The TATRA 8×8 High Mobility Heavy Duty Tactical Truck is a member of the TATRA FORCE family, heavy-duty vehicles designed for rough terrain, difficult climatic and environment conditions.

The 8×8 all-wheel drive chassis employs independent suspension and backbone tube frame, unique characteristics of the TATRA-concept chassis proven for more than 90 years. It allows each wheel to move independently, with improved steering, and maximum tire-to-ground contact, while featuring extreme resistance of the chassis against torsion and bending. This is provided by a solid 3D frame which also protects all driveline components against impacts, dust, and humidity. Low maintenance costs and service-free design.

Double cabin (4 doors) COE type tiltable can be equipped up to 6 seats. Subframe for ISO 1C containers, flatracks or modules.

- Adjustable vehicle height and clearance
- All-wheel drive
- Differential locks
- CTIS operated on the fly

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
23,700 kg PAYLOAD
8×8 DRIVE
300 kW
ENGINE - TATRA T3C-928.90
Air-cooled, V-type, 4-stroke, turbocharged, charge air-cooled, direct injection Diesel engine. Electronically controlled cooling. EURO 3 emission standards.
Numbers of cylinders 8 V
Bore/stroke 120/140 mm
Swept volume 12.7 litres
Max. power output 300 kW/ 1,800 rpm
Max. torque 2,100 Nm/ 1,000 + 200 rpm

CLUTCH
Single-plate, diaphragm clutch 1x430 mm, attached to the engine flywheel. Hydraulic control with pressure-air power cylinder.

TRANSMISSION - TATRA 14TS210N
Manual 14-speed transmission with semiautomatic split, 14 forward and 2 reverse gears. Electronic shift control with semiautomatic and manual mode. Except of the first and reverse gears, all gears are synchromeshed. PTO output.

TRANSFER CASE TATRA 2.30 TRS 0.8/1.9
Two-speed, shifting in coordination with transmission.

FRONT AXLES
Steered, driven with swinging half-axles, front-drive disconnect, axle and inter-axle differential locks. Hub reductions. Air springs, telescopic shock absorbers, sway bar.

REAR AXLES
Driven, with swinging half-axles, axle and inter-axle differential locks. Hub reductions. Air springs, telescopic shock absorbers sway bars.

STEERING
Left/right hand drive, integral power steering, backup circuit.

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

WHEELS
Radial Tyres 16.00 R20 TL with runflats, CTIS
Discs 20 -10.00 V

CAB
Double cab, four doors, COE type, forward tilting, driver’s seat adjustable with 3-point safety belt, other seats firm with safety belt, left-right design, roof manhole. HVAC unit, independent heating, NBC kit, rifle racks, sun visors.

DIMENSIONS
Width 2,550 mm
Track - front/rear 2,072 mm
Ground Clearance 400 mm
Clearance can be temporarily raised/lowered (+90/-125 mm) by suspension on the fly.

WEIGHTS
Curb weight 14,300 kg
Payload 23,700 kg
Gross vehicle weight 38,000 kg
Trailer weight 18,000 kg
Gross combination weight 56,000 kg

ELECTRIC EQUIPMENT
Circuit voltage 24V
Battery 180 Ah
Alternator 28 V/80A
Blackout electrical system and convoy lights.

PERFORMANCE
Max. speed 105 kph
Speed w/limiter 85 kph
Gradeability calculated at 38 t 80 %
Climbing ability - vertical step 600 mm
Crossing ability - trench width 2,100 mm
Fording capability 1,500 mm
Turning circle diameter (curb to curb) 23.1 m
Cruising range - on road approx. 700 km
Operating ambient temperature -32 °C +49 °C

EQUIPMENT
Tool boxes, tools for maintenance and common repairs.
Fire extinguisher, pioneer tools, jack, wheel chocks, 20L Jerry cans, 420L fuel tank, tow bar, snow chains.
Axle hang-up kit for suspended towing.
Subframe for ISO 1IC containers, flatracks or modules.