



TATRA TAKES YOU FARTHER

THE NEW



TATRA PHOENIX – PRODUCT DATA

tatr phoenix.com

PRODUCTIVITY

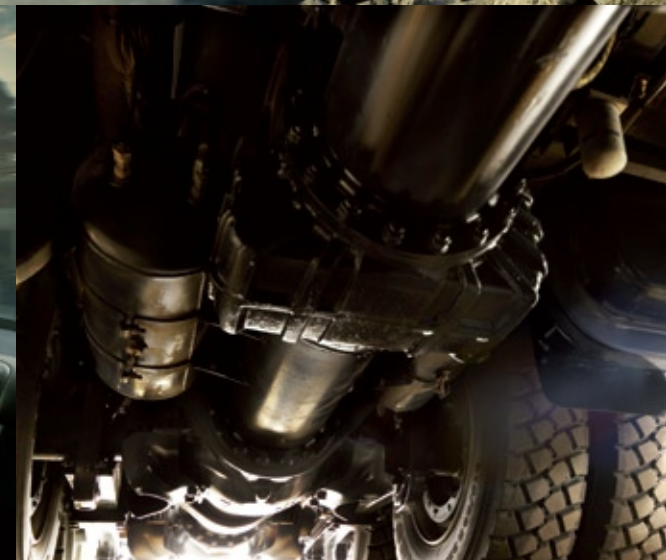
TATRA will boost your productivity! The TATRA unique chassis design eliminates the sub-frame between the chassis and the body, lowering kerb weight. As a result, the truck offers outstanding payload capacity and carries heavier loads. The superb payload is augmented with excellent off-road performance of the TATRA independent suspension system which enables the truck to drive off road at higher speeds. With TATRA, you can transport more material in less time than with any other truck in the same category. All of this even under harsh climate conditions and on all types of surfaces. Go from pure off-road straight to the highway, eliminating even the thought of cross-platform re-loading.

COMFORT

Less fatigue, more safety, and better work results: thanks to a unique combination of an all-wheel drive system, independently suspended swinging half-axles and air suspension on all axles, TATRA PHOENIX provides drivers with increased driving comfort. The suspension and cab isolate the driver from vibrations and keep the driver commandingly at the controls even when tackling rougher terrains and steeper grades than ever before. Comfort and safety are further maximized with the modern, spacious, and ergonomic cab and the optional automated AS-Tronic transmission.

EFFICIENCY

Low operating and overall life-cycle costs is what it's all about in your business. TATRA, with its exceptional performance, durability and high payload, translates to low operations and maintenance costs, putting more money in your pocket. The TATRA class trucks are powered by high performance, yet efficient PACCAR MX engines with optimal torque characteristics to deliver low fuel consumption and strong performance in both off-road and on-road environments. The TATRA axles concept, unlike those of competitors, does not require wheel-hub reduction gears in standard truck applications. This feature and the usage of the automated AS-Tronic transmission further decrease fuel consumption. Extreme frame rigidity of the patented TATRA backbone tube minimizes stress to superstructure thus extending its durability and decreasing its service and maintenance costs. The reliability and robustness of the driveline, designed without any cardan shafts or universal joints, and protected from the environment by the backbone tube, guarantee the effective and efficient use of the vehicle even in extreme conditions. While vehicles of a classic design with rigid axles are sitting unused in a service garage, as they need to be maintained or repaired from damage caused by extreme environmental conditions, your TATRA continues to generate revenue.





FUSION OF TRADITION AND FUTURE

The chassis configuration with a central load-carrying tube and independently suspended axles is a unique design that has been tried and tested over decades of use around the globe. More than 80 years of continuous technical development and improvements and diligent incorporation of new features addressing various customer needs provide the grounds for successful and reliable use of the unique TATRA concept by customers both today and in the future. The TATRA marries this tradition with new cabs and powertrain that will delight users today and into the future.

