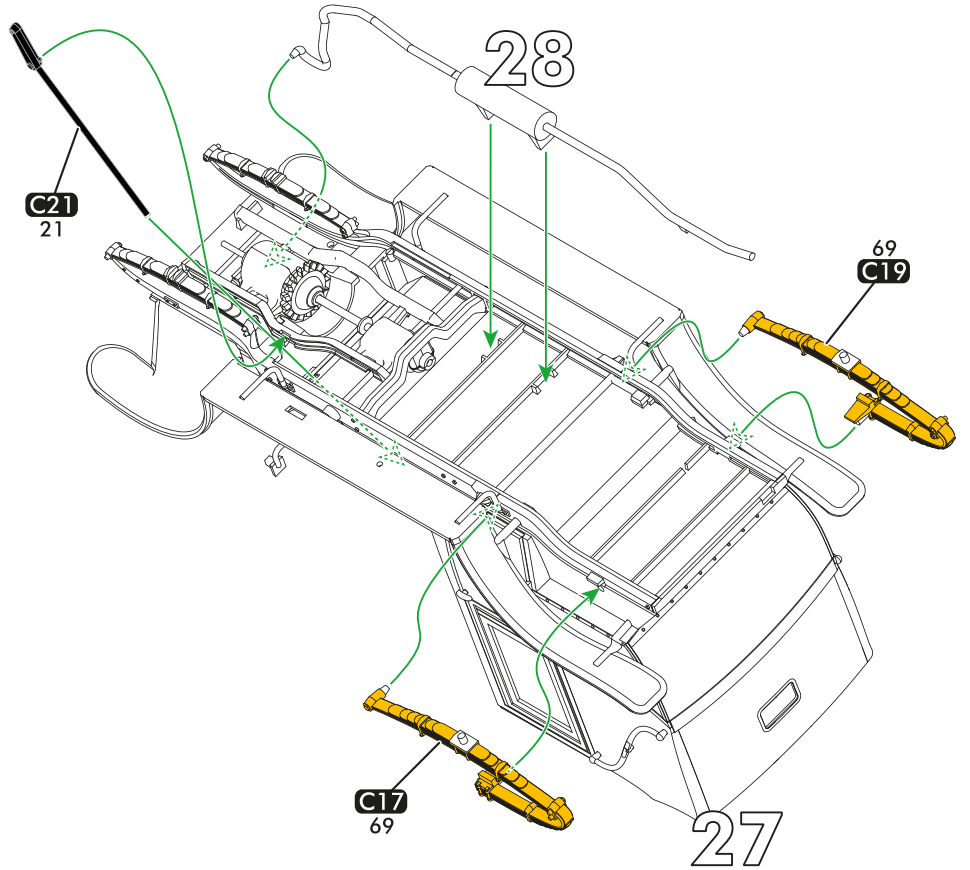
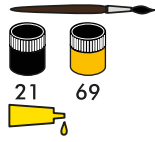




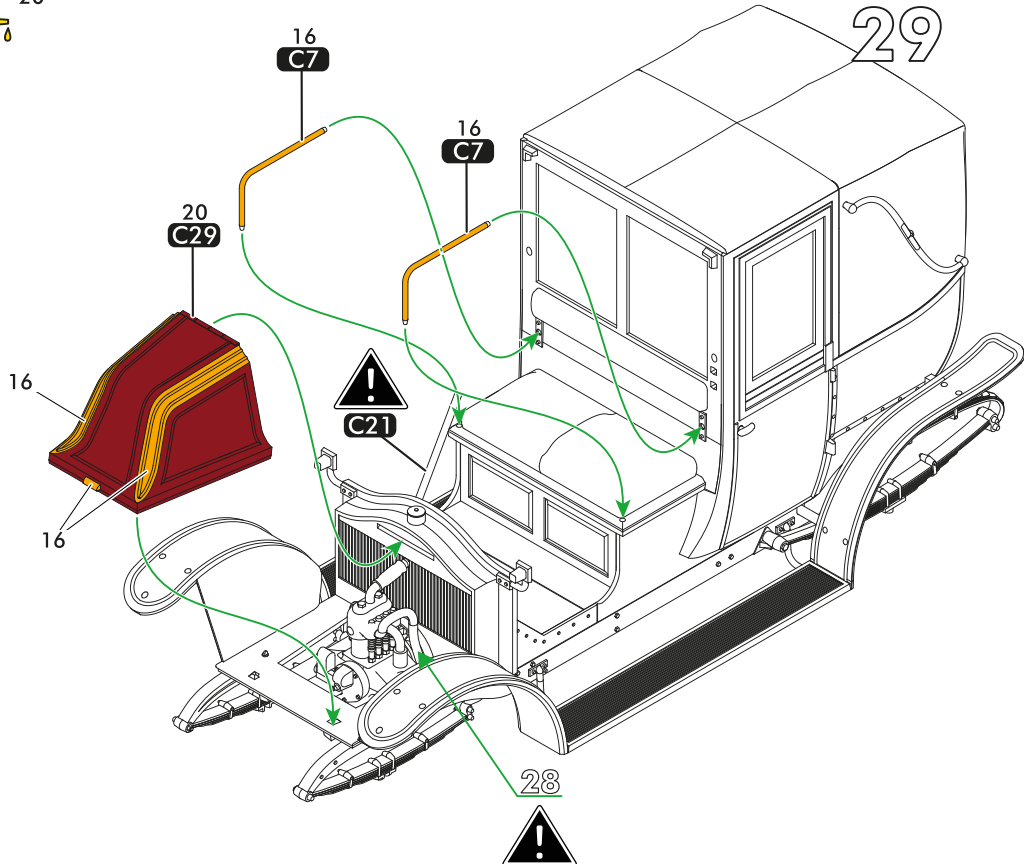
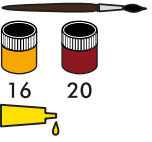
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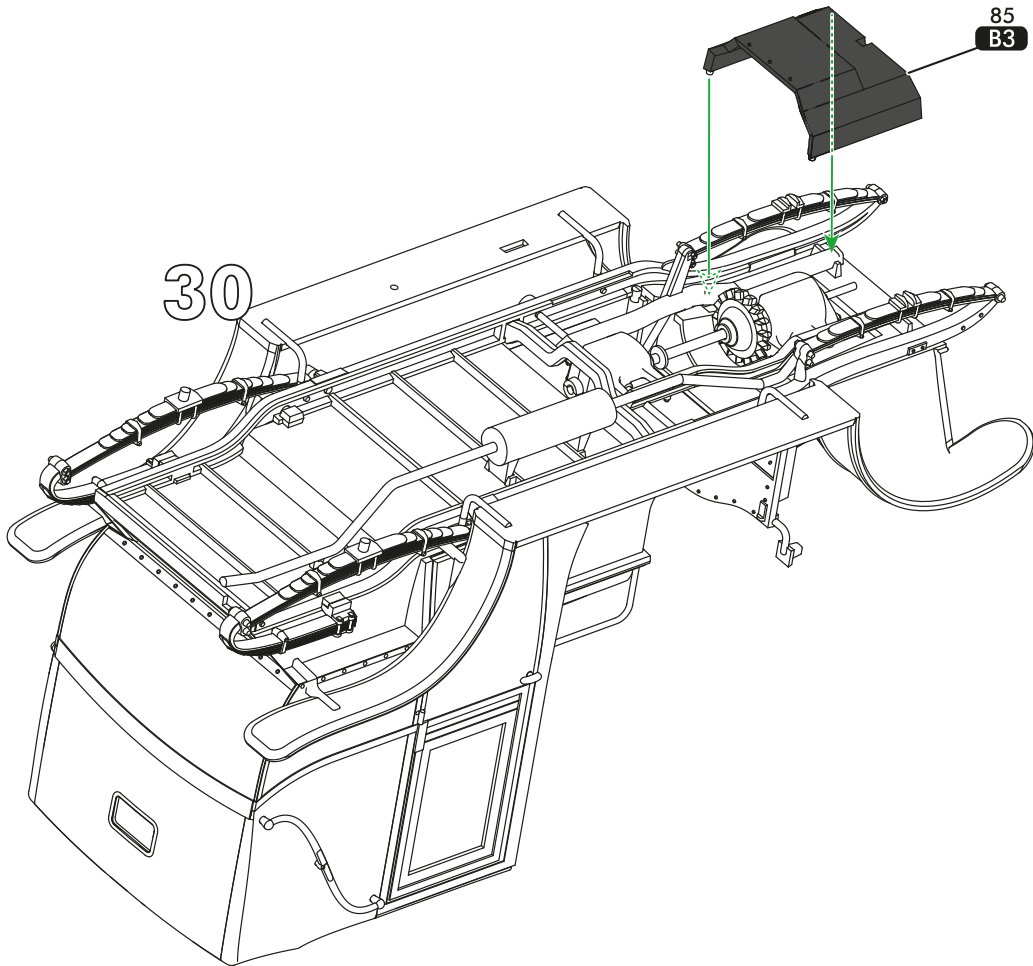
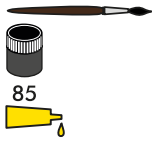
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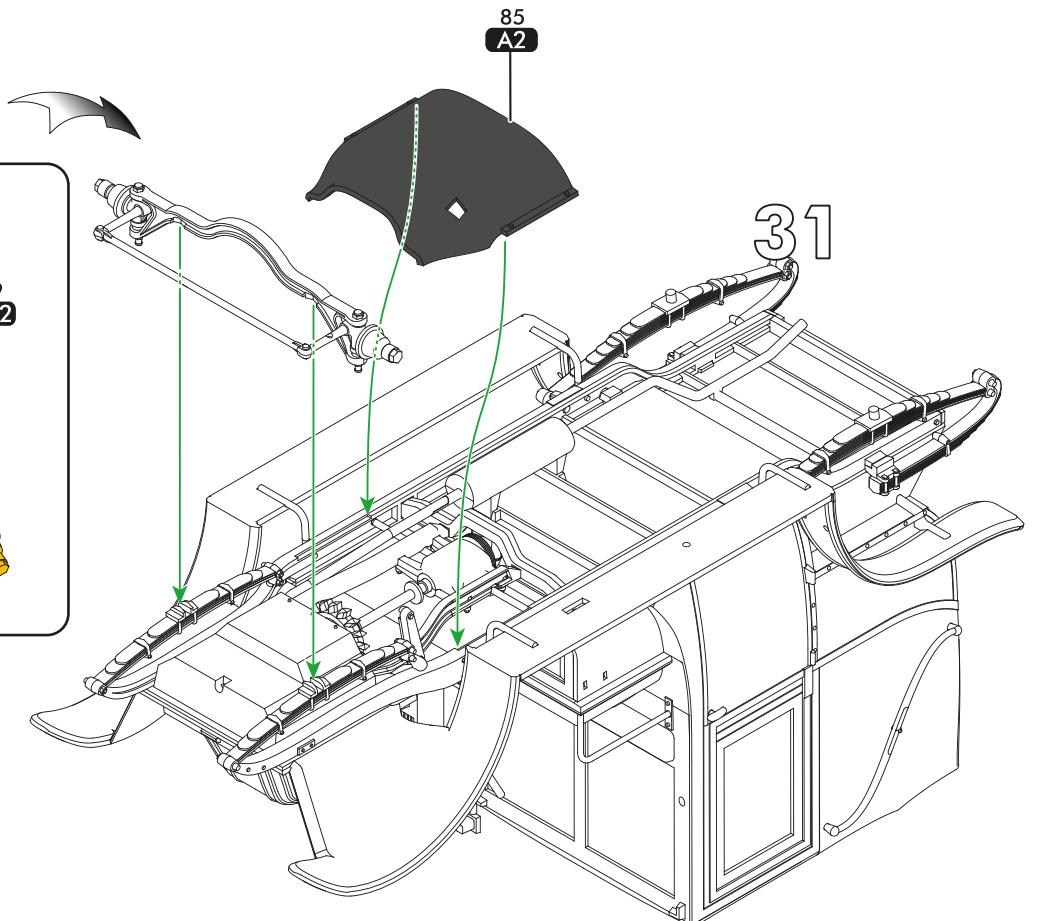
