The TATRA 6x6 High Mobility Heavy Duty (HMHD) chassis is built as a platform for various kinds of special vehicles that need:
• superior drive ability in difficult terrain • heavy armoured protection on top of the chassis • reliable chassis with low life cycle costs
Military chassis convenient for operation in the heaviest terrain and climatic conditions, in regions with extremely high and cold ambient temperatures, high humidity and in dusty environments.
The all-wheel drive chassis employs independent suspension and backbone tube frame, the unique features of the TATRA concept chassis proven more than 90 years, that allow each wheel to move independently with improved steering and maximum tire to ground contact.
3-dimensional space solid frame created by connection of backbone tube and conventional ladder frame is exceptionally rigid against torsion and bending. In addition the backbone tube frame also protects driveline shafts from transfer case to the wheels and differentials that are placed inside, against dust, moisture and outer mechanical damages (service-free design without cardan shaft torque distribution).
The unique chassis and independent suspension design give the vehicle exceptional resistance to shocks and vibrations, protects superstructures from torsion and stresses and allows to be driven fast on rough roads.
T 815-7T3B31 6×6.1R
6×6 HIGH MOBILITY HEAVY DUTY CHASSIS

ENGINE TATRA T3C-928-90 EURO 3
Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel.
- Number of cylinders: 8
- Bore/stroke: 120/140 mm
- Displacement: 12.7 ltrs
- Power output: 300 kW/1,800 RPM
- Max. torque: 2,100 Nm/1,000 RPM

CLUTCH
MFZ 1x430, single plate, with diaphragm spring. Hydraulic control with pneumatic booster.

TRANSMISSION - TATRA 14 TS 210 N
- Number of speeds: 14 forward, 2 reverse
- Semiautomatic split. Except of the crawler and reverse gears, all gears are synchromeshed.

TRANSFER BOX
Type TATRA 2.30 TRS 0.8/1.9. Speed reducing. Pneumatic control.

FRONT AXLE
TATRA steered and driven swing half-axle with independent wheel suspension, axle differential lock front-drive disconnection. Wheel hub reductions. Air springs and telescopic shock absorbers, sway bar.

REAR AXLE
TATRA driven swing half-axles with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions. Air springs and telescopic shock absorbers, sway bars.

STEERING
Left/right hand drive, integral power steering.

BRAKES
Wedge type self-adjustable drum brake units, ABS. Four separate brake systems: service, emergency, parking, and engine brake.

WHEELS
Single tactical tyres on all axles with CTIS.
- Rims: 20 -10.00V
- Tyres: 14.00 R20
- Run flats 16.00R20 as option

CAB
The chassis is delivered without standard TATRA cab. A frame holding dashboard, pedals, steering and seat is mounted on the chassis instead of the cab. Other equipments delivered as loosing parts. Cab tilting mechanism with hydraulic cylinder controlled electrically.

ELECTRIC EQUIPMENT
- Nominal voltage: 24 V
- Batteries: 2x12V, 180 Ah
- Alternators: 2x120 A/28 V

DIMENSIONS
- Width: 2,500 mm
- Track - front/rear: 2,072 mm
- Clearance: 380 mm
- Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS
- Curb weight: 10,240 kg
- Payload max.: 18,760 kg
- GVW max.: 29,000 kg

PERFORMANCE
- Top speed: 110 km/h
- Gradeability at GVW: 60 %
- Side slope: 45 %
- Turning circle diameter (curb to curb): 20±1 m
- Fording capability: 1,200 mm
- Crossing ability - trench width: 900 mm
- Fuel tank: 220 ltrs
- Cruising range (on road) cca: 500 km
- Climbing ability - vertical step: 500 mm
- Operating ambient temperature: -32°C to +49°C

WINCH
Optional self recovery winch, 100 kN max pulling force, 60 m rope length, front and rear rope pull.

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