TATRA IS THE SOLUTION

PERFORMANCE & DATA SHEETS

TATRA MILITARY VEHICLES

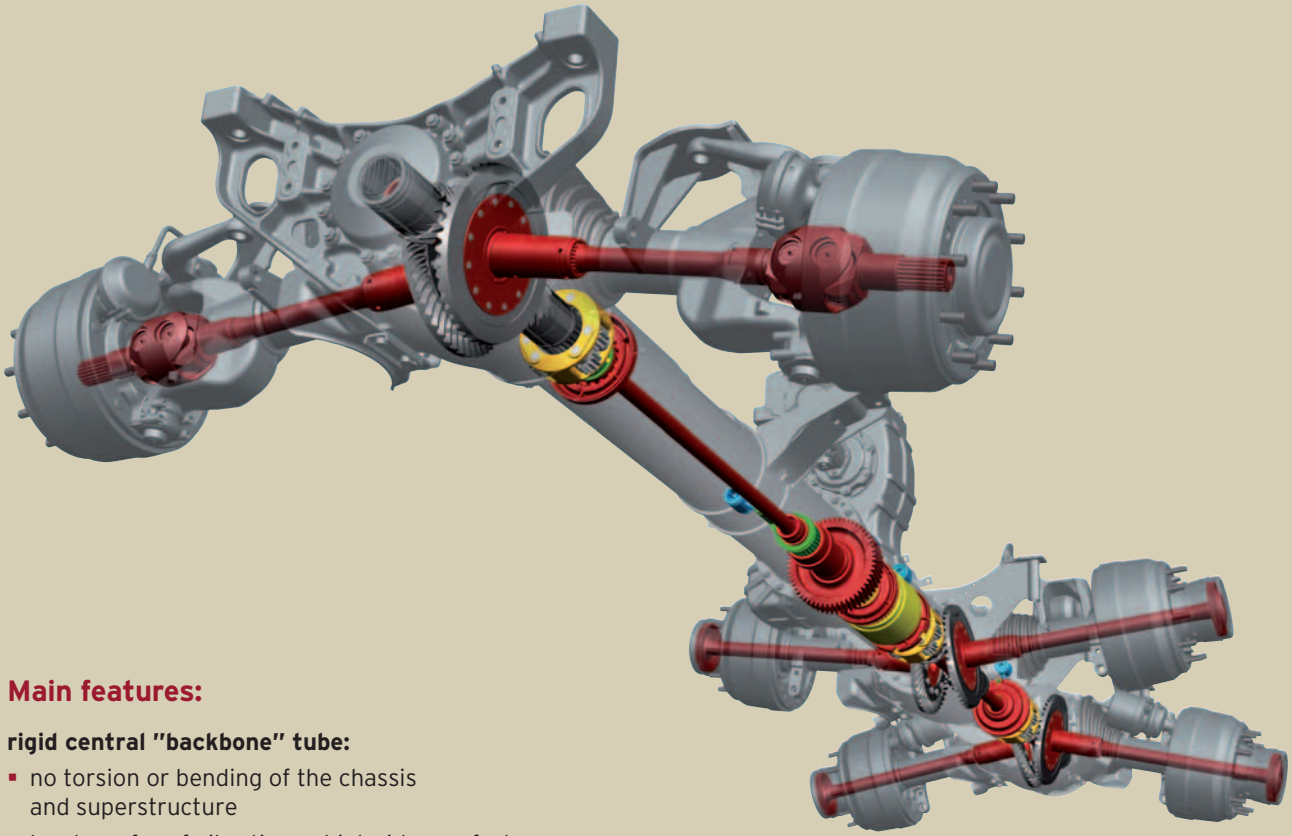
tatratrucks.com

TATRA VEHICLE FAMILY

TATRA TRUCKS a.s., a producer of heavy-duty off-road trucks based in Kopřivnice, Czech Republic, is particularly well-known for its original TATRA concept of chassis with a central backbone tube and independent suspension of half-axles.

TATRA CHASSIS CONCEPT

The concept of a "backbone" tube and independently swinging half-axles was first used at a TATRA passenger car in 1923. Since then it has been constantly developed and improved and has been employed in vast numbers of different models of heavy-duty off-road TATRA trucks and vehicles, both commercial and military, operating in the most hostile environments throughout the world.



Main features:

rigid central "backbone" tube:

- no torsion or bending of the chassis and superstructure
- low transfer of vibrations - high ride comfort
- off-road drive faster than with conventional trucks
- long life of the chassis
- driveline shafts covered and protected inside the "backbone" tube
- the chassis can operate "frameless"

independent swing half-axles:

- each wheel moves up and down independently, which allows for:
  - remarkably higher speed on rough roads
  - quick pass over obstacles
  - exceptional off-road and cross-country mobility
- swing half-axles are extremely resistant against impacts and shocks

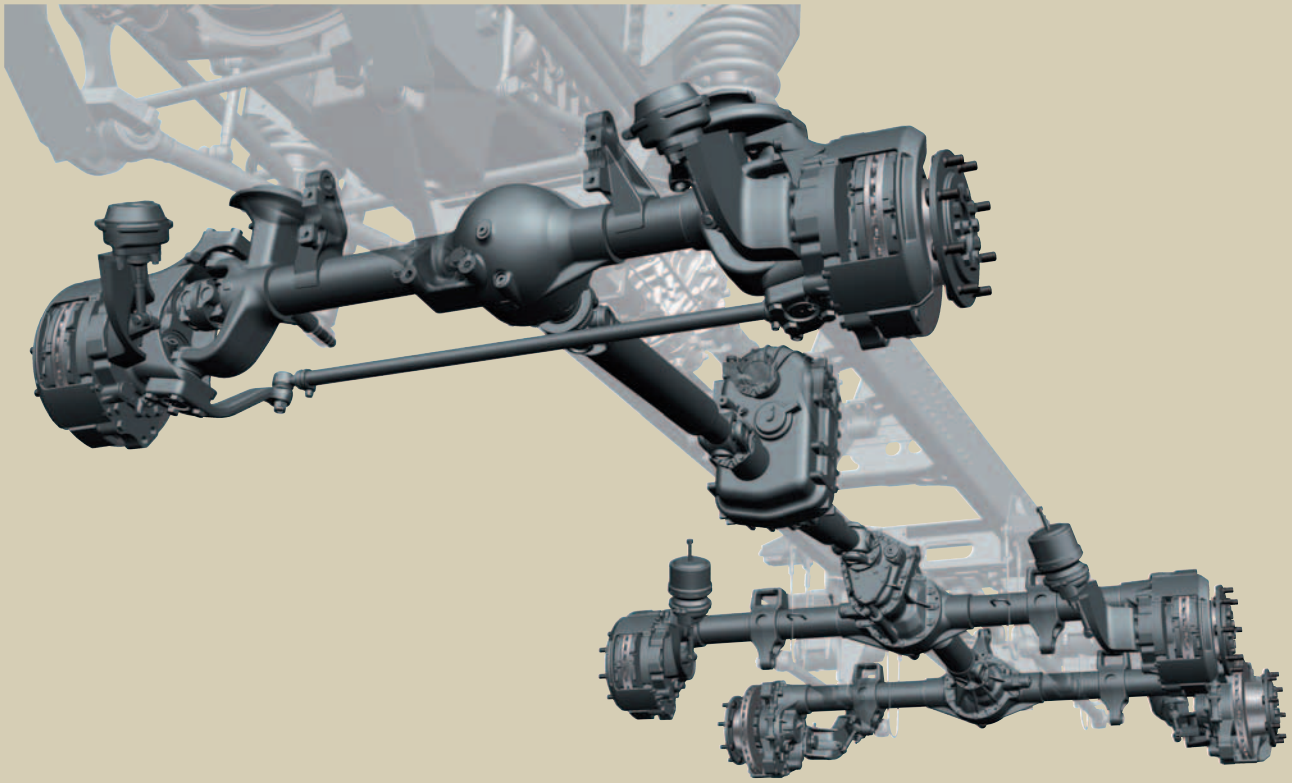
"modular" design:

- high degree of commonality for commercial and military models
- 4x4, 6x6, 8x8, 10x10 and even 12x12 versions in production
- different wheelbase options available for each version
- suitable as chassis for different kinds of special superstructures

TATRA RIGID AXLES

Additionally to its current product range, TATRA TRUCKS a.s. has developed another solution, standard chassis concept – rigid portal beam axles and a ladder frame - for off-road vehicles up to 13÷15 tons of GVW. Six variants of the trucks were intensively tested by the Czech Army in 2007 and then deployed at military unit.

Due to portal beam axles the vehicles have extremely high ground clearance and excellent off-road capabilities.



PRODUCT RANGE

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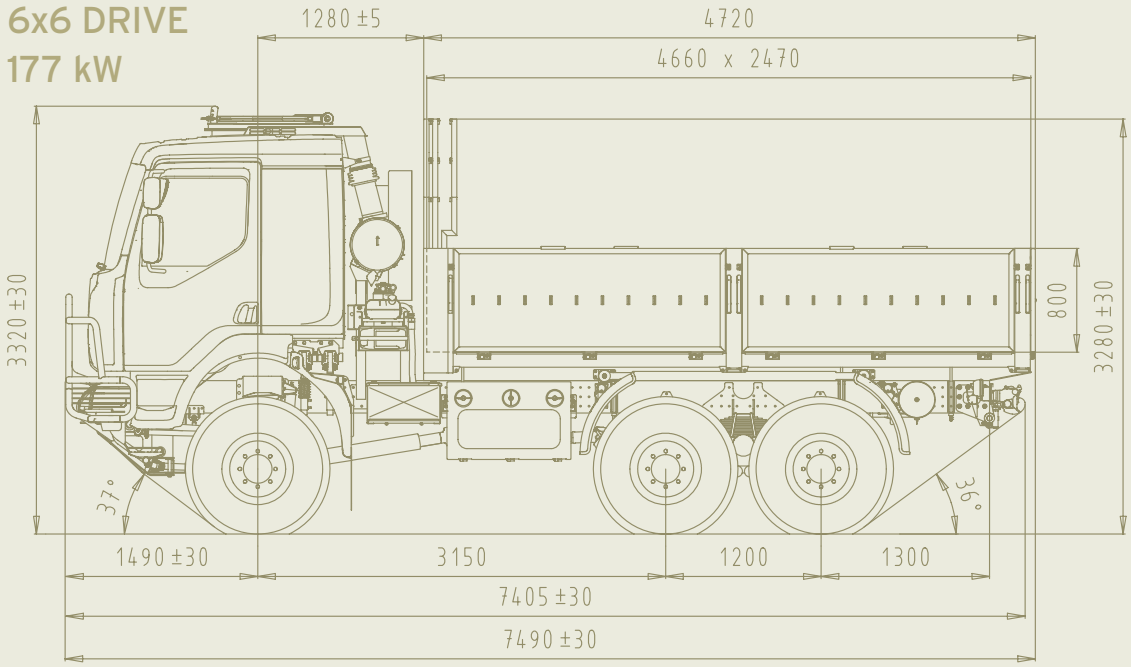
T 810-1R0R26 13 177 6x6.1R

6x6 CARGO TRUCK / TROOP CARRIER

PORTAL AXLES - TATRA
4,500 kg PAYLOAD
6x6 DRIVE
177 kW



A medium class all-wheel-drive (6x6) off-road logistic truck that, unlike other TATRA trucks and chassis-cabs, is based on the standard chassis concept - rigid portal axles and a ladder frame. The truck was developed according to specifications given by the Czech Army for a replacement of their aging fleet of medium trucks. As it was required, this high mobility off-road truck has been designed at the borderline of medium and heavy truck classes (N2/N3) and is designated for transporting superstructures up to 5.7 t, and also for towing of trailers on both paved and unpaved roads, as well as in difficult off-road conditions. The chassis with 6.5 t capacity portal axles and bolted ladder frame can carry special superstructures, bodies, shelters or standard containers. Central tyre inflation system operating on the fly is a standard feature. The 3-seat cab has an HVAC unit, armoured floor protecting the crew from fragments and splinters from grenades and anti-personnel mines. The pillars and the roof are reinforced and modified to accept an MG mount in the manhole. The 177 kW 6-cylinder in-line Renault engine meets Euro 3 emission standards.

ENGINE

Water cooled, four stroke turbocharged and charge-air-cooled direct injection, diesel.

Make	RENAULT TRUCKS
Model	DXi7 240-ECO1
Number and arrangement of cylinders	6 in line
Bore/stroke	108/130 mm
Swept volume	7.145 ltrs
Max. power output	177 kW/2,300 RPM
Max. torque	920 Nm/1,200-1,700 RPM

Note: EURO 5 optional.

CLUTCH

SAE2, 395 mm diameter, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster.

TRANSMISSION

ZF ECOLITE 6S 1000 WO

Number of speeds - forward/ reverse	6/1

Semiautomatic split. Except of the reverse gear, all gears are synchromeshed. PTO output.

TRANSFER BOX

ZF STEYR VG 750/270
Dual speed with torque divider.

FRONT AXLE

TATRA, steered, rigid, portal with hub reductions and side differential lock. Sprung by coil springs and telescopic shock absorbers, sway bar.

REAR AXLES

TATRA, rigid, portal with hub reductions, axle and interaxle differential locks. Sprung by leaf springs.

STEERING

Left-hand drive, integral power assisted.

BRAKE SYSTEM

Dual circuit, pressure-air, disc brakes with ABS, air dryer.
Service brake - dual circuit pressure-air brake acting on wheels of all axles.
Emergency brake - spring type, acting on wheels of rear axles.
Parking brake - spring type, acting on wheels of rear axles.
Auxiliary brake - engine brake, flap type exhaust brake.

WHEELS

Single tyres on all axles, with CTIS operating on the fly.

Rims	20-11
Tyres	365/80 R20

CAB

Cab-over-engine type, all-steel, manual hydraulically assisted tilt. 1+2 seats, sprung fully adjustable driver's seat with seat belt, firm double co-driver's seat with seat belts. HVAC unit. Manhole, armoured floor.