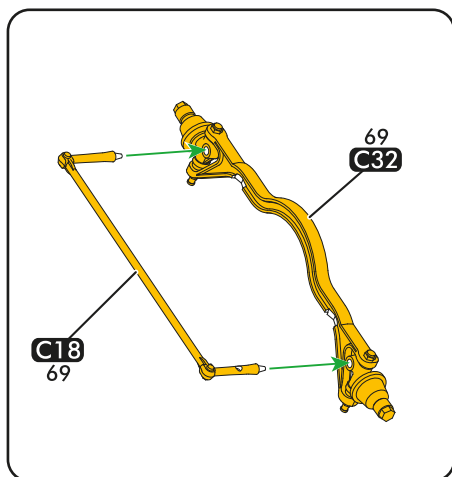
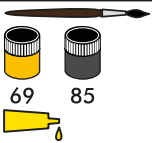
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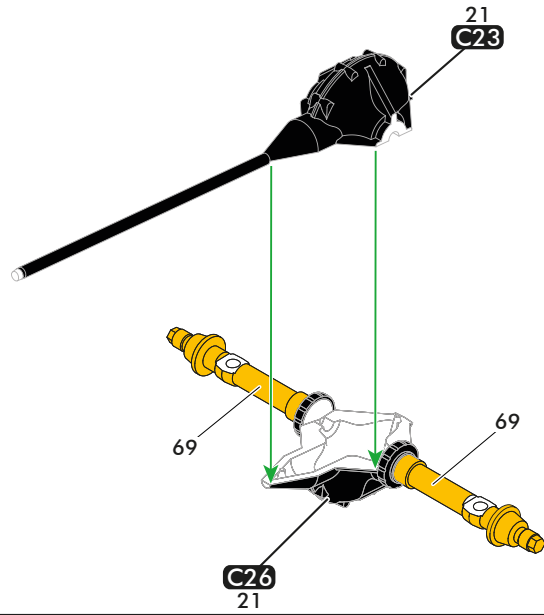
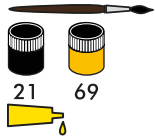
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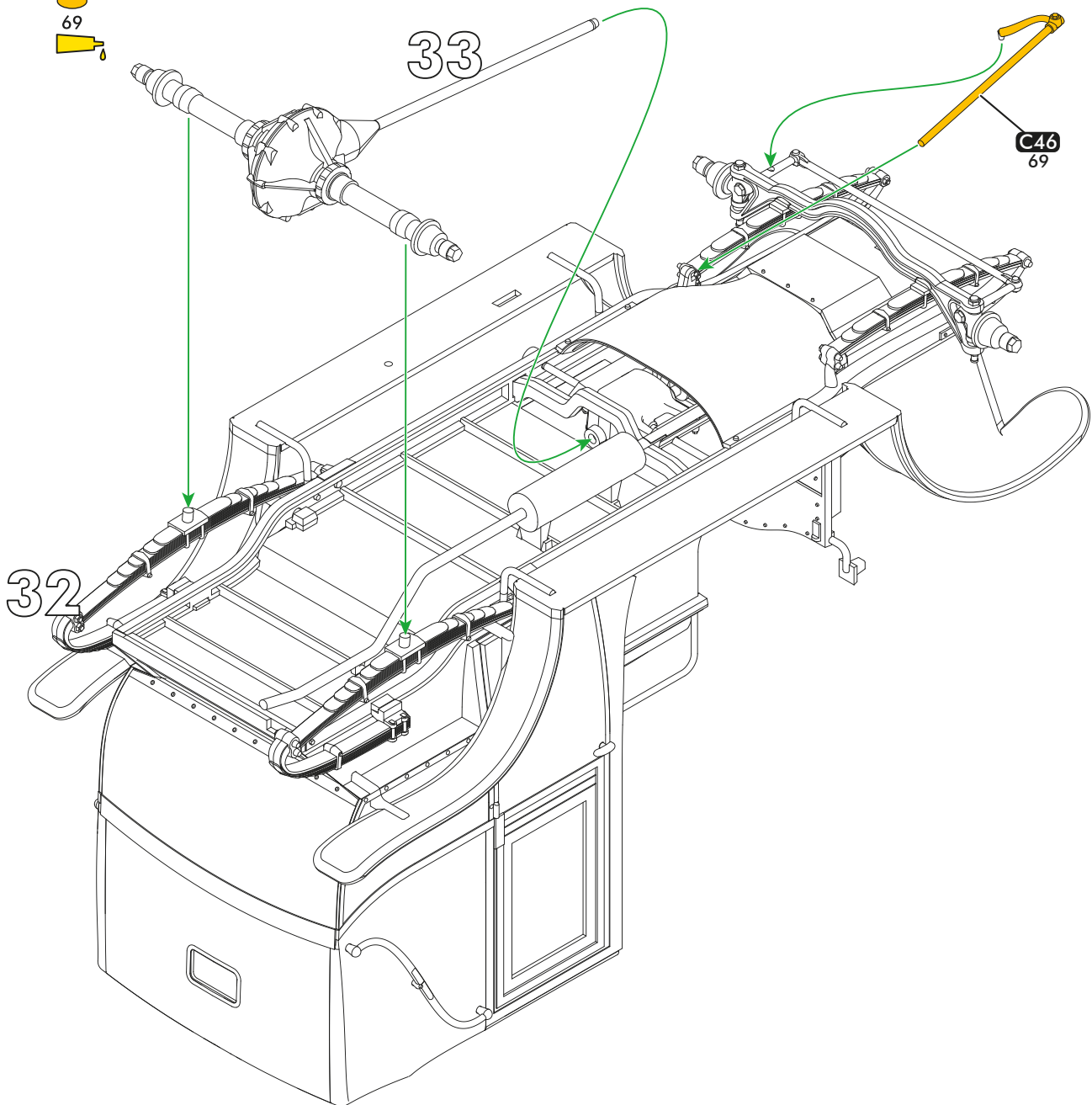
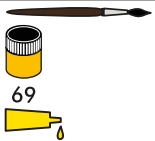