UNIQUE TATRA SOLUTION

- Central load-carrying tube (backbone frame) and independently suspended swinging half-axes
- Front axle air suspension
- TATRA King Frame™ combined rear axle suspension system
- All-wheel drive, front drive with shift-on-the-fly capability - without the need to stop the vehicle
- Central tire inflation system controlled from the driver seat

MAXIMUM COMFORT AND PERFORMANCE

- Comfortable cab
- Advanced PACCAR MX engines
- Proven manual and automated ZF transmissions

FOR YOUR BUSINESS

- Robustness, durability, go-anywhere ability
- Outstanding transporting productivity achieved by unrivalled payload and speeds across various terrains
- Universal on-road and off-road use thanks to the air suspension of front axles and combined suspension of rear axles
- Maximized approach angle means that the TATRA truck goes exactly where you want it to and not only where the road goes - the truck does not need a road. It creates its own.
- Efficient engines and no need for wheel-hub reduction gears in standard vehicle applications deliver low operating costs
- Complete customer solutions achieved through close cooperation with bodybuilders



ENGINE

Inline six-cylinder PACCAR MX liquid cooled Diesel engine, in versions MX265/300/340/375, volume of 12.9 liters, turbocharged with a charge air cooler; exhaust gas treatment by SCR (Selective Catalytic Reduction) enables compliance with Euro 4 and Euro 5 emission limits.

	Power output ¹ kW (k)	Torque ² (Nm)	Emissions
MX265	265 (360)	1,775	EU5-EU3
MX300	300 (408)	2,000	EU5-EU3
MX340	340 (462)	2,300	EU5-EU3
MX375	375 (510)	2,500	EU5

¹ At rated speed of 1,500 to 1,900 rpm

² At rated speed of 1,000 to 1,410 rpm

The MX375 engine is used in the extreme heavy-duty applications and is combined with axles equipped with wheel-hub reduction gears.

TRANSMISSION

Both 16-speed Ecosplit manual transmission and 16-speed AS-Tronic automated transmission supplied by ZF are available. Both transmissions can be supplied in combination with an integrated retarder (Intarder).

CLUTCH

Single plate dry ZF Sachs clutch, 430 mm; hydraulic control with an air pressure booster for manual transmissions; electronic control (without a clutch pedal and driver intervention) combined with automated transmission.

TRANSFER CASE

One-speed or two-speed, with an output for the front drive and with a PTO output option on the upper shaft; integrated into the chassis and bolted to the load-carrying tube.

AXLES

TATRA axles with independently suspended swinging half-axles and axle differential lock come as standard (for driven axles).

Axle design:

1. Without hub reduction gears, axle ratio: 3.385
2. With hub reduction gears, axle ratio: 2.714/2.333 or 3.385/2.333

Optionally can be equipped with a central tire inflation system controlled by the driver (special wheel naves and tires required).

FRONT AXLE SUSPENSION

Air bellows supplemented with telescopic shock absorbers and a torsion stabilizer. Max. load 9 tons (8 tons in standard construction).

REAR AXLE SUSPENSION

Available either with leaf springs or the unique TATRA King Frame™ combined suspension system; the TATRA King Frame™ suspension system is a combination of air bellows and mechanical suspension (coil springs or leaf springs).

Version	Capacity
Leaf springs	11.5 t
Light-duty combined suspension (air bellows + coil spring)	11.5 t
Heavy-duty combined suspension (air bellows + leaf springs)	13, 15 or 16 t

WHEELS AND TIRES

Basic version (for front axle capacity of 8 tons): tires 315/80 R22.5 (rear dual wheels). Optional: (for front axle capacity of 9 tons): front tires 385/65 R22.5 and rear tires 315/80 R22.5 (dual rear wheels); the vehicle design also enables fitting of 20" disc wheels and tires of up to size of 16.00 R20 (front) and up to 24 R21 (rear).

CAB

Cab-over-engine, all-metal, tilt-cab with two or three seats; day (short) cab as the basic version, optional sleeper cab with one or two beds; basic equipment includes electric windows, electrically adjustable and heated mirrors, remote power door locks, roof ventila-

tion and adjustable steering wheel; optional equipment such as automatic air conditioning, independent heating, pneumatically sprung co-driver's seat, etc. is available.

TANKS

Steel or aluminum versions, with a capacity of 220-545 l; for applications with Euro 4 or Euro 5 engines, AdBlue tank with a capacity of 45 liters.