DIMENSIONS

Width	2,550 mm
Ground clearance	460 mm

(see the picture)

WEIGHTS

Curb weight	8,500 kg
Payload max.	4,500 kg
GVW max.	13,000 kg
Trailer	12,000 kg
GCW max.	25,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/100 A
Batteries	2 x 12 V, 180 A

Main switch
Black out lights and convoy light system

WINCH

Hydraulic winch (optional equipment)

Pulling force	78 kN
Rope length	60 m

Front/ rear rope output direction

EQUIPMENT

Basic tools

Fuel tank capacity	320 ltrs

Trailer hitch

PERFORMANCE

Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Turning circle diameter (curb to curb)	16.5±1 m
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	cca 800 km
Operating temperature	-32 to +49 °C

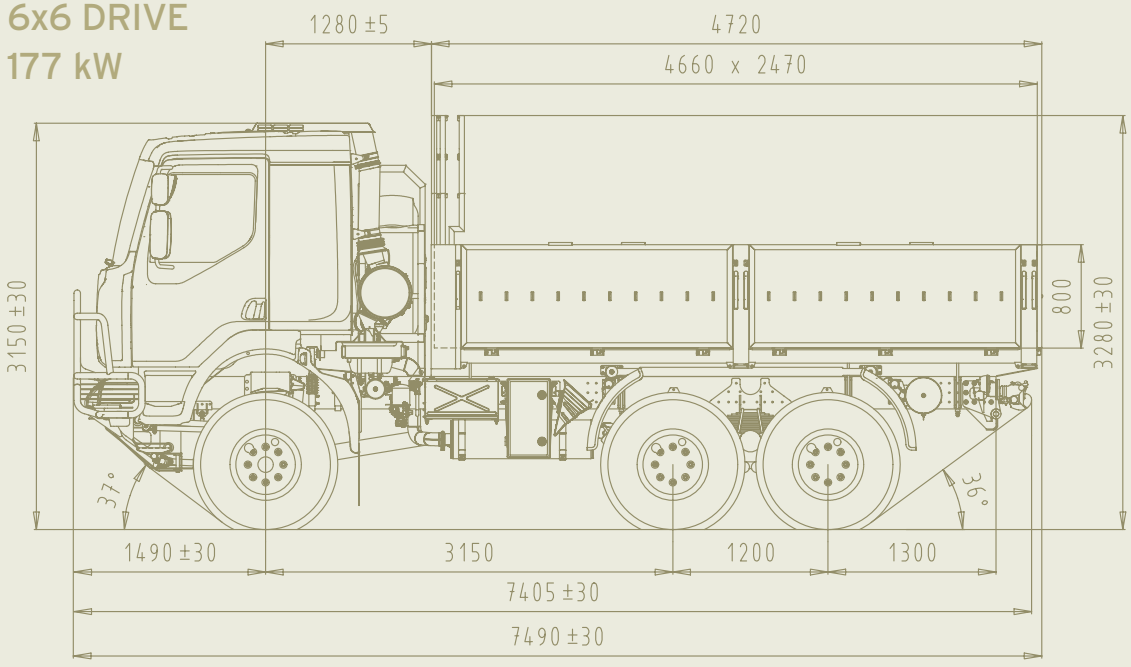
CARGO BODY

With tarpaulin, foldable benches for 16 troops, rear foldable access.

T 810-1R0R26 13 177 6x6.1R

6x6 CARGO TRUCK / TROOP CARRIER

PORTAL AXLES - TATRA
5,100 kg PAYLOAD
6x6 DRIVE
177 kW



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ENGINE

Water cooled, four stroke turbocharged and charge-air-cooled direct injection, diesel, EURO 3.

Model	RENAULT DXi7 240-EC01
Number and arrangement of cylinders	6 in line
Bore/stroke	108/130 mm
Swept volume	7.145 ltrs
Max. power output	177 kW/2,300 RPM
Max. torque	920 Nm/1,200-1,700 RPM

CLUTCH

SAE2, 395 mm diameter, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster.

TRANSMISSION

ZF ECOLITE 6S 1000 WO

Number of speeds - forward/ reverse	6/1

Mechanical shifting. Except of the reverse gear, all gears are synchromeshed.

TRANSFER BOX

ZF STEYR VG 750/270

Dual speed with torque divider. Shiftable at standstill.

FRONT AXLE

TATRA, steered, rigid, portal with wheel hub reductions and side differential lock.

Sprung by coil springs and telescopic shock absorbers, sway bar.

REAR AXLES

TATRA, rigid, portal with wheel hub reductions, axle and interaxle differential locks. Sprung by leaf springs.

STEERING

Left-hand drive, integral power assisted.

BRAKE SYSTEM

Dual circuit, pressure-air, disc brakes with ABS, air dryer.

Service brake - dual circuit pressure-air brake acting on wheels of all axles.

Emergency brake - spring type, acting on wheels of rear axles.

Parking brake - spring type, acting on wheels of rear axles.

Auxiliary brake - engine brake, flap type exhaust brake.

WHEELS

Single tyres on all axles, with CTIS operating on the fly.

Rims	20-11
Tyres	365/80 R20 Michelin

Beadlocks, run-flats as option

CAB

Cab-over-engine type, all-steel, manual hydraulically assisted tilt. 1+2 seats, sprung fully adjustable driver's seat with seat belt, firm double co-driver's seat with seat belts. HVAC unit.

DIMENSIONS

Width	2,550 mm
Ground clearance	460 mm

(see the picture)

WEIGHTS

Curb weight	7,900 kg
Payload max.	5,100 kg
GVW max.	13,000 kg
Trailer	12,000 kg
GCW max.	25,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/100 A
Batteries	2 x 12 V, 180 A

Main switch

Black out lights and convoy light system

EQUIPMENT

Basic tools

Fuel tank capacity	320 ltrs

Trailer hitch

Towing bar

PERFORMANCE

Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Turning circle diameter (curb to curb)	16.5±1 m
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	cca 800 km
Operating temperature	-32 to +49 °C

CARGO BODY

With tarpaulin, foldable benches for 16 troops, rear foldable access.

WINCH

Hydraulic winch (optional equipment)

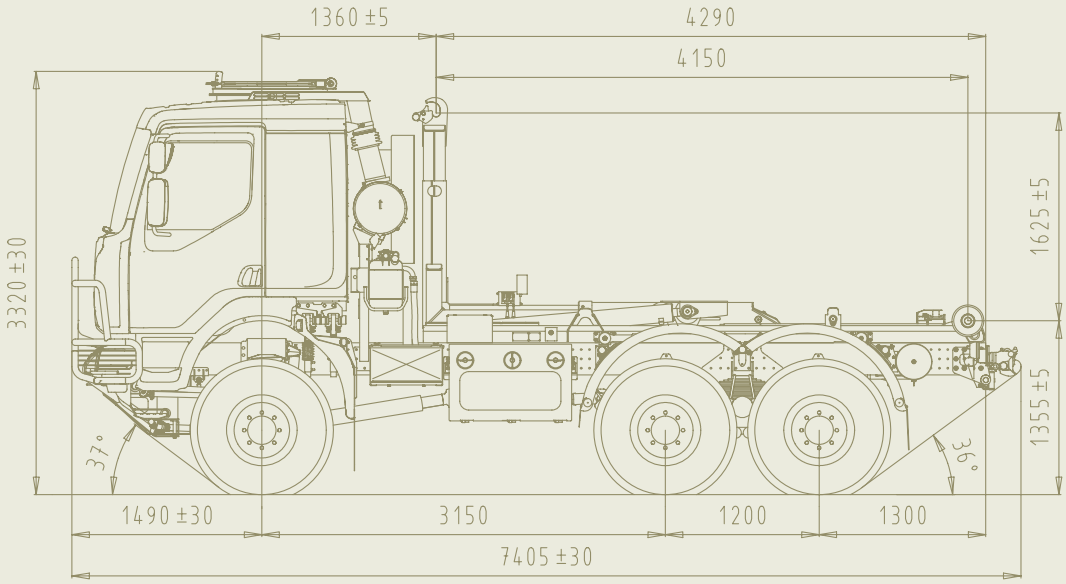
Pulling force	78 kN
Rope length	60 m

Front/ rear rope output direction

T 810-1R0R26 13 177 6x6.1R

6x6 CHASSIS-CAB WITH LOAD HANDLING UNIT

PORTAL AXLES - TATRA
3,900 kg PAYLOAD
6x6 DRIVE
177 kW



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ENGINE

Water cooled, four stroke turbocharged and charge-air-cooled direct injection, diesel.

Make	RENAULT TRUCKS
Model	DXi7 240-ECO1
Number and arrangement of cylinders	6 in line
Bore/stroke	108/130 mm
Swept volume	7.145 ltrs
Max. power output	177 kW/2,300 RPM
Max. torque	920 Nm/1,200-1,700 RPM

Note: EURO 5 optional.

CLUTCH

SAE2, 395 mm diameter, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster.

TRANSMISSION

ZF ECOLITE 6S 1000 WO

Number of speeds - forward/ reverse	6/1

Semiautomatic split. Except of the reverse gear, all gears are synchromeshed. PTO output.

TRANSFER BOX

ZF STEYR VG 750/270
Dual speed with torque divider.

FRONT AXLE

TATRA, steered, rigid, portal with hub reductions and side differential lock. Sprung by coil springs and telescopic shock absorbers, sway bar.

REAR AXLES

TATRA, rigid, portal with hub reductions, axle and interaxle differential locks. Sprung by leaf springs.

STEERING

Left-hand drive, integral power assisted.

BRAKE SYSTEM

Dual circuit, pressure-air, disc brakes with ABS, air dryer.
Service brake - dual circuit pressure-air brake acting on wheels of all axles.
Emergency brake - spring type, acting on wheels of rear axles.
Parking brake - spring type, acting on wheels of rear axles.
Auxiliary brake - engine brake, flap type exhaust brake.

WHEELS

Single tyres on all axles, with CTIS operating on the fly.

Rims	20-11
Tyres	365/80 R20

CAB

Cab-over-engine type, all-steel, manual hydraulically assisted tilt. 1+2 seats, sprung fully adjustable driver's seat with seat belt, firm double co-driver's seat with seat belts. HVAC unit. Manhole, armoured floor.

DIMENSIONS

Width	2,550 mm
Ground clearance	460 mm

(see the picture)

WEIGHTS

Curb weight	9,100 kg
Payload max.	3,900 kg
GVW max.	13,000 kg
Trailer	12,000 kg
GCW max.	25,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/100 A
Batteries	2 x 12 V, 180 A

Main switch
Black out lights and convoy light system

WINCH

Hydraulic winch (optional equipment)

Pulling force	78 kN
Rope length	60 m

Front/ rear rope output direction

EQUIPMENT

Basic tools

Fuel tank capacity	320 ltrs

Trailer hitch

PERFORMANCE

Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Turning circle diameter (curb to curb)	16.5±1 m
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	cca 800 km
Operating temperature	-32 to +49 °C

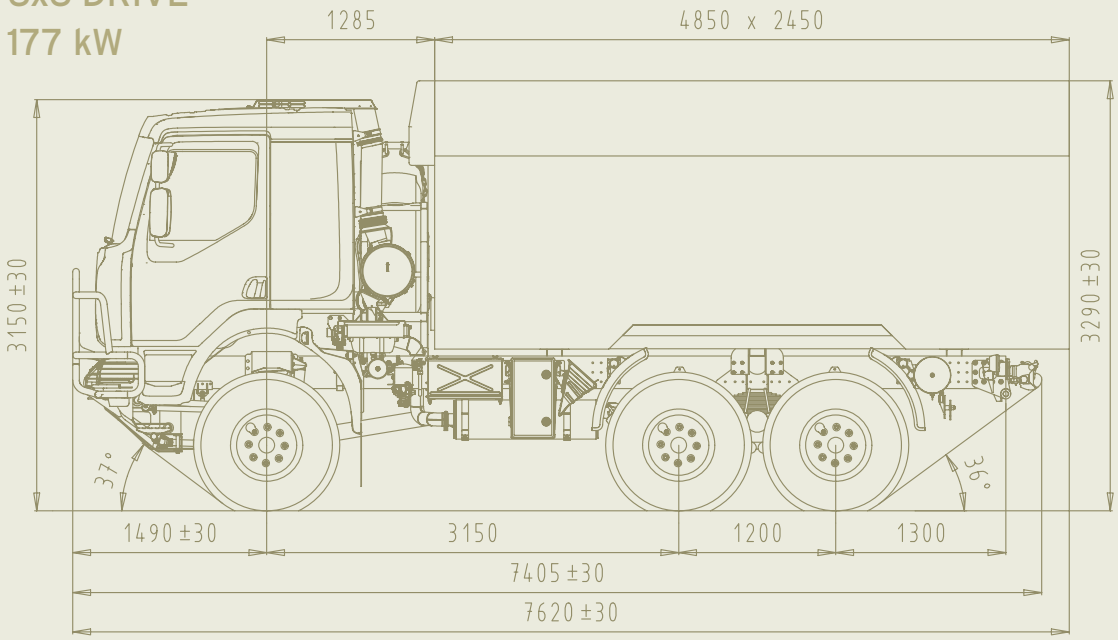
LOAD HANDLING UNIT

is able to operate with containers up to 4,900 mm lenght and 8,000 kg weight.

T 810-1R0R26 13 177 6x6.1R

6x6 SHELTER CARRIER

PORTAL AXLES - TATRA
2,850 kg PAYLOAD
6x6 DRIVE
177 kW



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ENGINE

Water cooled, four stroke turbocharged and charge-air-cooled direct injection, diesel.

Make	RENAULT TRUCKS
Model	DXi7 240-ECO1
Number and arrangement of cylinders	6 in line
Bore/stroke	108/130 mm
Swept volume	7.145 ltrs
Max. power output	177 kW/2,300 RPM
Max. torque	920 Nm/1,200-1,700 RPM

CLUTCH

SAE2, 395 mm diameter, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster.