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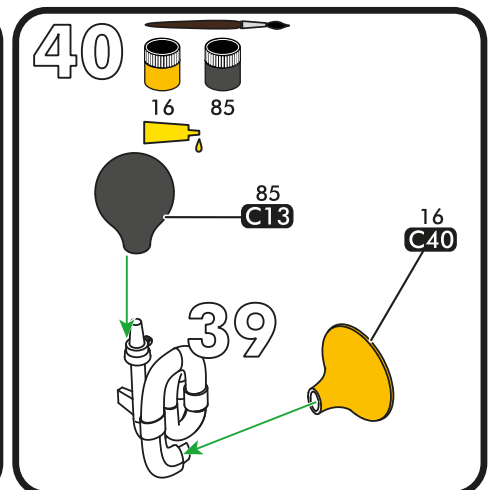
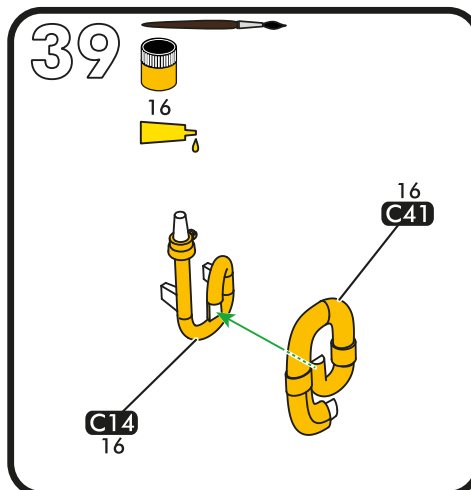
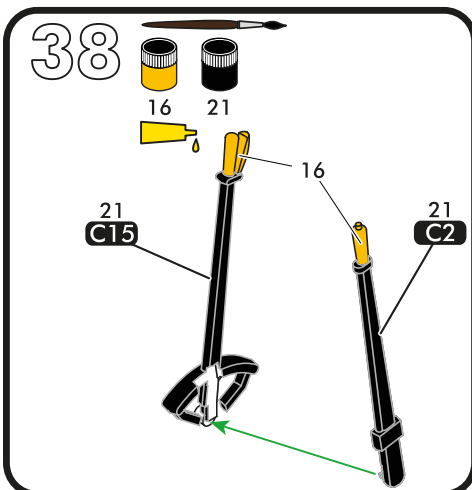
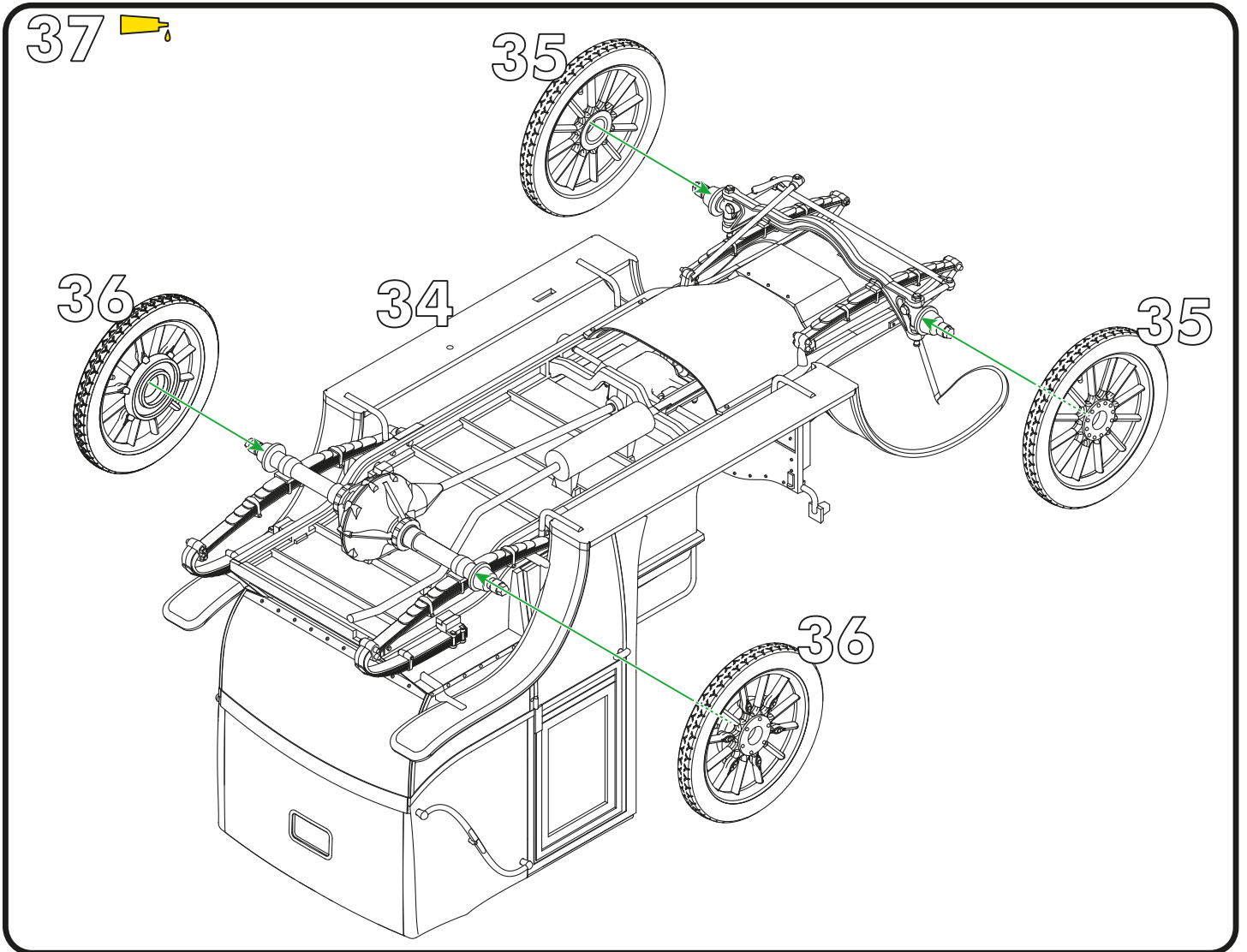
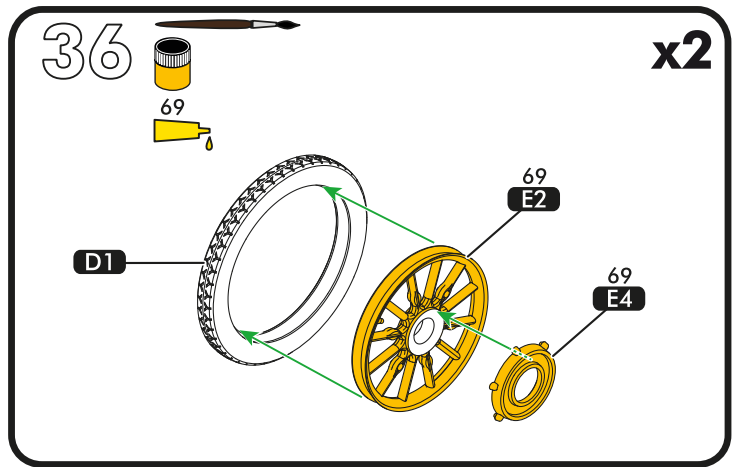
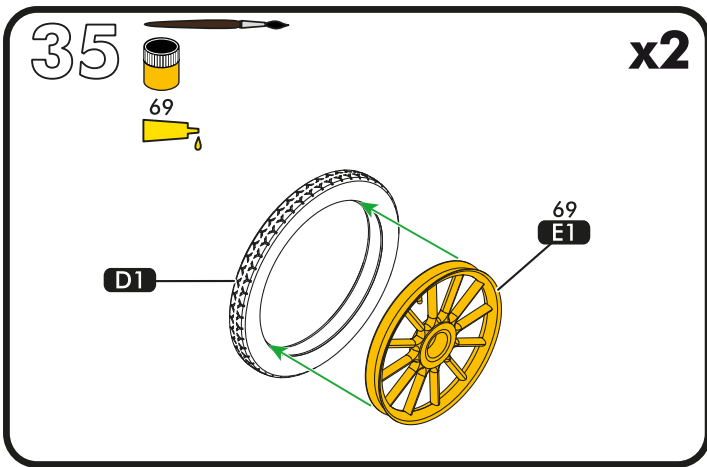


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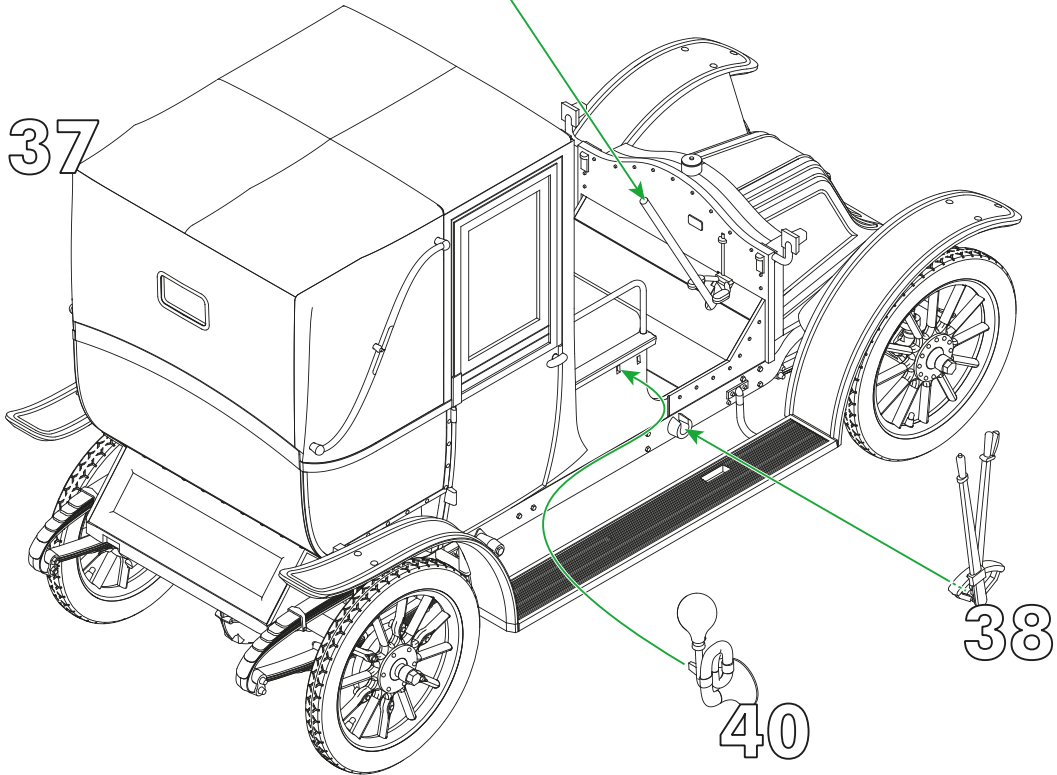