ELECTRIC POWER INSTALATION

24V, 170 Ah battery, 80 A alternator (optional 110 A)

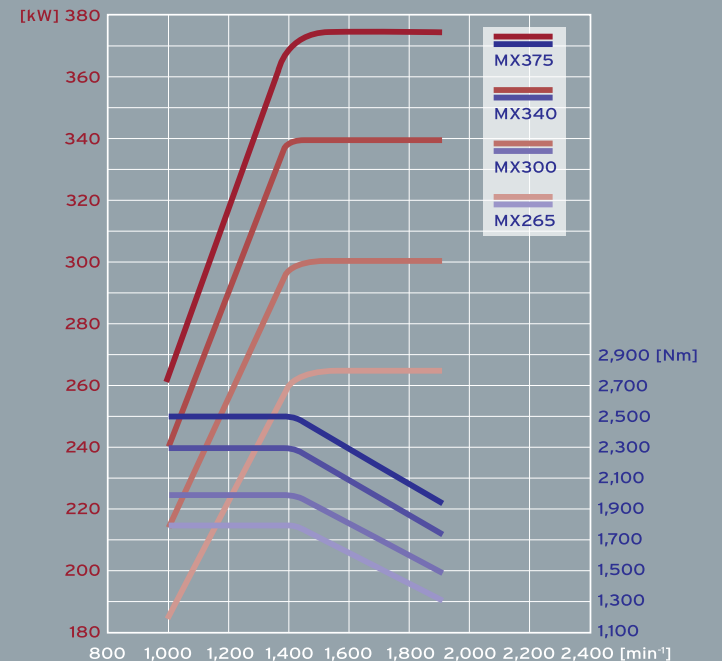
VEHICLE PERFORMANCE

Maximum speed: 85 km / h (limiter)

Front approach angle up to 35 °, 31 ° for basic tires

315/80 R22,5

Clearance height: 300 mm (with standard tires 315/80 R22.5)



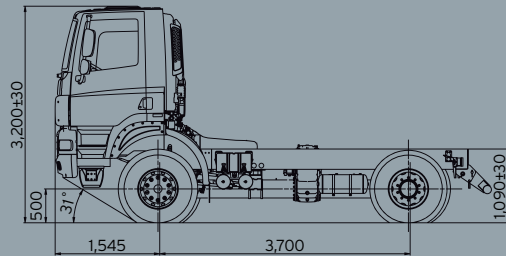




CONFIGURATIONS

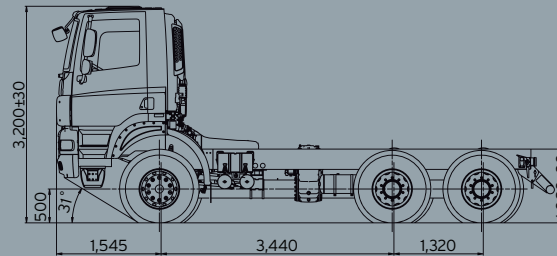
Basic chassis configurations are 4x4, 6x6 and 8x8 (8x6). Customized configurations 10x10, 10x8 and 10x6 (rear steered axles) are also available.

TATRA PHOENIX 4x4



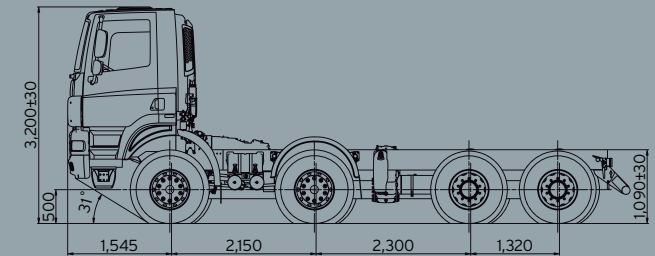
Turning diameter*	16.5 m ± 1 m
Kerb weight**	8,350 kg
Wheelbase	3,700/4,090/ 4,500 mm

TATRA PHOENIX 6x6



Turning diameter*	18.5 m ± 1 m
Kerb weight**	9,800 kg
Wheelbase	3,440/3,900/4,500 + 1,320 (1,450**) mm

TATRA PHOENIX 8x8 (8x6)



Turning diameter*	21.5 m ± 1 m
Kerb weight**	11,500 (11,200) kg
Wheelbase	2,150 + 2,300/2,950 + 1,320 (1,450**) mm

* Wall-to-wall turning diameter for standard tires and wheelbase

** Standard chassis version for mounting the body/superstructure: shortest wheelbase, front axle suspension (8 tons) and light-duty combined rear axle suspension

*** Applies when using tires 12.00 R24 and larger



TATRA Dealer



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