TRANSMISSION

ZF ECOLITE 6S 1000 W0

Number of speeds - forward/ reverse	6/1

Semiautomatic split. Except of the reverse gear, all gears are synchromeshed. PTO output.

TRANSFER BOX

ZF STEYR VG 750/270
Dual speed with torque divider.

FRONT AXLE

TATRA, steered, rigid, portal with hub reductions and side differential lock.
Sprung by coil springs and telescopic shock absorbers, sway bar.

REAR AXLES

TATRA, rigid, portal with hub reductions, axle and interaxle differential locks. Sprung by leaf springs.

STEERING

Left-hand drive, integral power assisted.

BRAKE SYSTEM

Dual circuit, pressure-air, disc brakes with ABS, air dryer.
Service brake - dual circuit pressure-air brake acting on wheels of all axles.
Emergency brake - spring type, acting on wheels of rear axles.
Parking brake - spring type, acting on wheels of rear axles.
Auxiliary brake - engine brake, flap type exhaust brake.

WHEELS

Single tyres on all axles, with CTIS operating on the fly.

Rims	20-11
Tyres	365/80 R20

CAB

Cab-over-engine type, all-steel, manual hydraulically assisted tilt. 1+2 seats, sprung fully adjustable driver's seat with seat belt, firm double co-driver's seat with seat belts. HVAC unit.

DIMENSIONS

Width	2,550 mm
Ground clearance	460 mm
(see the picture)	

WEIGHTS

Curb weight	10,150 kg
Payload max.	2,850 kg
GVW max.	13,000 kg
Trailer	12,000 kg
GCW max.	25,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/100 A
Batteries	2 x 12 V, 180 A
Main switch	
Black out lights and convoy light system	

WINCH

Hydraulic winch (optional equipment)

Pulling force	78 kN
Rope length	60 m
Front/ rear rope output direction	

EQUIPMENT

Basic tools	
Fuel tank capacity	320 ltrs
Trailer hitch, pin dia	76 mm

PERFORMANCE

Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Turning circle diameter (curb to curb)	16.5±1 m
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	cca 800 km
Operating temperature	-25 to +49 °C

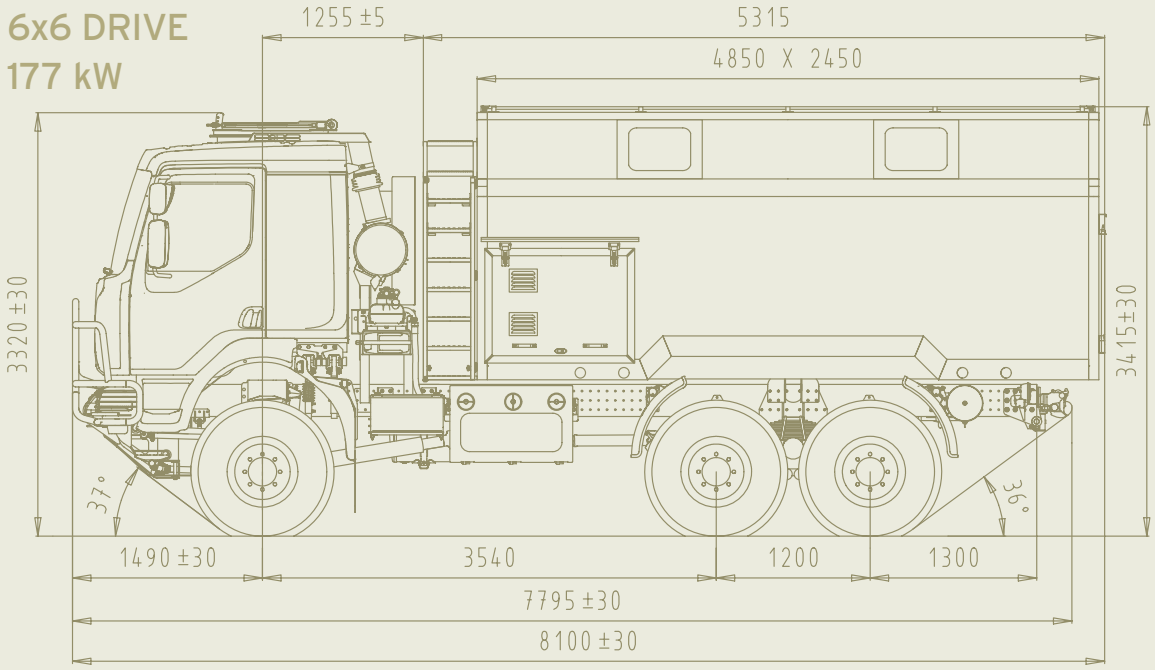
SHELTER

Suitable for C4I (command, control, communication, computer and intelligence/ information systems).
Inner working place for four people.
Hermetic shelter is firmly connected with chassis, roof with cut corners to comply with railway-tunnel profile, four roof windows 500x500 mm, roof ventilating open 600x600 mm, antiskid floor.
Equipment - independent heater; air conditioning; electrical system 127V/220V/380V/60Hz and 24 V; electrical sockets; lighting; data/communication network; earth-wire; furniture - cabinets, desks, rolling chairs (3 pcs), foldable seats with seat belts (3 pcs); refrigerator 24 V
Dimensions - L x W x H = 4,860 x 2,460 x 2,057 mm

T 810-1R0R26 13 177 6x6.1R

6x6 SHELTER CARRIER

PORTAL AXLES - TATRA
2,850 kg PAYLOAD
6x6 DRIVE
177 kW



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ENGINE

Water cooled, four stroke turbocharged and charge-air-cooled direct injection, diesel.

Make	RENAULT TRUCKS
Model	DXi7 240-ECO1
Number and arrangement of cylinders	6 in line
Bore/stroke	108/130 mm
Swept volume	7.145 ltrs
Max. power output	177 kW/2,300 RPM
Max. torque	920 Nm/1,200-1,700 RPM

Note: EURO 5 optional.

CLUTCH

SAE2, 395 mm diameter, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster.

TRANSMISSION

ZF ECOLITE 6S 1000 WO

Number of speeds - forward/ reverse	6/1

Semiautomatic split. Except of the reverse gear, all gears are synchromeshed. PTO output.

TRANSFER BOX

ZF STEYR VG 750/270
Dual speed with torque divider.

FRONT AXLE

TATRA, steered, rigid, portal with hub reductions and side differential lock. Sprung by coil springs and telescopic shock absorbers, sway bar.

REAR AXLES

TATRA, rigid, portal with hub reductions, axle and interaxle differential locks. Sprung by leaf springs.

STEERING

Left-hand drive, integral power assisted.

BRAKE SYSTEM

Dual circuit, pressure-air, disc brakes with ABS, air dryer.
Service brake - dual circuit pressure-air brake acting on wheels of all axles.
Emergency brake - spring type, acting on wheels of rear axles.
Parking brake - spring type, acting on wheels of rear axles.
Auxiliary brake - engine brake, flap type exhaust brake.

WHEELS

Single tyres on all axles, with CTIS operating on the fly.

Rims	20-11
Tyres	365/80 R20

CAB

Cab-over-engine type, all-steel, manual hydraulically assisted tilt. 1+2 seats, sprung fully adjustable driver's seat with seat belt, firm double co-driver's seat with seat belts. HVAC unit. Manhole, armoured floor.

DIMENSIONS

Width	2,550 mm
Ground clearance	460 mm

(see the picture)

WEIGHTS

Curb weight	10,150 kg
Payload max.	2,850 kg
GVW max.	13,000 kg
Trailer	12,000 kg
GCW max.	25,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/100 A
Batteries	2 x 12 V, 180 A

Main switch
Black out lights and convoy light system

WINCH

Hydraulic winch (optional equipment)

Pulling force	78 kN
Rope length	60 m

Front/ rear rope output direction

EQUIPMENT

Basic tools

Fuel tank capacity	320 ltrs

Trailer hitch

PERFORMANCE

Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Turning circle diameter (curb to curb)	17.5±1 m
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	cca 800 km
Operating temperature	-32 to +49 °C

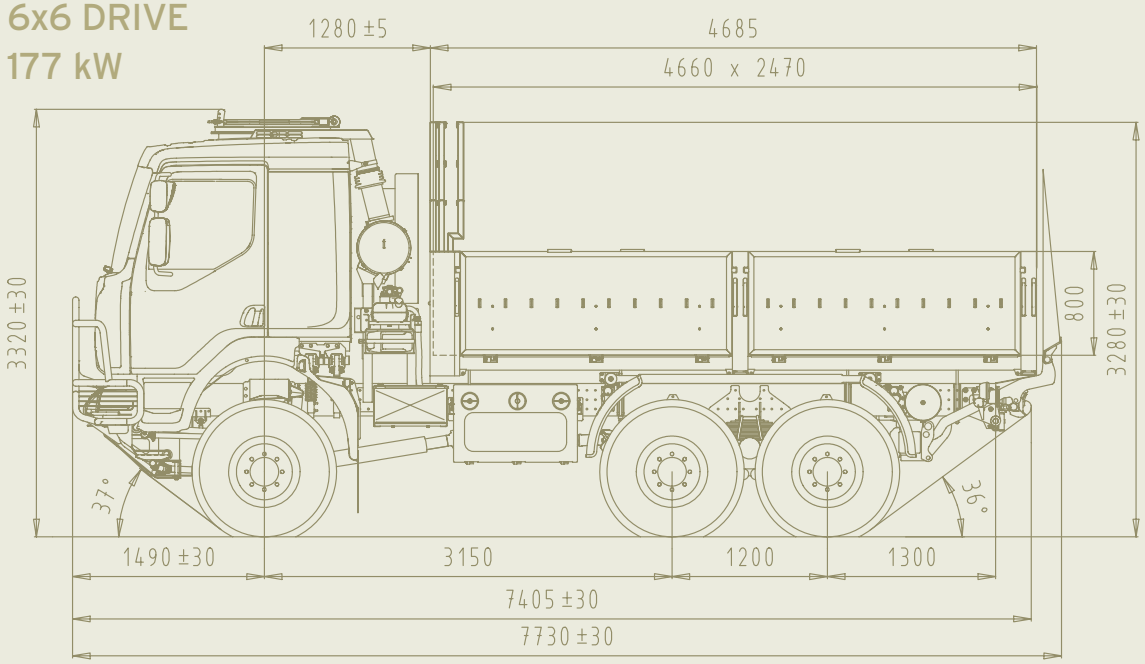
SHELTER

fixed to the chassis frame through flexible points.

T 810-1R0R26 13 177 6x6.1R

6x6 CARGO TRUCK WITH TAIL LIFT PLATFORM

PORTAL AXLES - TATRA
4,050 kg PAYLOAD
6x6 DRIVE
177 kW



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Water cooled, four stroke turbocharged and charge-air-cooled direct injection, diesel.

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Model	DXi7 240-ECO1
Number and arrangement of cylinders	6 in line
Bore/stroke	108/130 mm
Swept volume	7.145 ltrs
Max. power output	177 kW/2,300 RPM
Max. torque	920 Nm/1,200-1,700 RPM

Note: EURO 5 optional.

CLUTCH

SAE2, 395 mm diameter, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster.

TRANSMISSION

ZF ECOLITE 6S 1000 WO

Number of speeds - forward/ reverse	6/1

Semiautomatic split. Except of the reverse gear, all gears are synchromeshed. PTO output.

TRANSFER BOX

ZF STEYR VG 750/270
Dual speed with torque divider.

FRONT AXLE

TATRA, steered, rigid, portal with hub reductions and side differential lock. Sprung by coil springs and telescopic shock absorbers, sway bar.

REAR AXLES

TATRA, rigid, portal with hub reductions, axle and interaxle differential locks. Sprung by leaf springs.

STEERING

Left-hand drive, integral power assisted.

BRAKE SYSTEM

Dual circuit, pressure-air, disc brakes with ABS, air dryer.
Service brake - dual circuit pressure-air brake acting on wheels of all axles.
Emergency brake - spring type, acting on wheels of rear axles.
Parking brake - spring type, acting on wheels of rear axles.
Auxiliary brake - engine brake, flap type exhaust brake.

WHEELS

Single tyres on all axles, with CTIS operating on the fly.

Rims	20-11
Tyres	365/80 R20

CAB

Cab-over-engine type, all-steel, manual hydraulically assisted tilt. 1+2 seats, sprung fully adjustable driver's seat with seat belt, firm double co-driver's seat with seat belts. HVAC unit. Manhole, armoured floor.

DIMENSIONS

Width	2,550 mm
Ground clearance	460 mm

(see the picture)

WEIGHTS

Curb weight	8,950 kg
Payload max.	4,050 kg
GVW max.	13,000 kg
Trailer	12,000 kg
GCW max.	25,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/100 A
Batteries	2 x 12 V, 180 A

Main switch
Black out lights and convoy light system

WINCH

Hydraulic winch (optional equipment)

Pulling force	78 kN
Rope length	60 m

Front/ rear rope output direction

EQUIPMENT

Basic tools

Fuel tank capacity	320 ltrs

Trailer hitch

PERFORMANCE

Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Turning circle diameter (curb to curb)	16.5±1 m
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	cca 800 km
Operating temperature	-32 to +49 °C

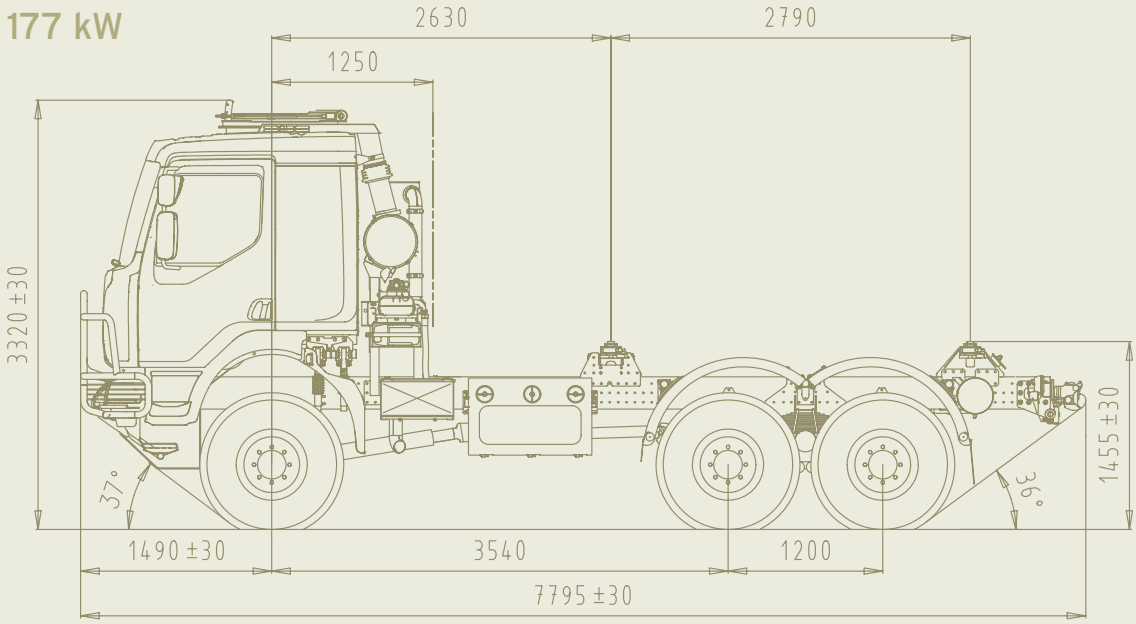
CARGO BODY

with tarpaulin and rear tail lift platform of 1,500 kg capacity and 1,500 mm lift.