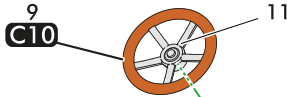
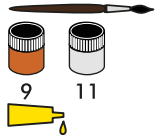


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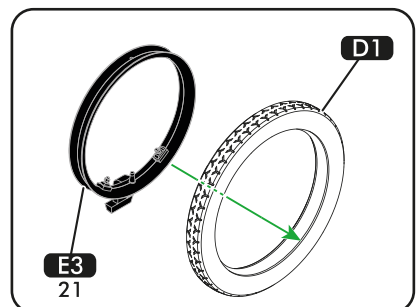
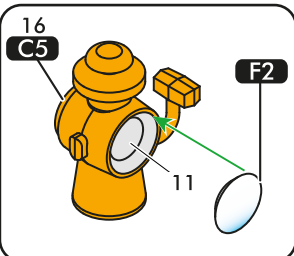
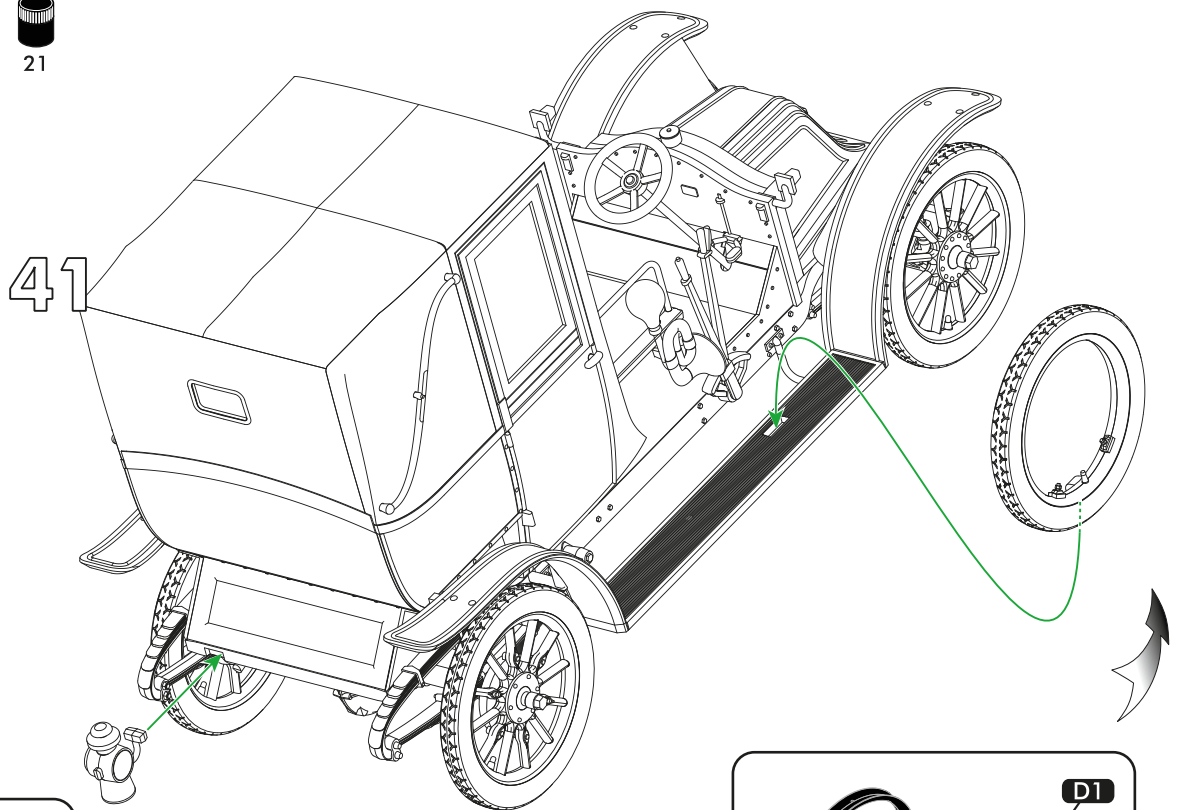
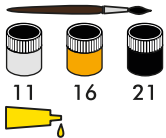




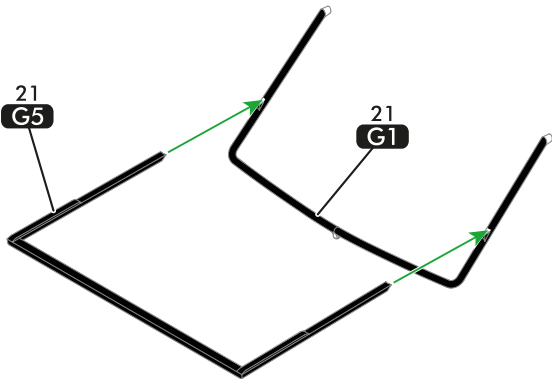
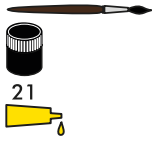
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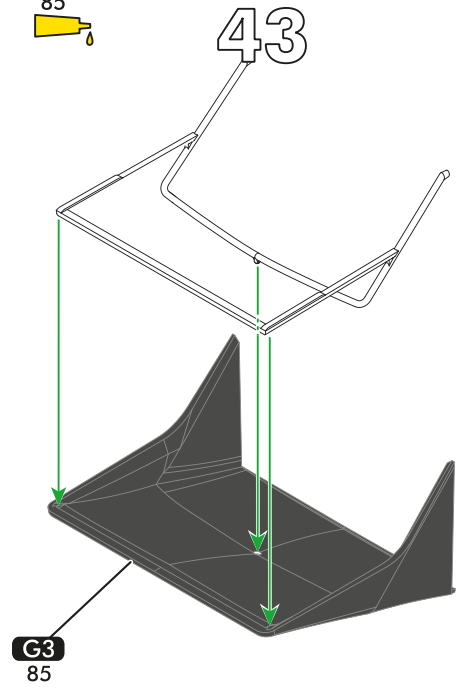
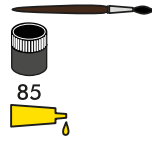
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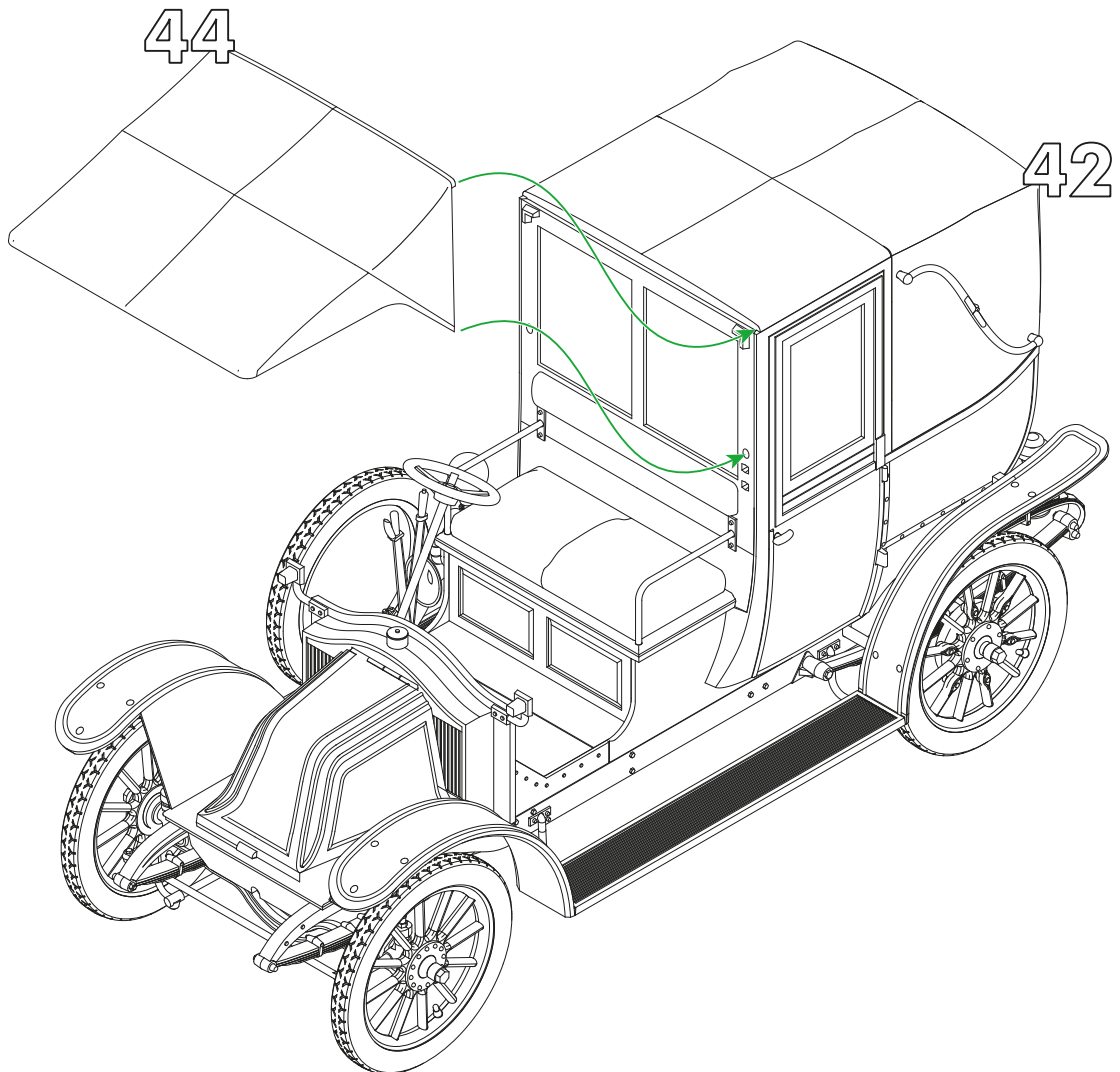
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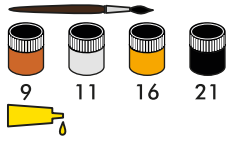
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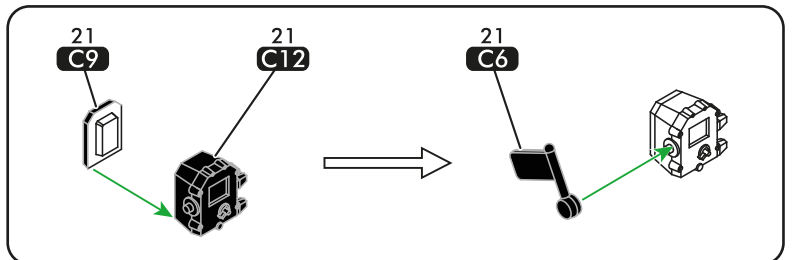