T 810-1R0R26 13 177 6x6.1R

6x6 CONTAINER CARRIER

PORTAL AXLES - TATRA
5,000 kg PAYLOAD
6x6 DRIVE
177 kW



A medium class all-wheel-drive (6x6) off-road logistic truck that, unlike other TATRA trucks and chassis-cabs, is based on the standard chassis concept - rigid portal axles and a ladder frame. The truck was developed according to specifications given by the Czech Army for a replacement of their aging fleet of medium trucks. As it was required, this high mobility off-road truck has been designed at the borderline of medium and heavy truck classes (N2/N3) and is designated for transporting superstructures up to 5.7 t, and also for towing of trailers on both paved and unpaved roads, as well as in difficult off-road conditions. The chassis with 6.5 t capacity portal axles and bolted ladder frame can carry special superstructures, bodies, shelters or standard containers. Central tyre inflation system operating on the fly is a standard feature. The 3-seat cab has an HVAC unit, armoured floor protecting the crew from fragments and splinters from grenades and anti-personnel mines. The pillars and the roof are reinforced and modified to accept an MG mount in the manhole. The 177 kW 6-cylinder in-line Renault engine meets Euro 3 emission standards.

ENGINE

Water cooled, four stroke turbocharged and charge-air-cooled direct injection, diesel.

Make	RENAULT TRUCKS
Model	DXi7 240-ECO1
Number and arrangement of cylinders	6 in line
Bore/stroke	108/130 mm
Swept volume	7.145 ltrs
Max. power output	177 kW/2,300 RPM
Max. torque	920 Nm/1,200-1,700 RPM

Note: EURO 5 optional.

CLUTCH

SAE2, 395 mm diameter, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster.

TRANSMISSION

ZF ECOLITE 6S 1000 W0

Number of speeds - forward/ reverse	6/1

Semiautomatic split. Except of the reverse gear, all gears are synchromeshed. PTO output.

TRANSFER BOX

ZF STEYR VG 750/270
Dual speed with torque divider.

FRONT AXLE

TATRA, steered, rigid, portal with hub reductions and side differential lock. Sprung by coil springs and telescopic shock absorbers, sway bar.

REAR AXLES

TATRA, rigid, portal with hub reductions, axle and interaxle differential locks. Sprung by leaf springs.

STEERING

Left-hand drive, integral power assisted.

BRAKE SYSTEM

Dual circuit, pressure-air, disc brakes with ABS, air dryer.
Service brake - dual circuit pressure-air brake acting on wheels of all axles.
Emergency brake - spring type, acting on wheels of rear axles.
Parking brake - spring type, acting on wheels of rear axles.
Auxiliary brake - engine brake, flap type exhaust brake.

WHEELS

Single tyres on all axles, with CTIS operating on the fly.

Rims	20-11
Tyres	365/80 R20

CAB

Cab-over-engine type, all-steel, manual hydraulically assisted tilt. 1+2 seats, sprung fully adjustable driver's seat with seat belt, firm double co-driver's seat with seat belts. HVAC unit. Manhole, armoured floor.

DIMENSIONS

Width	2,550 mm
Ground clearance	460 mm

(see the picture)

WEIGHTS

Curb weight	8,000 kg
Payload max.	5,000 kg
GVW max.	13,000 kg
Trailer	12,000 kg
GCW max.	25,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/100 A
Batteries	2 x 12 V, 180 A

Main switch
Black out lights and convoy light system

WINCH

Hydraulic winch (optional equipment)

Pulling force	78 kN
Rope length	60 m

Front/ rear rope output direction

EQUIPMENT

Basic tools

Fuel tank capacity	320 ltrs

Trailer hitch

PERFORMANCE

Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Turning circle diameter (curb to curb)	17.5±1 m
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	cca 800 km
Operating temperature	-32 to +49 °C

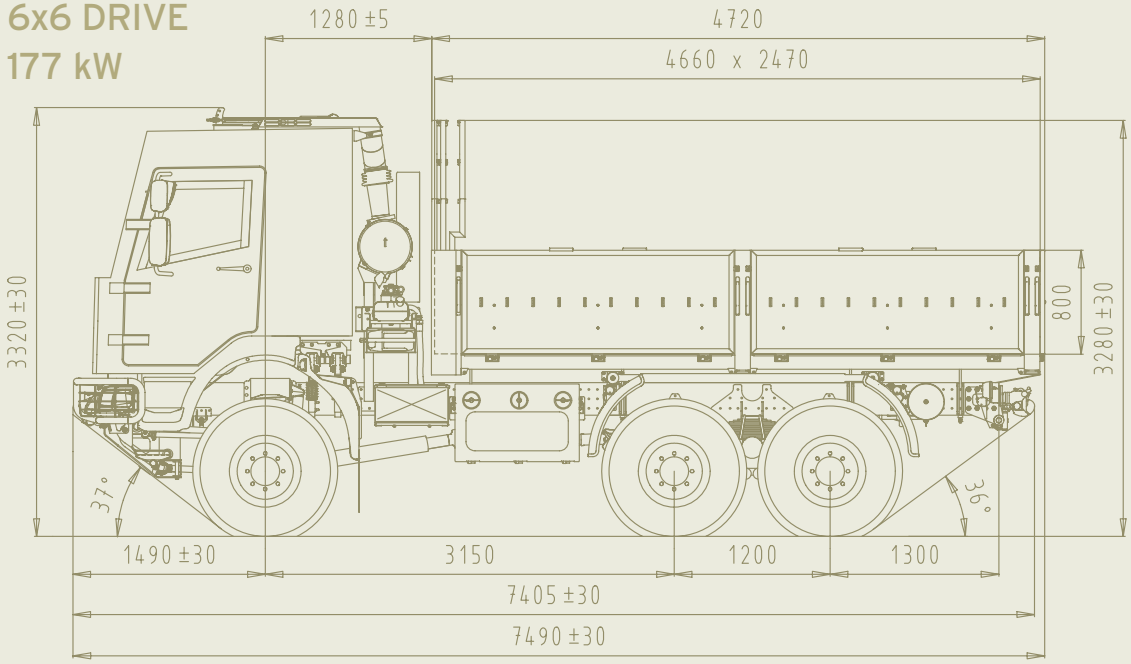
CONTAINER GRIPS

designed for ISO 1D container or shelter of 4,700 mm lenght.

T 810-1R0R26 13 177 6x6.1R

6x6 CARGO TRUCK / TROOP CARRIER, ARMOURED CAB

PORTAL AXLES - TATRA
3,250 kg PAYLOAD
6x6 DRIVE
177 kW



A medium class all-wheel-drive (6x6) off-road logistic truck that, unlike other TATRA trucks and chassis-cabs, is based on the standard chassis concept - rigid portal axles and a ladder frame. The truck was developed according to specifications given by the Czech Army for a replacement of their aging fleet of medium trucks. As it was required, this high mobility off-road truck has been designed at the borderline of medium and heavy truck classes (N2/N3) and is designated for transporting superstructures up to 5.7 t, and also for towing of trailers on both paved and unpaved roads, as well as in difficult off-road conditions. The chassis with 6.5 t capacity portal axles and bolted ladder frame can carry special superstructures, bodies, shelters or standard containers. Central tyre inflation system operating on the fly is a standard feature. The 3-seat cab has an HVAC unit, armoured floor protecting the crew from fragments and splinters from grenades and anti-personnel mines. The pillars and the roof are reinforced and modified to accept an MG mount in the manhole. The 177 kW 6-cylinder in-line Renault engine meets Euro 3 emission standards.

ENGINE

Water cooled, four stroke turbocharged and charge-air-cooled direct injection, diesel.

Make	RENAULT TRUCKS
Model	DXi7 240-ECO1
Number and arrangement of cylinders	6 in line
Bore/stroke	108/130 mm
Swept volume	7.145 ltrs
Max. power output	177 kW/2,300 RPM
Max. torque	920 Nm/1,200-1,700 RPM

Note: EURO 5 optional.

CLUTCH

SAE2, 395 mm diameter, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster.

TRANSMISSION

ZF ECOLITE 6S 1000 WO

Number of speeds - forward/ reverse	6/1

Semiautomatic split. Except of the reverse gear, all gears are synchromeshed. PTO output.

TRANSFER BOX

ZF STEYR VG 750/270

Dual speed with torque divider.

FRONT AXLE

TATRA, steered, rigid, portal with hub reductions and side differential lock. Sprung by coil springs and telescopic shock absorbers, sway bar.

REAR AXLES

TATRA, rigid, portal with hub reductions, axle and interaxle differential locks. Sprung by leaf springs.

STEERING

Left-hand drive, integral power assisted.

BRAKE SYSTEM

Dual circuit, pressure-air, disc brakes with ABS, air dryer.
Service brake - dual circuit pressure-air brake acting on wheels of all axles.
Emergency brake - spring type, acting on wheels of rear axles.
Parking brake - spring type, acting on wheels of rear axles.
Auxiliary brake - engine brake, flap type exhaust brake.

WHEELS

Single tyres on all axles, with CTIS operating on the fly.

Rims	20-11
Tyres	365/80 R20

CAB

Cab-over-engine type, all-steel, manual hydraulically assisted tilt. 1+2 seats, sprung fully adjustable driver's seat with seat belt, firm double co-driver's seat with seat belts. HVAC unit. Manhole, armoured floor. Add-on armouring Level 1 STANAG 4569.

DIMENSIONS

Width	2,550 mm
Ground clearance	460 mm

(see the picture)

WEIGHTS

Curb weight	9,750 kg
Payload max.	3,250 kg
GVW max.	13,000 kg
Trailer	12,000 kg
GCW max.	25,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/100 A
Batteries	2 x 12 V, 180 A

Main switch
Black out lights and convoy light system

WINCH

Hydraulic winch (optional equipment)

Pulling force	78 kN
Rope length	60 m

Front/ rear rope output direction

EQUIPMENT

Basic tools

Fuel tank capacity	320 ltrs

Trailer hitch

PERFORMANCE

Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Turning circle diameter (curb to curb)	16.5±1 m
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	cca 800 km
Operating temperature	-32 to +49 °C

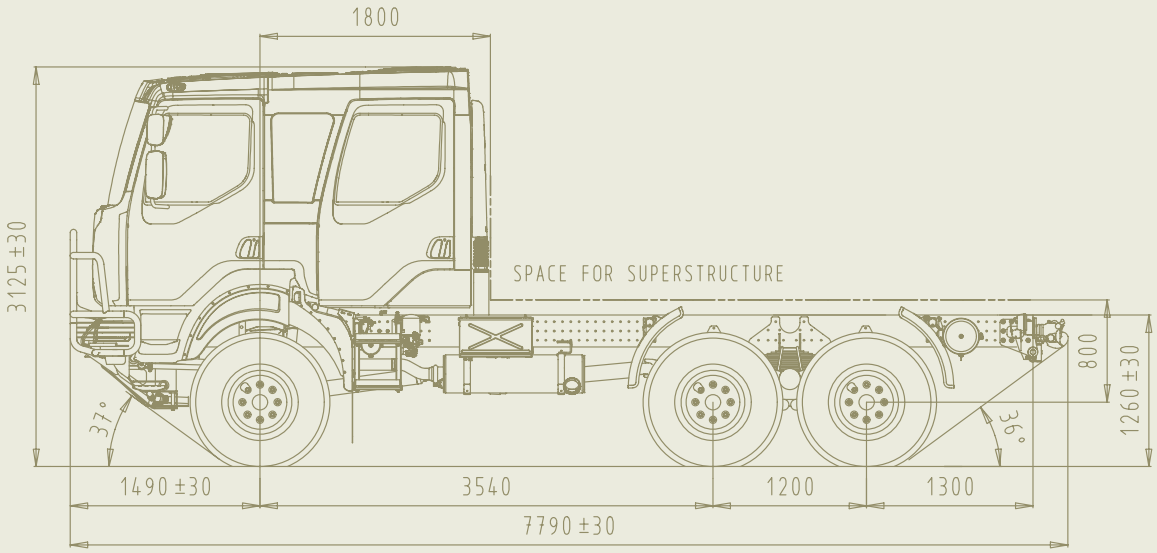
CARGO BODY

with tarpaulin, foldable benches for 16 troops, rear foldable access.