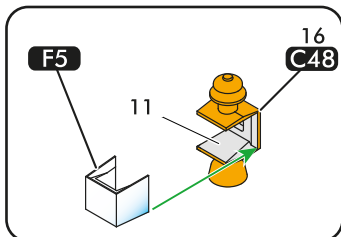
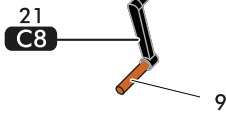
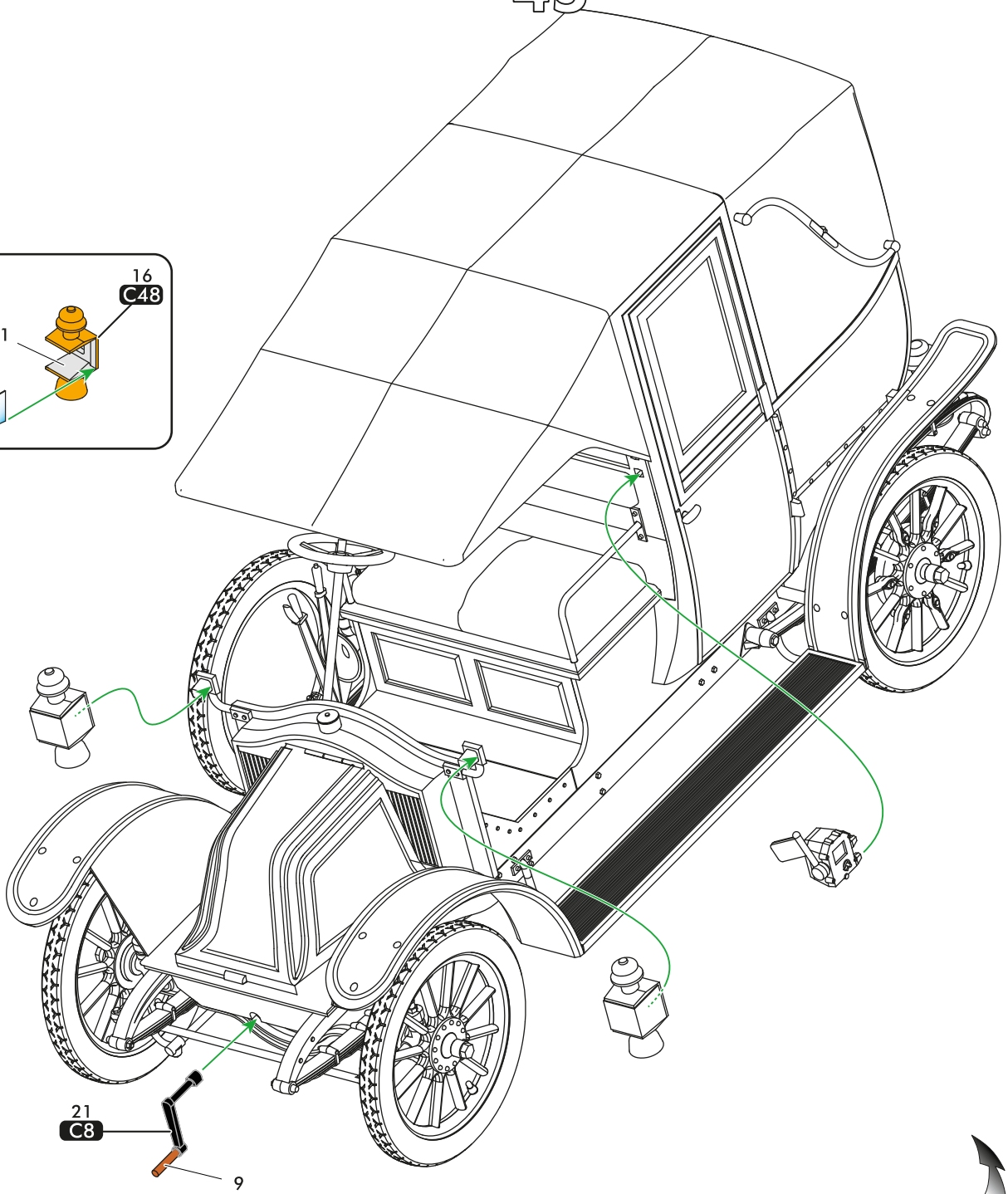
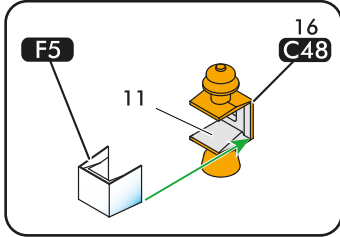
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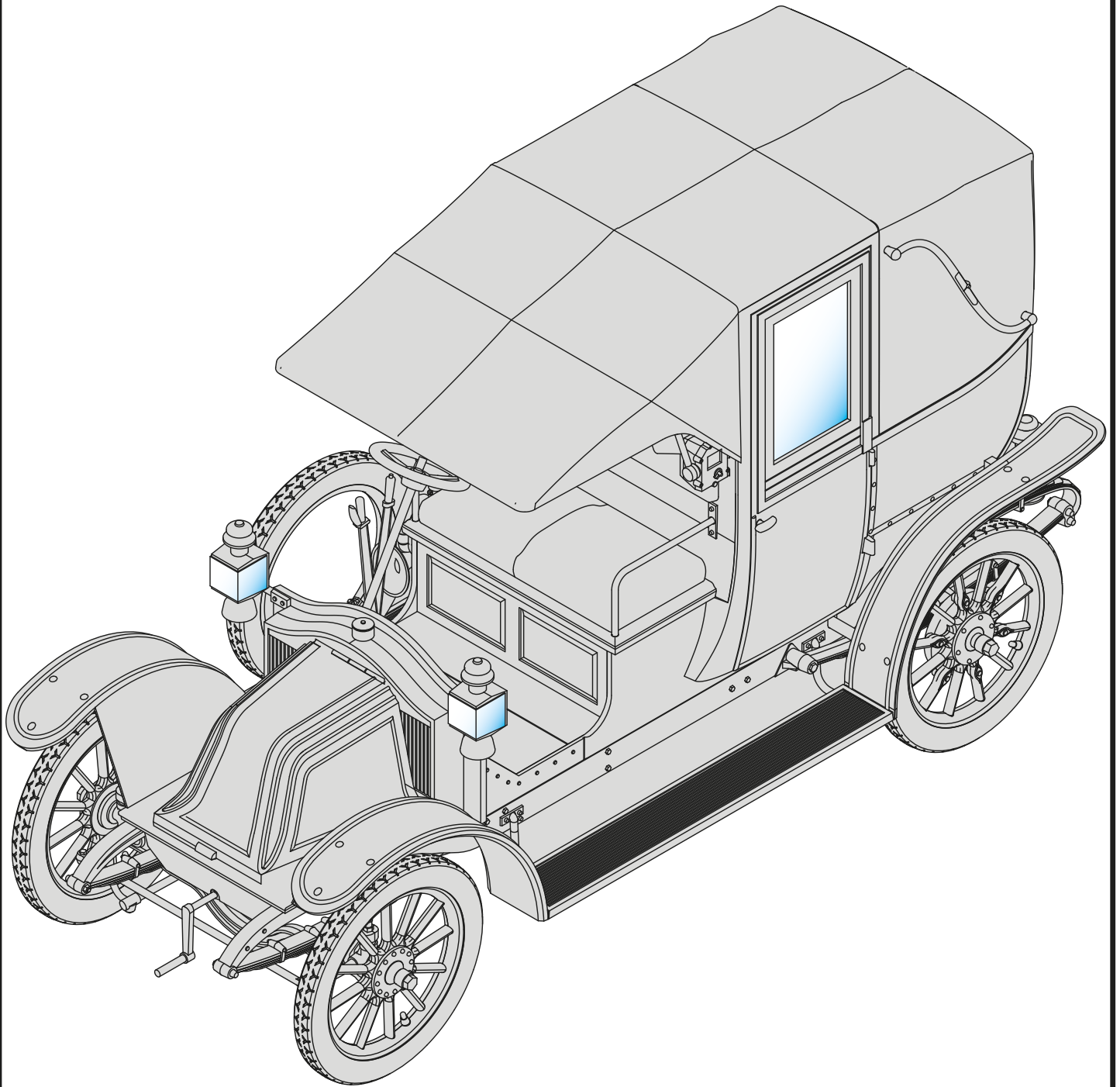


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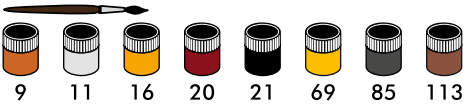


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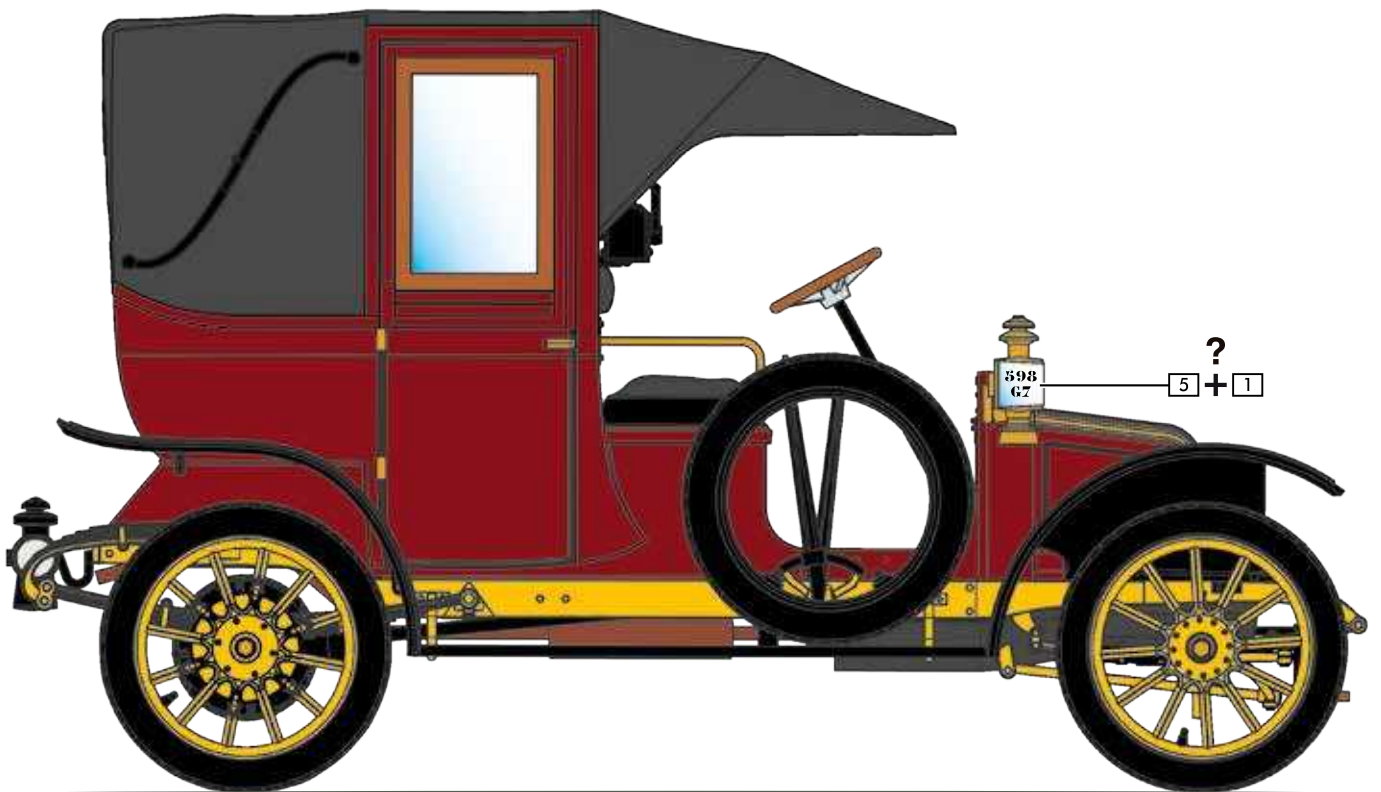
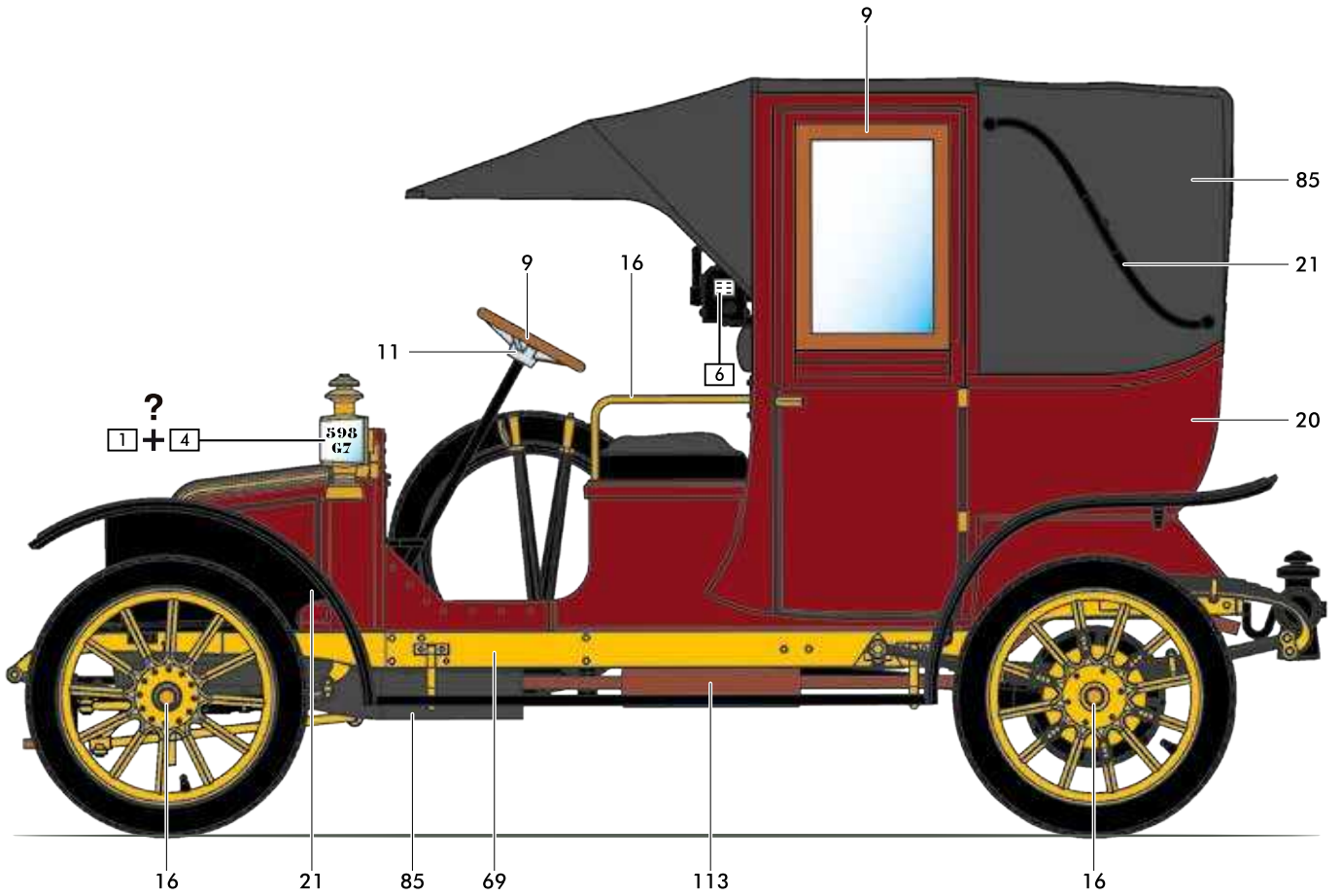




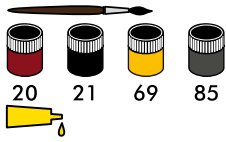
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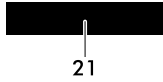
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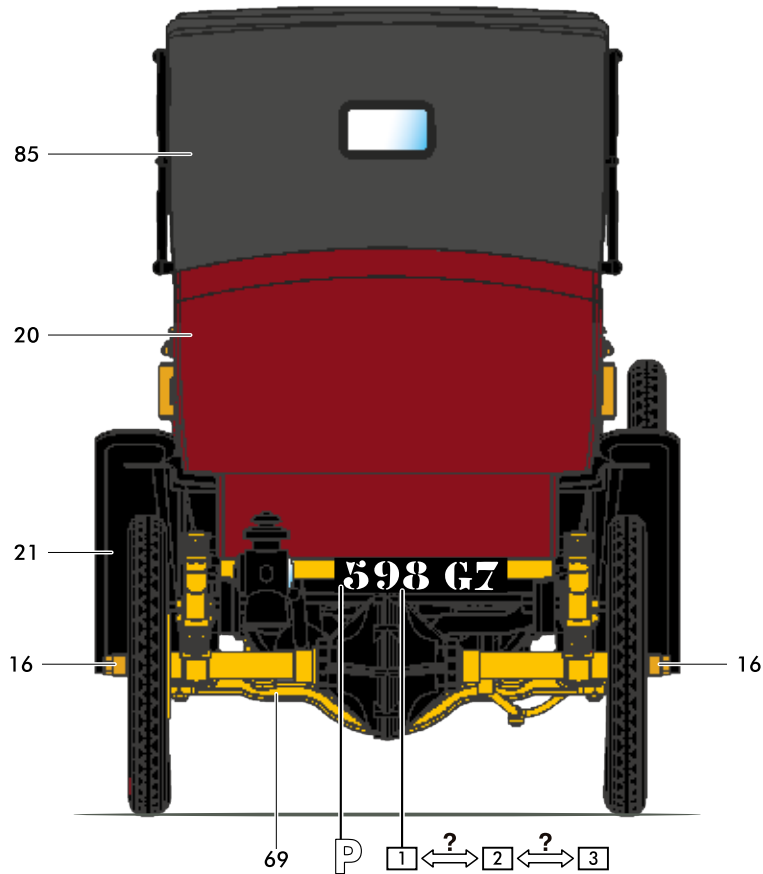