T 810-1R0R36 15 177 6x6.1R

6x6 CHASSIS-CAB

PORTAL AXLES - TATRA
7,630 kg PAYLOAD
6x6 DRIVE
177 kW



A medium class all-wheel-drive (6x6) off-road logistic truck that, unlike other TATRA trucks and chassis-cabs, is based on the standard chassis concept - rigid portal axles and a ladder frame. The truck was developed according to specifications given by the Czech Army for a replacement of their aging fleet of medium trucks. As it was required, this high mobility off-road truck has been designed at the borderline of medium and heavy truck classes (N2/N3) and is designated for transporting superstructures up to 7.6 t, and also for towing of trailers on both paved and unpaved roads, as well as in difficult off-road conditions. The chassis with portal axles and bolted ladder frame can carry special superstructures, bodies, shelters or standard containers. Central tyre inflation system operating on the fly is a standard feature. The 7-seat cab has an HVAC unit. The 177 kW 6-cylinder in-line Renault engine meets Euro 3 emission standards, Euro 5 on request.

ENGINE

Water cooled, four stroke turbocharged and charge-air-cooled direct injection, diesel, EURO 3.

Model	RENAULT DXi7 240-EC01
Number and arrangement of cylinders	6 in line
Bore/stroke	108/130 mm
Swept volume	7.145 ltrs
Max. power output	177 kW/2,300 RPM
Max. torque	920 Nm/1,200-1,700 RPM

Note: EURO 5 optional.

CLUTCH

SAE2, 395 mm diameter, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster.

TRANSMISSION

ZF ECOLITE 6S 1000 WO

Number of speeds - forward/ reverse	6/1

Mechanical shifting. Except of the reverse gear, all gears are synchromeshed.

TRANSFER BOX

ZF STEYR VG 750/270

Dual speed with torque divider. Shiftable at standstill.

FRONT AXLE

TATRA, steered, rigid, portal with wheel hub reductions and side differential lock.

Sprung by coil springs and telescopic shock absorbers, sway bar.

REAR AXLES

TATRA, rigid, portal with wheel hub reductions, axle and interaxle differential locks. Sprung by leaf springs.

STEERING

Left-hand drive, integral power assisted.

BRAKE SYSTEM

Dual circuit, pressure-air, disc brakes with ABS, air dryer.

Service brake - dual circuit pressure-air brake acting on wheels of all axles.

Emergency brake - spring type, acting on wheels of rear axles.

Parking brake - spring type, acting on wheels of rear axles.

Auxiliary brake - engine brake, flap type exhaust brake.

WHEELS

Single tyres on all axles, with CTIS operating on the fly.

Rims	20-11
Tyres	365/80 R20 Michelin

Beadlocks, run-flats as option

CAB

Cab-over-engine type, all-steel, manual hydraulically assisted tilt. Double cab 1+6 seats, sprung fully adjustable driver's seat with seat belt. HVAC unit.

DIMENSIONS

Width	2,550 mm
Ground clearance	460 mm

(see the picture)

WEIGHTS

Curb weight	7,870 kg
Payload max.	7,630 kg
GVW max.	15,500 kg
Trailer	12,000 kg
GCW max.	27,500 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/100 A
Batteries	2 x 12 V, 180 A

Main switch

Black out lights and convoy light system

EQUIPMENT

Basic tools

Fuel tank capacity	320 ltrs

Trailer hitch

Towing bar

PERFORMANCE

Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Turning circle diameter (curb to curb)	17.5±1 m
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	cca 800 km
Operating temperature	-32 to +49 °C

WINCH

Hydraulic winch (optional equipment)

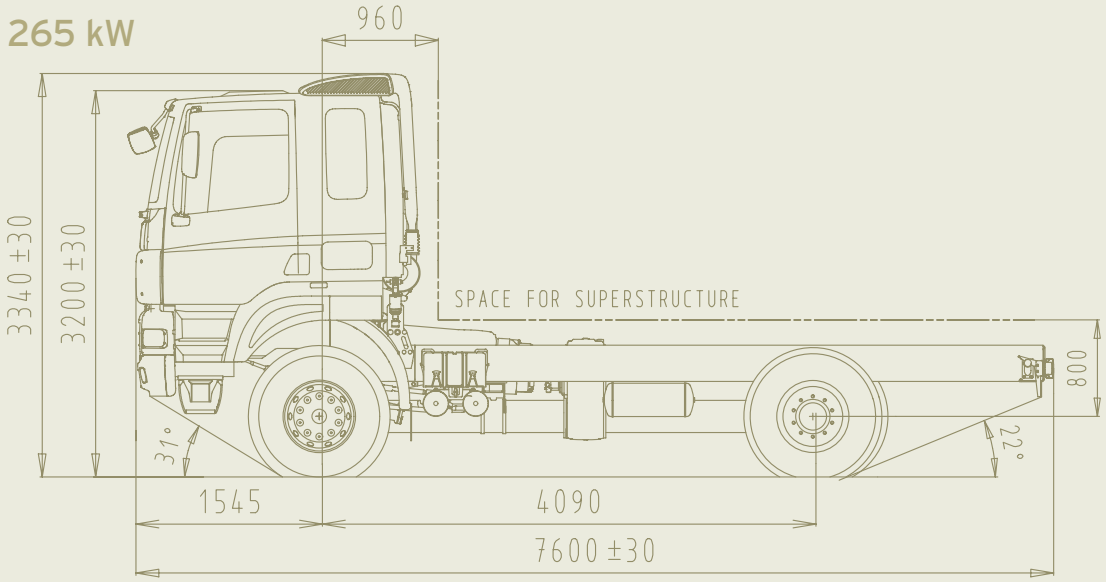
Pulling force	78 kN
Rope length	60 m

Front/ rear rope output direction

T 158 - 8P3R23.411 4x4.2

4x4 CHASSIS-CAB

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
10,300 kg PAYLOAD
4x4 DRIVE
265 kW



The 4x4 chassis-cab of the TATRA PHOENIX family is the so-called commercial off-the-shelf (COTS) product; it is a vehicle just with a few modifications to its serial civilian version, which is designed for heavy terrain. A big advantage of the TATRA PHOENIX range trucks is their reliability and efficiency in the off-road environment.

The new range of TATRA PHOENIX vehicles intended for defense and military segment is particularly suitable to be operated as a logistic and administrative support under tough terrain conditions.

It is still the same TATRA vehicle concept, i.e. a rigid frame and independently suspended half-axles, and its well-known advantages over competitors such as high speed, driving comfort and vehicle stability. The suspension system is the same as of the T815-7 family vehicles, therefore driving comfort and performance are at a comparable level.

ENGINE

Water cooled, four stroke, turbocharged, aftercooled, direct injection diesel, electronically controlled.

Model	PACCAR MX300 EURO 3
Numbers of cylinders	6 in-line
Bore/stroke	130/162 mm
Displacement	12 900 cm^3
Max. power output	265 kW (360 bhp)/1,500 RPM
Max. torque	1,775 Nm/1,000 - 1,400 RPM

Note: EURO 5 optional.

TRANSMISSION

Model	ZF 16S 2230 TO
Manual, no. of gears forward/reverse	16/2

TRANSFER CASE TATRA 1.30 TR 1.28

Single-speed

FRONT AXLE

Steered, driven with swinging half-axles, disengageable front-drive, axle differential lock. Air springs and telescopic shock absorbers, sway bar.

REAR AXLE

Driven, with swinging half-axles, axle differential lock. Combined suspension of air springs and coil springs, telescopic shock absorbers, sway bar.

STEERING

Left hand drive, integral power steering.

BRAKE SYSTEM

Drum brakes, pneumatically assisted, wedge type self-adjustable brake units, ABS.
Four separate brake systems: service, emergency, parking and engine brake.

WHEELS

Tyres	385/65 R22.5 / 315/80 R22.5
Discs	22.5x11.5 / 9.00x22.5

Single mounting 14.00R20 as option.

CAB

Forward control cab, middle cab, tilted manually, 2 adjustable seats with safety belts. HVAC unit, independent heating, bunk as options.

DIMENSIONS

Overall width	2,550 mm
Wheel track - front/rear	1,942/ 1,774 mm
Ground clearance	280 mm

WEIGHTS

Curb weight	8,500 kg
Payload (max.)	10,300 kg
Gross vehicle weight (max.)	19,000 kg
Max. trailer weight	23,000 kg
Max. gross combination weight	42,000 kg

ELECTRIC EQUIPMENT

Circuit voltage	24V, negative pole grounded
Battery	2 x 12 V, 180 Ah
Alternator	28 V/80A

FUEL TANK

Capacity	300 l

PERFORMANCE

Max. speed with speed limiter	85 km/h
Gradeability at 19t GVW (calculated)	100 %
Turning circle diameter (curb to curb)	16±1 m
Fording capability	800 mm
Operating temperature	-32 to +49 °C

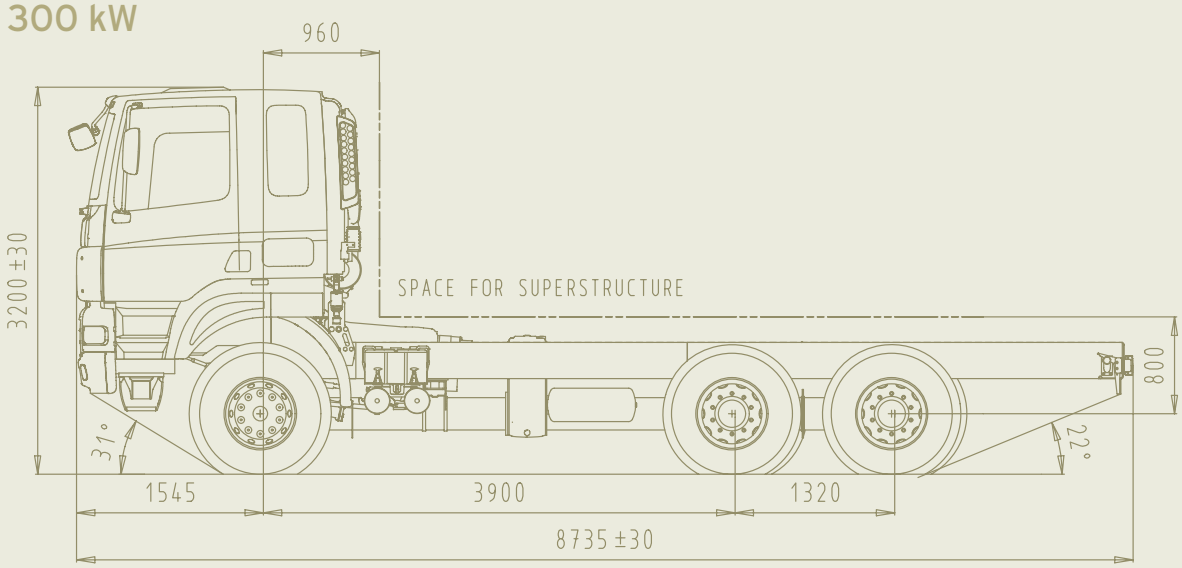
EQUIPMENT

Trailer hook - automatic, incl. electrical and braking system coupling.
Driver´s tools for maintenance and common repairs.
2kg ABC fire extinguisher, jack, wheel chock.

T 158 - 8P3R33.391 6x6.2

6x6 CHASSIS-CAB

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
18,700 kg PAYLOAD
6x6 DRIVE
300 kW



The 6x6 chassis-cab of the TATRA PHOENIX family is the so-called commercial off-the-shelf (COTS) product; it is a vehicle just with a few modifications to its serial civilian version, which is designed for heavy terrain. A big advantage of the TATRA PHOENIX range trucks is their reliability and efficiency in the off-road environment.

The new range of TATRA PHOENIX vehicles intended for defense and military segment is particularly suitable to be operated as a logistic and administrative support under tough terrain conditions.

It is still the same TATRA vehicle concept, i.e. a rigid frame and independently suspended half-axles, and its well-known advantages over competitors such as high speed, driving comfort and vehicle stability. The suspension system is the same as of the T815-7 family vehicles, therefore driving comfort and performance are at a comparable level.

ENGINE

Water cooled, four stroke, turbocharged, aftercooled, direct injection diesel, electronically controlled.

Model	PACCAR MX300 EURO 3
Numbers of cylinders	6 in-line
Bore/stroke	130/162 mm
Displacement	12 900 cm^3
Max. power output	300 kW (408 bhp)/1,500 RPM
Max. torque	2,000 Nm/1,000 - 1,400 RPM

Note: EURO 5 optional.

TRANSMISSION

Model	ZF 16S 2230 TO
Manual, no. of gears forward/reverse	16/2

TRANSFER CASE TATRA 1.30 TR 1.28

Single-speed

FRONT AXLE

Steered, driven with swinging half-axles, disengageable front-drive, axle differential lock. Air springs and telescopic shock absorbers, sway bar.

REAR AXLES

Driven, with swinging half-axles, axle differential locks and inter-axle differential lock. Combined suspension of air springs and coil springs, telescopic shock absorbers, sway bar.

STEERING

Left hand drive, integral power steering.

BRAKE SYSTEM

Drum brakes, pneumatically assisted, wedge type self-adjustable brake units, ABS.
Four separate brake systems: service, emergency, parking and engine brake.

WHEELS

Tyres	385/65 R22.5 / 315/80 R22.5
Discs	22.5x11.5 / 9.00x22.5

Single mounting 14.00R20 as option.

CAB

Forward control cab, middle cab, tilted manually, 2 adjustable seats with safety belts. HVAC unit, independent heating, bunk as options.

DIMENSIONS

Overall width	2,550 mm
Wheel track - front/rear	1,942/ 1,774 mm
Ground clearance	280 mm

WEIGHTS

Curb weight	10,300 kg
Payload (max.)	18,700 kg
Gross vehicle weight (max.)	29,000 kg
Max. trailer weight	25,000 kg
Max. gross combination weight	54,000 kg

ELECTRIC EQUIPMENT

Circuit voltage	24V, negative pole grounded
Battery	2 x 12 V, 180 Ah
Alternator	28 V/80A

FUEL TANK

Capacity	300 l

PERFORMANCE

Max. speed with speed limiter	85 km/h
Gradeability at 30t GVW (calculated)	100 %
Turning circle diameter (curb to curb)	18.5±1 m
Fording capability	800 mm
Operating temperature	-32 to +49 °C

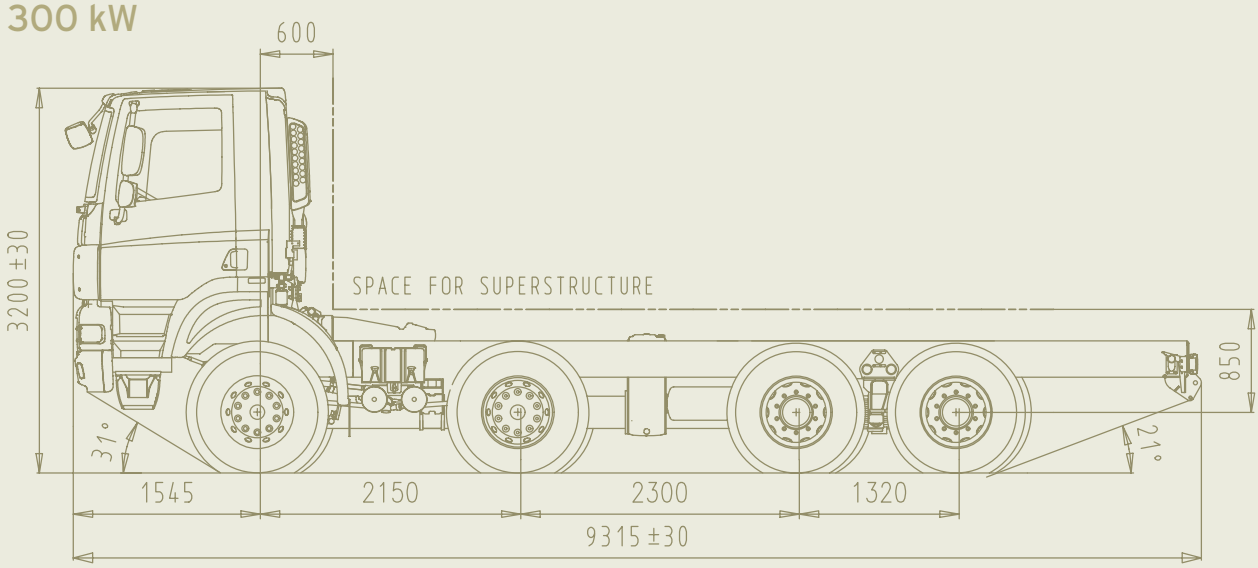
EQUIPMENT

Trailer hook - automatic, incl. electrical and braking system coupling.
Driver´s tools for maintenance and common repairs.
2kg ABC fire extinguisher, jack, wheel chock.

T 158 - 8P3R43.231 8x8.2

8x8 CHASSIS-CAB

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
27,300 kg PAYLOAD
8x8 DRIVE
300 kW



The 8x8 chassis-cab of the TATRA PHOENIX family is the so-called commercial off-the-shelf (COTS) product; it is a vehicle just with a few modifications to its serial civilian version, which is designed for heavy terrain. A big advantage of the TATRA PHOENIX range trucks is their reliability and efficiency in the off-road environment.

The new range of TATRA PHOENIX vehicles intended for defense and military segment is particularly suitable to be operated as a logistic and administrative support under tough terrain conditions.

It is still the same TATRA vehicle concept, i.e. a rigid frame and independently suspended half-axles, and its well-known advantages over competitors such as high speed, driving comfort and vehicle stability. The suspension system is the same as of the T815-7 family vehicles, therefore driving comfort and performance are at a comparable level.

ENGINE

Water cooled, four stroke, turbocharged, aftercooled, direct injection diesel, electronically controlled.

Model	PACCAR MX300 EURO 3
Numbers of cylinders	6 in-line
Bore/stroke	130/162 mm
Displacement	12 900 cm^3
Max. power output	300 kW (408 bhp)/1,500 RPM
Max. torque	2,000 Nm/1,000 - 1,400 RPM

Note: EURO 5 optional.

TRANSMISSION

Model	ZF 16S 2230 TO
Manual, no. of gears forward/reverse	16/2

TRANSFER CASE TATRA 1.30 TR 1.28

Single-speed

FRONT AXLES

Steered, driven with swinging half-axles, disengageable front-drive, axle differential lock. Air springs and telescopic shock absorbers, sway bar.

REAR AXLES

Driven, with swinging half-axles, axle differential locks and inter-axle differential lock. Combined suspension of air springs and coil springs, telescopic shock absorbers.

STEERING

Left hand drive, integral power steering.

BRAKE SYSTEM

Drum brakes, pneumatically assisted, wedge type self-adjustable brake units, ABS.
Four separate brake systems: service, emergency, parking and engine brake.

WHEELS

Tyres	385/65 R22.5 / 315/80 R22.5
Discs	22.5x11.5 / 9.00x22.5

Single mounting 14.00R20 as option.

CAB

Forward control cab, short cab, tilted manually, 2 adjustable seats with safety belts. HVAC unit, independent heating, bunk as options.

DIMENSIONS

Overall width	2,550 mm
Wheel track - front/rear	1,942/ 1,774 mm
Ground clearance	280 mm

WEIGHTS

Curb weight	11,700 kg
Payload (max.)	27,300 kg
Gross vehicle weight (max.)	39,000 kg
Max. trailer weight	29,000 kg
Max. gross combination weight	68,000 kg

ELECTRIC EQUIPMENT

Circuit voltage	24V, negative pole grounded
Battery	2 x 12 V, 180 Ah
Alternator	28 V/80A

FUEL TANK

Capacity	300 l

PERFORMANCE

Max. speed with speed limiter	85 km/h
Gradeability at 39t GVW (calculated)	51 %
Turning circle diameter (curb to curb)	20±1 m
Fording capability	800 mm
Operating temperature	-32 to +49 °C

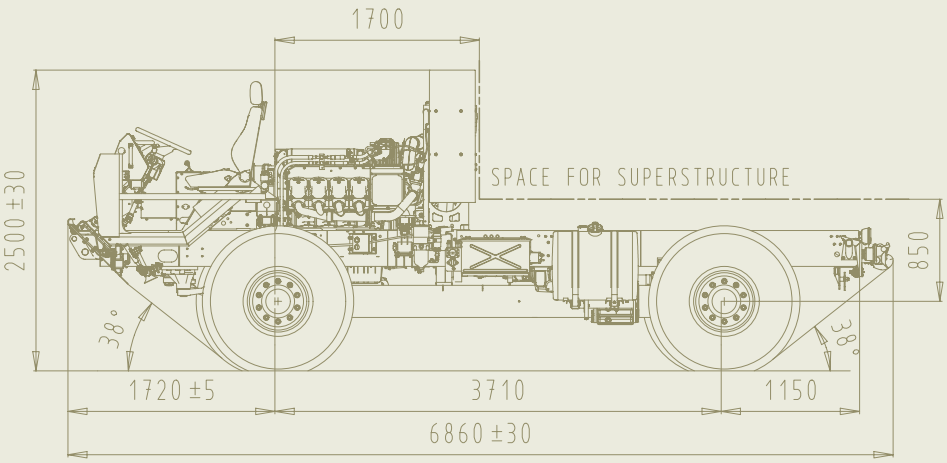
EQUIPMENT

Trailer hook - automatic, incl. electrical and braking system coupling.
Driver´s tools for maintenance and common repairs.
2kg ABC fire extinguisher, jack, wheel chock.

T 815-7A0R59 19 240 4x4.1R

4x4 HIGH MOBILITY HEAVY DUTY CHASSIS

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
11,060 kg PAYLOAD
4x4 DRIVE
240 kW



The TATRA 4x4 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.

ENGINE TATRA T3C-928-A0 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	240 kW/1,900 RPM
Max. torque	1,500 Nm/1,000 RPM

CLUTCH

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

TRANSMISSION - TATRA 14 TS 210

Number of speeds:	- forward	14
	- reverse	2

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 and front drive disconnection. Wheel hub reductions.
Air springs and telescopic shock absorbers, sway bar.

REAR AXLE

TATRA driven swing half-axle with independent wheel suspension, axle differential lock. Wheel hub reductions. Air springs and telescopic shock absorbers. Sway bar.

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	2x 12V, 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	7,940 kg
Payload max.	11,060 kg
GVW max.	19,000 kg

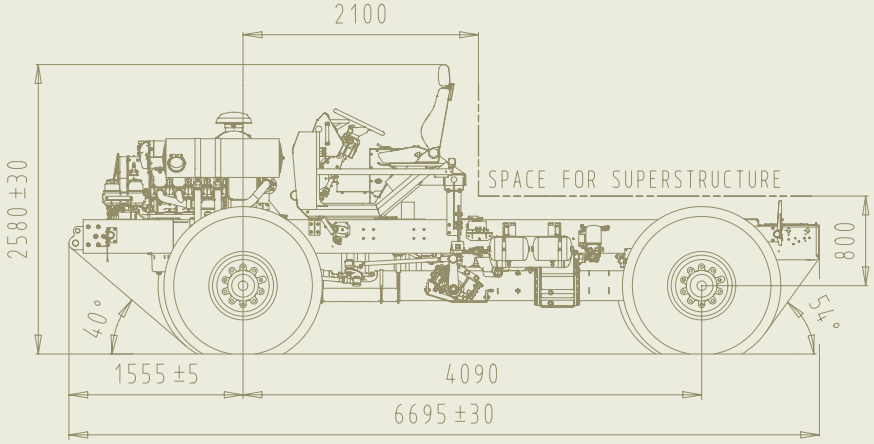
PERFORMANCE

Top speed	110 km/h
Gradeability at GVW	60 %
Side slope	45%
Turning circle diameter (curb to curb)	16±1 m
Fording capability	1,200 mm
Crossing ability - trench width	900 mm
Fuel tank	220 ltrs
Cruising range (on road)	cca 700 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-32°C to +49°C

T 815-790RK9 19 300 4x4.1R

4x4 HIGH MOBILITY HEAVY DUTY CHASSIS

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
10,400 kg PAYLOAD
4x4 DRIVE
300 kW



The TATRA 4x4 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.

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:	- forward	14
	- reverse	2

Electronic shift. 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 and front drive disconnection. Wheel hub reductions.
Air springs and telescopic shock absorbers, sway bar.

REAR AXLE

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

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	16.00 R20
Run flats	

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.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 180 Ah
Alternators	120 A/28 V

DIMENSIONS

Width		2,550 mm
Track	- front/rear	2,072 mm
Clearance		410 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight	8,600 kg
Payload max.	10,400 kg
GVW max.	19,000 kg

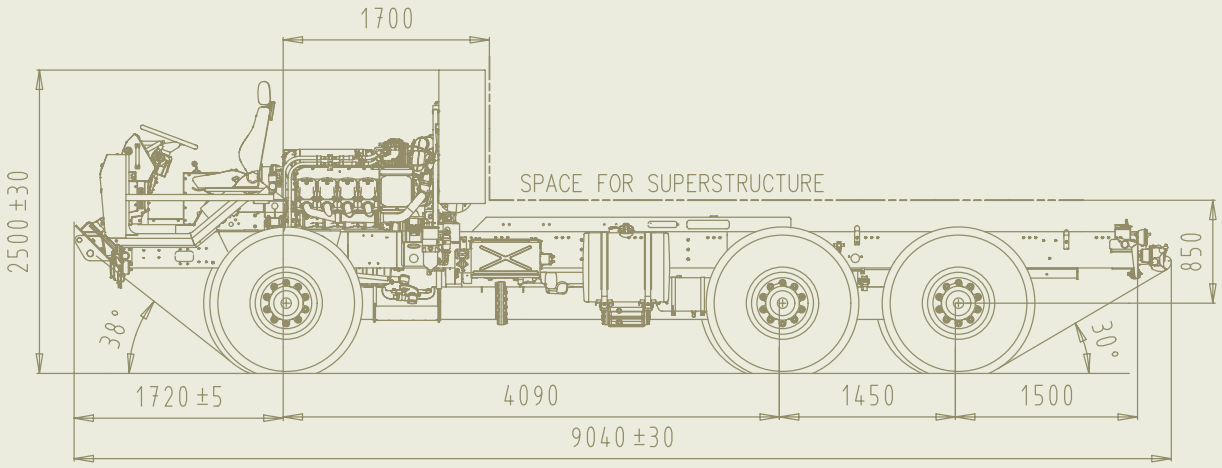
PERFORMANCE

Top speed	115 km/h
Gradeability at GVW	100 %
Side slope	45%
Turning circle diameter (curb to curb)	18.5±1 m
Fording capability	1,200 mm
Crossing ability - trench width	1,000 mm
Fuel tank	220 ltrs
Cruising range (on road)	cca 350 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

T 815-790R39 29 300 6x6.1R

6x6 HIGH MOBILITY HEAVY DUTY CHASSIS

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
18,760 kg PAYLOAD
6x6 DRIVE
300 kW



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.