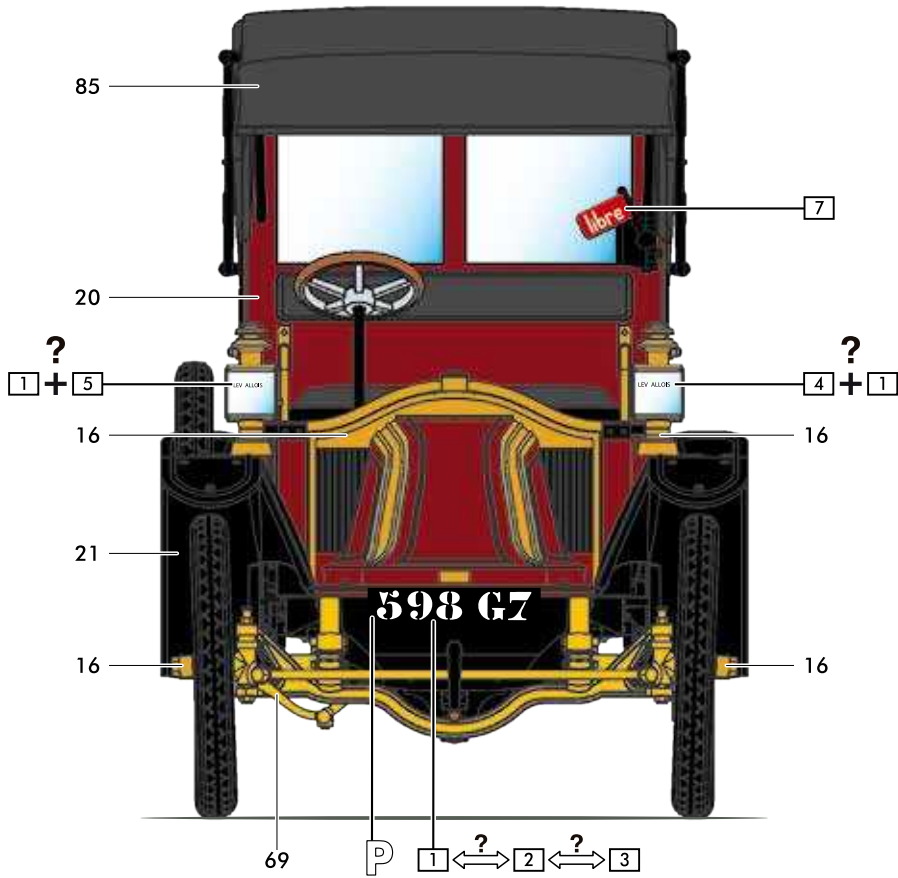
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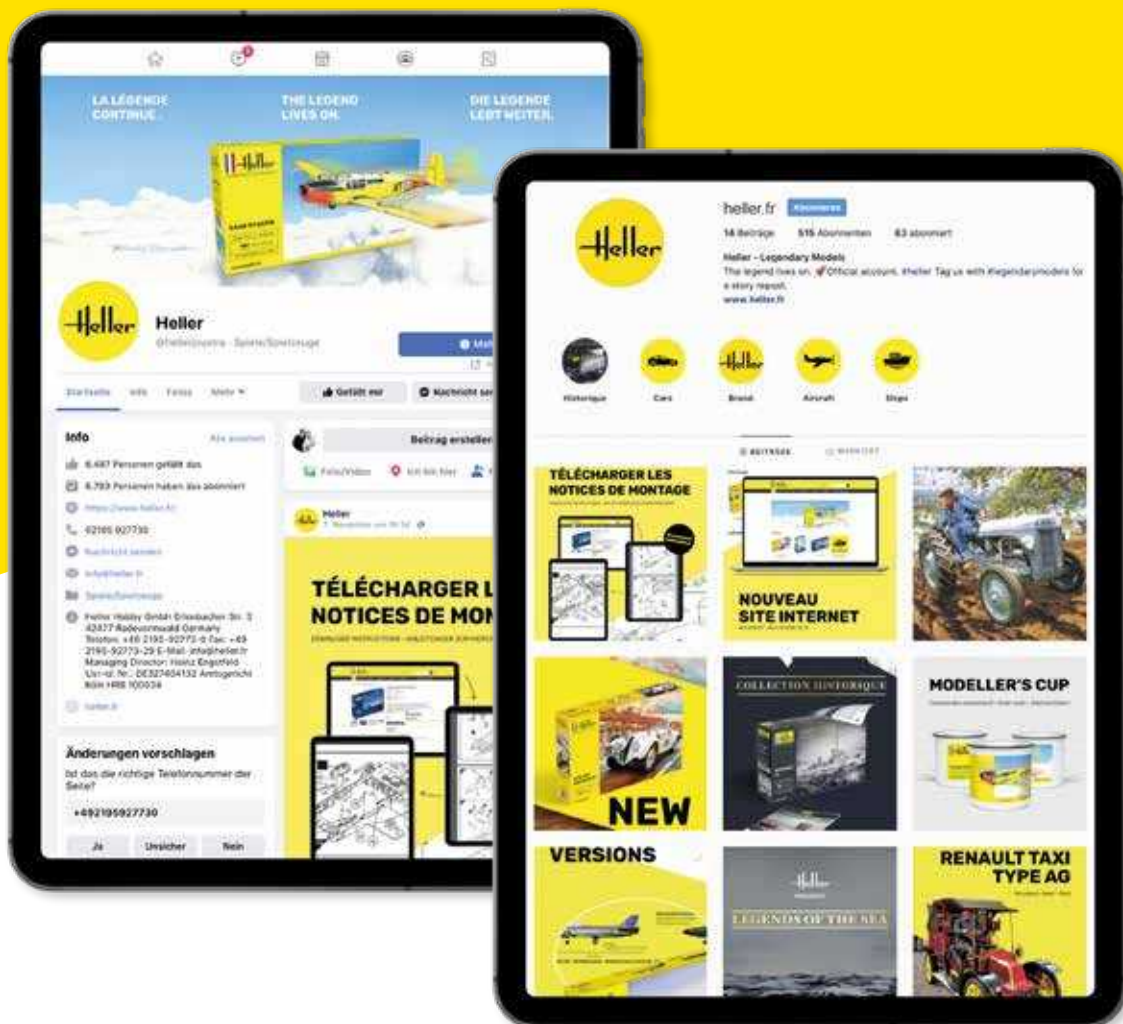


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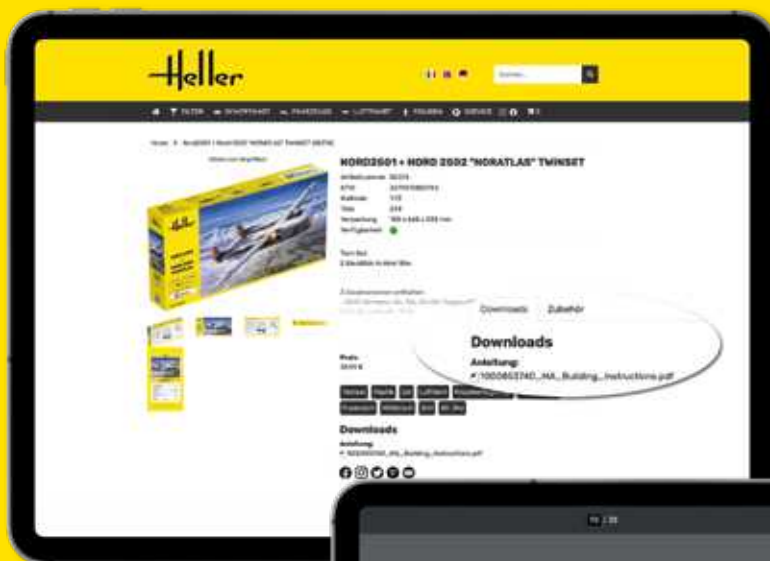
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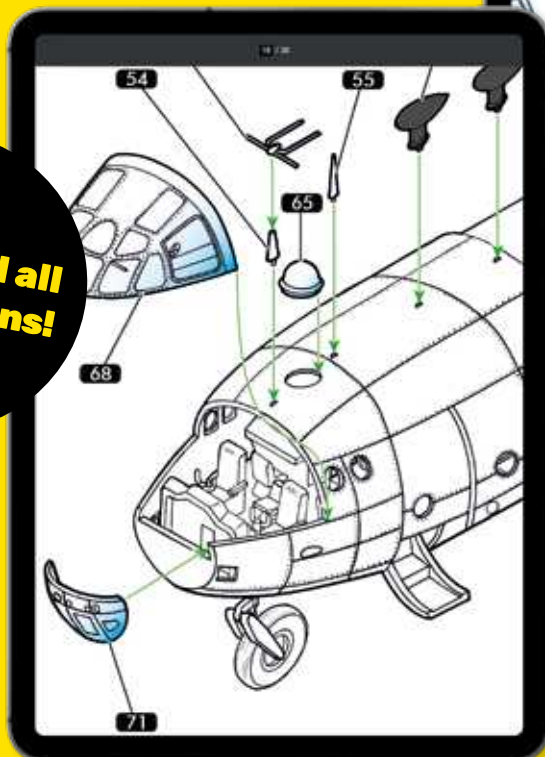
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