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

Number of speeds:	- forward	14
	- reverse	2

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 AXLES

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	2x 12V, 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

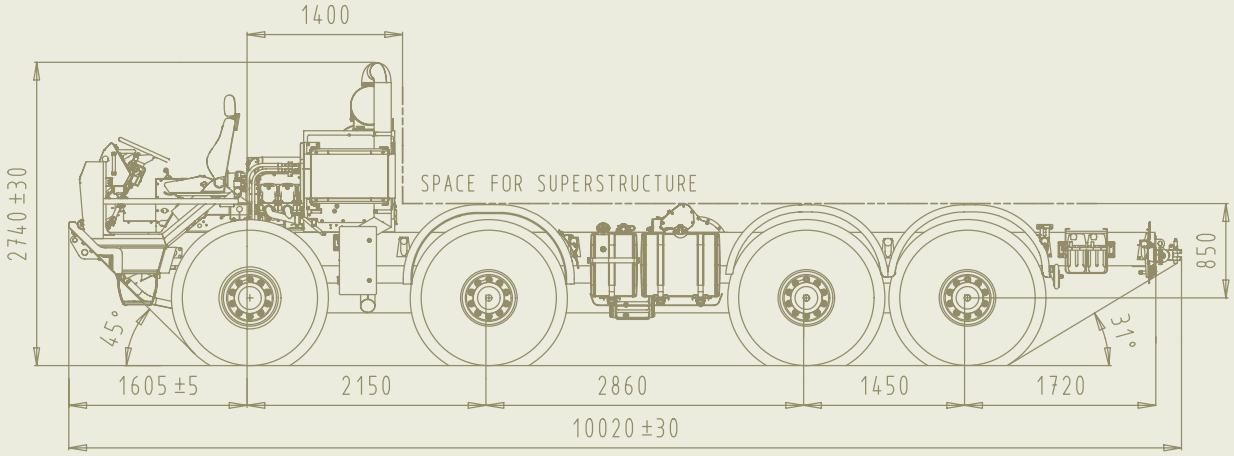
WINCH

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

T 815-790R99 38 300 8x8.1R

8x8 HIGH MOBILITY HEAVY DUTY CHASSIS

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
25,000 kg PAYLOAD
8x8 DRIVE
300 kW



The TATRA 8x8 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 • transport troops or sensitive material over difficult terrain • heavy armoured protection on 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 in rough terrain or on damaged roads.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly

ENGINE TATRA T3C-928-90 EURO 3

Air cooled, four stroke turbo-charged and charge-aircooled 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 1430, single plate, with diaphragm spring. Hydraulic control with pneumatic booster.

TRANSMISSION - TATRA 14 TS 210L

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the crawler and reverse gears, all gears are synchromeshed. Electro-pneumatic shift.

FRONT AXLES

TATRA steered and driven swing half-axles with independent wheel suspension, axle differential locks and front drive disconnection. Wheel hub reductions.
Air springs and telescopic shock absorbers.

REAR AXLES

TATRA driven swing half-axles with independent wheel suspension, axle differential locks and interaxle 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	16.00 R20

Beadlocks / runflats as option

CAB

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

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2 x 12V, 180 Ah
Alternator	80 A/28 V

DIMENSION

Width	2,550 mm
Clearance adjustable	305 / 410 / 500 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight – chassis	13,000 kg
Payload max. – chassis	25,000 kg
GVW max.	38,000 kg

PERFORMANCE

Top speed	115 km/h
Gradeability	65 %
Side slope	45 %
Turning circle diameter (curb to curb)	24±1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,200 mm
Fuel tanks	540 ltrs
Cruising range (on road)	cca 800 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

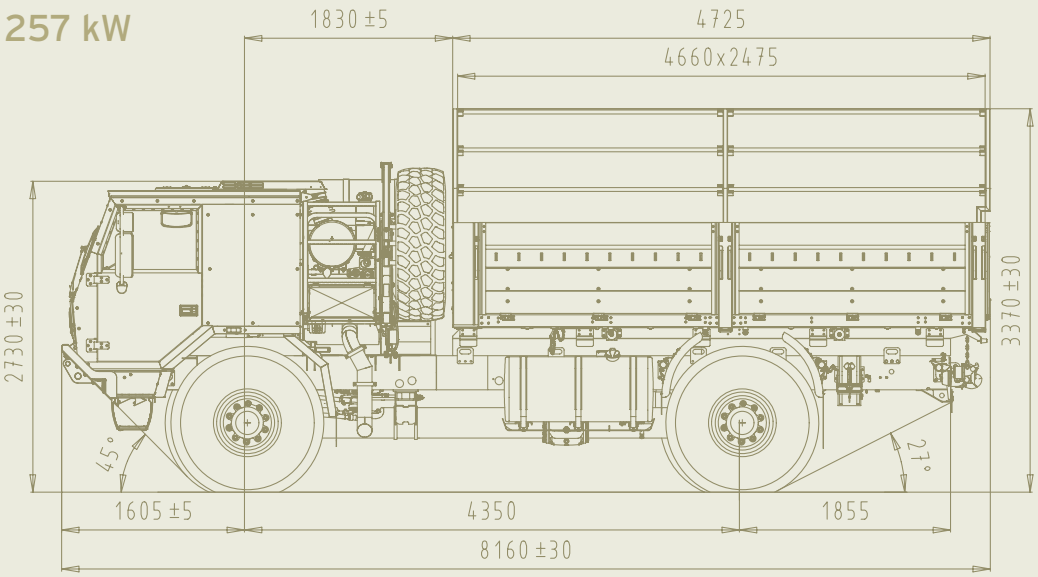
EQUIPMENT

Winch (as optional device)	12t

T 815-7L0R59 19 257 4x4.1R

4x4 HMHD CARGO/TROOP CARRIER

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
8,500 kg PAYLOAD
4x4 DRIVE
257 kW



The TATRA 4x4 High Mobility Heavy Duty (HMHD) - Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks designed for rough terrain, difficult climatic and environment conditions. Due to its specific design features, this truck is particularly suitable for expeditionary forces and for deployment overseas.

The 4x4 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are 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 formed by connecting the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and service-free design without conventional cardan shaft torque distribution are other benefits of this concept.

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add-on armoring kits to be implemented by the end user when needed

ENGINE

Water cooled, four stroke, turbocharged, aftercooled, direct injection diesel, electronically controlled. EURO 3 emission level.

Make	CUMMINS
Modell	ISLe+ 350
Numbers of cylinders	6 in-line
Bore/stroke	114/144,5 mm
Displacement	8,850 cm^3
Max. power output	257 kW (345 bhp)/2,100 RPM
Max. torque	1550 Nm/1400 RPM

TRANSMISSION

Model	Allison MD 3200 SP
Automatic, no. of gears forward/reverse	6/1

TRANSFER CASE TATRA 2.30 TRK 0.9/2.4

2-speed reducing.

FRONT AXLE

Steered, driven with swinging half-axles, front-drive disconnection, axle differential lock. Air springs and telescopic shock absorbers. Wheel hub reductions.

REAR AXLE

Driven, with swinging half-axles, axle differential lock. Air springs and telescopic shock absorbers. Wheel hub reductions. Sway bar.

STEERING

Left/right hand drive, integral power steering.

BRAKE SYSTEM

Drum brakes, pneumatically assisted, wedge type self-adjustable brake units, ABS.
Four separate brake systems: service, emergency, parking and Jacobs engine brake.

WHEELS

Single tactical tyres on all axles with automatically controlled CTIS.

Tyres	14.00 R20 Tubeless
Discs	20 -10.00 V

Beadlocks, run flats as option

CAB

TATRA military, low profile all-steel cab enabling vehicle air transport-ability in C-130. Forward control cab, tilted manually/electically by hydraulic pump. 2 adjustable seats with safety belts, firm middle seat with safety belt, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit, independent heating as option. Prepared for add-on armoring.

DIMENSIONS

Overall width	2,550 mm
Track - front/rear	2,072 mm
Ground Clearance	380 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight	10,500 kg
Payload (max.)	8,500 kg
Gross vehicle weight (max.)	19,000 kg
Max. trailer weight (max.)	18,000 kg
Max. gross combination weight	37,000 kg

ELECTRIC EQUIPMENT

Circuit voltage	24V, negative pole grounded
Battery	2 x 12 V, 180 Ah
Alternator	28 V/70A

Black-out electrical system and convoy lights.

FUEL TANK

Capacity 220 ltrs, 320 and 420 ltrs as option.

PERFORMANCE

Top speed	115 km/h
Gradeability	75 %
Turning circle diameter (curb to curb)	18.5±1 m
Fording capability	1,500 mm
Crossing ability - trench width	900 mm
Cruising range (on road)	cca 500 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-32 to +49 °C

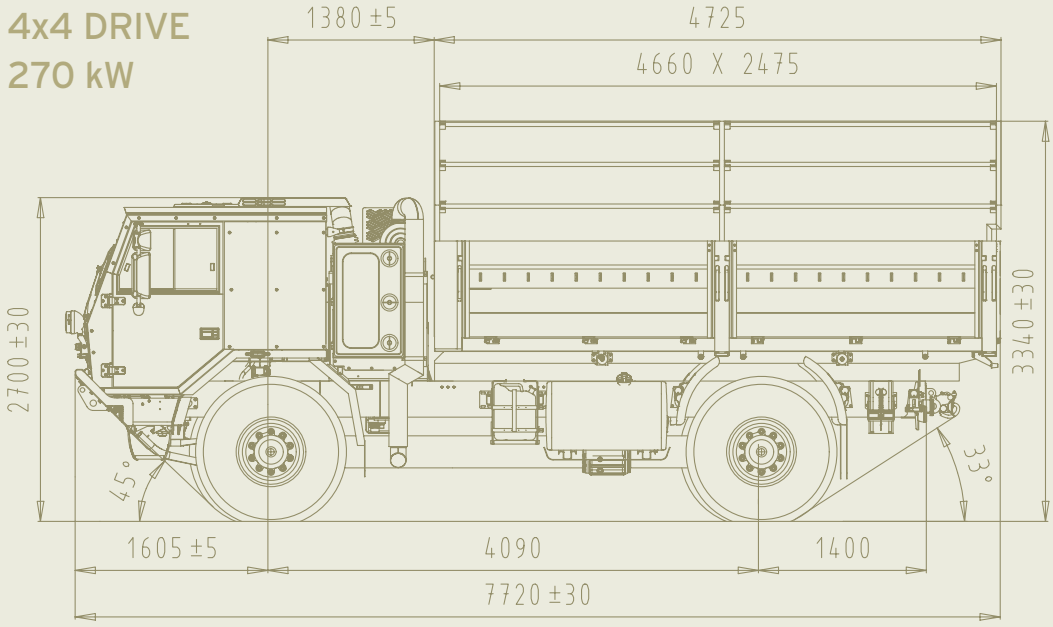
EQUIPMENT

Trailer hook - automatic, incl. electrical and braking system coupling.
Platform, foldable benches for 16 soldiers, rolled up sides of tarp, access through the rear. Transport of 6 or 10 ft ISO containers.
Driver´s tools for maintenance and common repairs. 2kg ABC Fire extinguisher, pioneer tools, jack, wheel chock, 4x 20L jerry cans.
Winch - pulling capacity 54 kN, rope length 30 m - as option.

T 815-780R59 19 270 4x4.1R

4x4 HMHD CARGO/TROOP CARRIER

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
8,500 kg PAYLOAD
4x4 DRIVE
270 kW



The TATRA 4x4 High Mobility Heavy Duty (HMHD) - Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks designed for rough terrain, difficult climatic and environment conditions. Due to its specific design features, this truck is particularly suitable for expeditionary forces and for deployment overseas.

The 4x4 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are 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 formed by connecting the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and service-free design without conventional cardan shaft torque distribution are other benefits of this concept.

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add-on armoring kits to be implemented by the end user when needed

ENGINE TATRA T3C-928-81 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	270 kW/1,800 RPM
Max. torque	1,850 Nm/1,000 RPM

CLUTCH

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

TRANSMISSION - TATRA 14 TS 210L

Number of speeds:	- forward	14
	- reverse	2

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 and front drive disconnection. Wheel hub reductions.
Air springs and telescopic shock absorbers.

REAR AXLE

TATRA driven swing half-axle with independent wheel suspension, axle differential lock. Wheel hub reductions. Air springs and telescopic shock absorbers. Sway bar.

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	16.00 R20

Beadlocks, run flats as option

CAB

COE type, forward tilting, all-steel, two doors, driver´s adjustable seat with safety belt, firm 3 seats with safety belts, flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Add-on armoring as option.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 180 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,550 mm
Track	- front/rear	2,072 mm
Clearance		410 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight	10,500 kg
Payload max.	8,500 kg
GVW max.	19,000 kg

PERFORMANCE

Top speed	115 km/h
Gradeability at GVW (calculated)	100 %
Side slope	45%
Turning circle diameter (curb to curb)	18.5±1 m
Fording capability	1,500 mm
Crossing ability - trench width	1,000 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 1,200 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

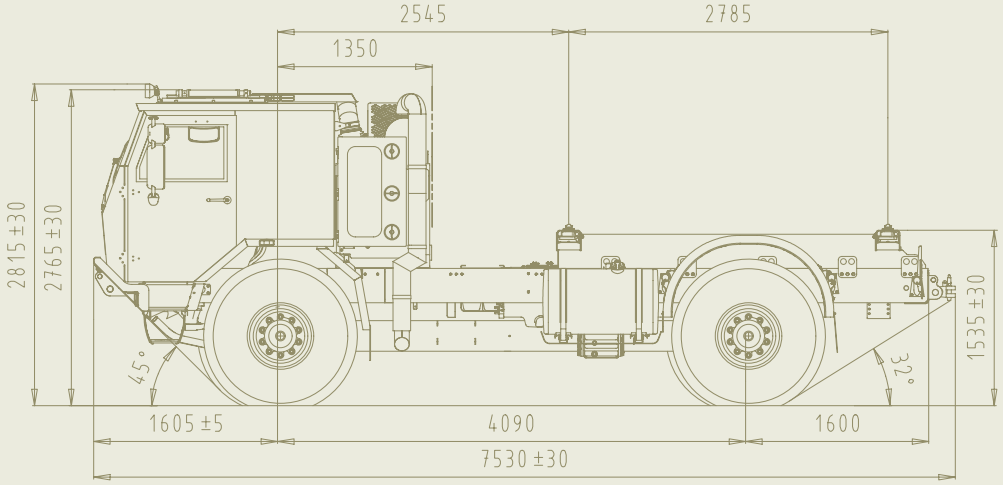
EQUIPMENT

Trailer hook - automatic, incl. electrical and braking system coupling.
Platform, foldable benches for 16 soldiers, rolled up sides of tarp, access through the rear. Transport of 6 or 10 ft ISO containers.
Driver´s tools for maintenance and common repairs. 2kg ABC Fire extinguisher, pioneer tools, jack, wheel chock, 4x 20L jerry cans.
Winch - pulling capacity 54 kN, rope length 30 m - as option.

T 815-780R59 19 270 4x4.1R

4x4 HMHD UNIVERSAL CONTAINER CARRIER

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
8,130 kg PAYLOAD
4x4 DRIVE
270 kW



The TATRA 4x4 High Mobility Heavy Duty (HMHD) - Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks designed for rough terrain, difficult climatic and environment conditions. Due to its specific design features, this truck is particularly suitable for expeditionary forces and for deployment overseas.

The 4x4 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are 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 formed by connecting the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and service-free design without conventional cardan shaft torque distribution are other benefits of this concept.

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add-on armoring kits to be implemented by the end user when needed

ENGINE TATRA T3C-928-81 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	270 kW/1,800 RPM
Max. torque	1,850 Nm/1,000 RPM

CLUTCH

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

TRANSMISSION - TATRA 14 TS 210L

Number of speeds:	- forward	14
	- reverse	2

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 and front drive disconnection. Wheel hub reductions.
Air springs and telescopic shock absorbers.

REAR AXLE

TATRA driven swing half-axle with independent wheel suspension, axle differential lock. Wheel hub reductions. Air springs and telescopic shock absorbers. Sway bar.

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	16.00 R20

Beadlocks, run flats as option

CAB

COE type, forward tilting, all-steel, two doors, driver´s adjustable seat with safety belt, firm 3 seats with safety belts, flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Add-on armoring.

FRAME

With container ISO 1C adapters enabling to transport any ISO 1C container or module up to 21,000 kg.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 180 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,550 mm
Track	- front/rear	2,072 mm
Clearance		410 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight (w/ armoured cab)	10,870 kg
Payload max.	8,130 kg
GVW max.	19,000 kg

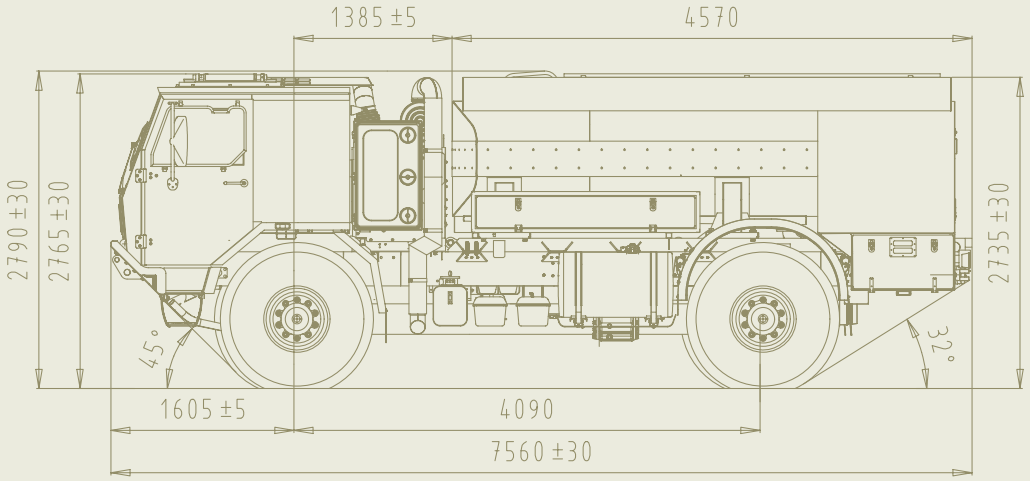
PERFORMANCE

Top speed	115 km/h
Gradeability at GVW (calculated)	100 %
Side slope	45%
Turning circle diameter (curb to curb)	18.5±1 m
Fording capability	1,500 mm
Crossing ability - trench width	1,000 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 1,200 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

T 815-780R59 19 270 4x4.1R

4x4 HMHD REFUELER 5,300 Liters

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
4,500 kg PAYLOAD
4x4 DRIVE
270 kW



The TATRA 4x4 refueler designed for rough terrain, difficult climatic and environment conditions. Due to its specific design features, this truck is particularly suitable for expeditionary forces and for deployment overseas.

The vehicle can be used for refuelling of vehicles, special military vehicles and other machines and equipment by diesel or gasoline. Design and equipment according international standard for transporting of danger liquid – ADR – code LGBF and other STANAG standards.

Aluminium alloy tank body, special design with one crossing baffle. One chamber, geometrical volume 6 060 l, pump output 40 – 500 l/min. Four hose reels hydraulically powered.

Equipment for discharging and loading: • Pump with flow from 60 to 500 lt/min • 4 hydraulic aluminium alloy drums with 15 m long hoses, DN 5/4" • automatic switch-off pistol DN 5/4" with tapping valve • mechanical counter with mechanical printer – maximum discharge capacity up to 500 l/min. • two bottom loading/discharge outlets, DN 2" and DN 3"

Filling/discharging abilities: • bottom and top loading • discharge through gauge with counter for all hoses wound on drums • direct pumping between two tanks, from one tank to other one without using tank on the truck • self filling

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add-on armoring kits to be implemented by the end user when needed

ENGINE TATRA T3C-928-81 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	270 kW/1,800 RPM
Max. torque	1,850 Nm/1,000 RPM

CLUTCH

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

TRANSMISSION - TATRA 14 TS 210L

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the crawler and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRS 1.85 (0.8). Speed reducing. Pneumatic control.

FRONT AXLE

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

REAR AXLE

TATRA driven swing half-axle with independent wheel suspension, axle differential lock. Wheel hub reductions. Air springs and telescopic shock absorbers. Sway bar.

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	16.00 R20

Beadlocks, run flats as option

CAB

COE type, forward tilting, all-steel, two doors, driver´s adjustable seat with safety belt, firm 3 seats with safety belts, flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Add-on armoring.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 180 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,550 mm
Track	- front/rear	2,072 mm
Clearance		410 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight (w/ armoured cab)	12,800 kg
Payload max. (5,300 l of fuel)	4,500 kg
GVW	17,300 kg
Rated GVW	19,000 kg

PERFORMANCE

Top speed	110 km/h
Gradeability at GVW (calculated)	100 %
Side slope	45%
Turning circle diameter (curb to curb)	18.5±1 m
Fording capability	1,500 mm
Crossing ability - trench width	1,000 mm
Fuel tank	320 ltrs
Cruising range (on road)	cca 900 km
Climbing ability - vertical step	900 mm
Operating ambient temperature	-32°C to +49°C

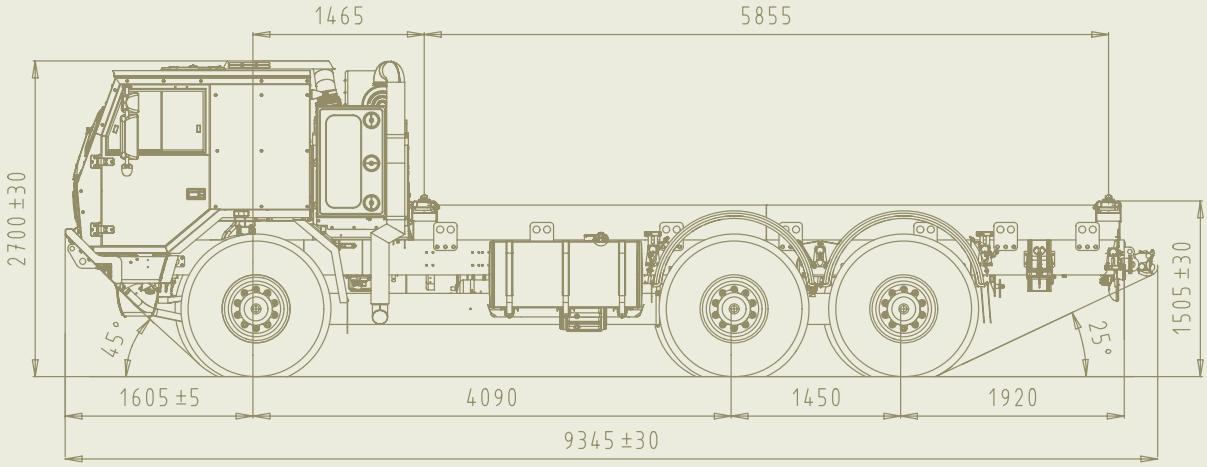
EQUIPMENT

Two 6kg fire extinguishers in plastic boxes, hydraulic circuit including pump and hydraulic reservoir, rear door with lock, two cases for hoses, working light in rear technology part, grounding cable.

T 815-790R39 29 300 6x6.1R

6x6 HMHD UNIVERSAL CONTAINER CARRIER

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
15,900 kg PAYLOAD
6x6 DRIVE
300 kW



The TATRA 6x6 High Mobility Heavy Duty (HMHD) Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks. Truck is suitable for operation in the most difficult off-road or cross-country conditions. It can serve as a tactical truck, or carry various kinds of special superstructures and load handling systems. Exceptional resistance of the chassis against twist and bending, as well as low transfer of vibrations on the load make it ideal means for transporting standard containers and shelters, sophisticated electronics, or other sensitive loads.

The 6x6 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are 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 formed by connecting the backbone tube with a conventional ladder frame via several cross members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and actually service-free design without conventional cardan shaft torque distribution are other benefits of this concept.

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add-on armoring kits to be implemented by the end user when needed

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 210L

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the crawler and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRS 1.85 (0.8). 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.

REAR AXLES

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, beadlocks as option.

CAB

COE type, forward tilting, all-steel, two doors, 2 adjustable seat with safety belts, flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Prepared for add-on armoring.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 180 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,550 mm
Track	- front/rear	2,072 mm
Clearance		380 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight	13,100 kg
Payload max.	15,900 kg
GVW max.	29,000 kg

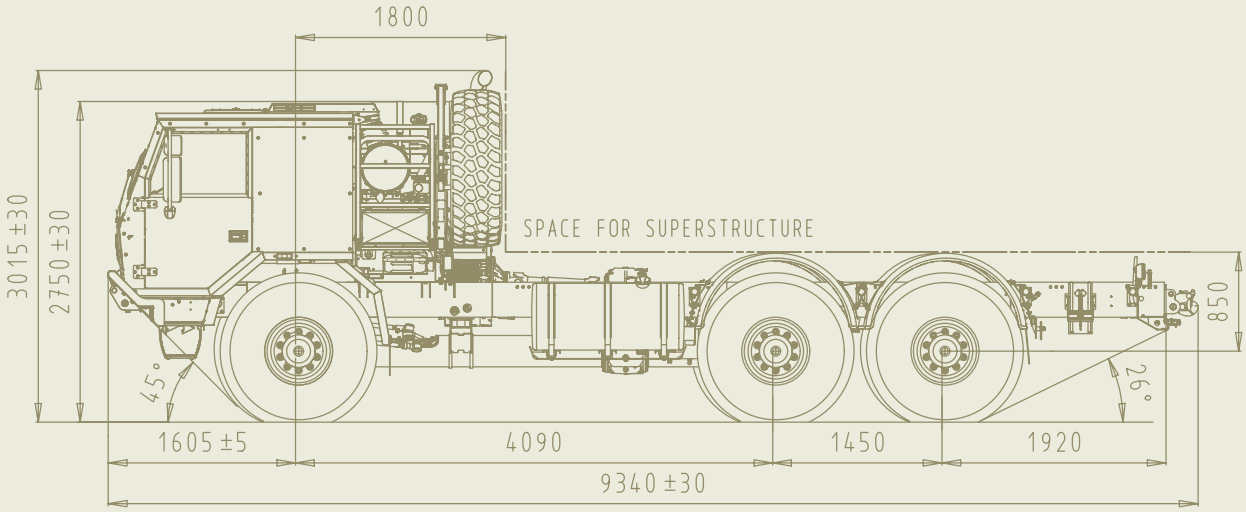
PERFORMANCE

Top speed	105 km/h
Gradeability at GVW (calculated)	90 %
Side slope	45 %
Turning circle diameter (curb to curb)	20,5±1 m
Fording capability	1,500 mm
Crossing ability - trench width	900 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 900 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-32°C to +49°C

T 815-7M0R39 29 306 6x6.1R

6x6 HMHD UNIVERSAL CONTAINER CARRIER

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
17,000 kg PAYLOAD
6x6 DRIVE
306 kW



The TATRA universal container carrier is a 17-ton payload capable 6x6 member of the new military family of high mobility heavy duty (HMHD) tactical trucks designed and built for operations in the most difficult cross-country conditions. With ease it can carry various standard or specialized ISO loads. The TATRA suspension system's exceptional resistance to chassis twisting and bending, as well its absorption of terrain induced vibrations make it ideal for transporting containers, shelters, sophisticated electronics or other sensitive packages.

The independent suspension with swing half-axles and backbone tube are unique characteristics of the Tatra Tactical Chassis Technology which has been proven and refined over the last 90+ years. The design allows each wheel to move independently with maximum tire-to-ground contact, while the solid 3D structure chassis nearly completely eliminates torsional and bending forces on the superstructure. Additionally, all driveline components, including differentials, are housed inside the backbone tube where they are protected against ground contact, dust and water. Our unique "cardan shaft free" torque distribution design translates into low service and maintenance costs.

With air spring at each wheel position, our independent suspension has superior wheel travel allowing operators to tackle with ease the most punishing terrain, even at higher speeds. The design also incorporates ride height control, allowing the operator to adjust on the move the chassis height according to the character of obstacle or to load the vehicle into a C-130 aircraft.

ENGINE

Water cooled, four stroke turbo-charged and charge-air-cooled direct injection diesel, electronically controlled.

Model	Cummins ISMe 420 30
Number of cylinders	6 In-Line
Bore/stroke	125/147 mm
Displacement	10.8 L
Power output	306 kW/1,900 RPM
Max. torque	2,100 Nm/1,200 RPM

TRANSMISSION

Model	TATRA 14 TS 210L
Automatic, no. of gears forward/reverse	14/2

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 AXLES

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

Beadlocks, run flats as option.

CAB

COE type, forward tilting, all-steel, two doors, driver´s adjustable seat with safety belt, 3 seats with safety belts, flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit.
C-130 transportable. Prepared for add-on armouring.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V/180 Ah
Alternator	80 A/28 V

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,072 mm
Clearance	380 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight	12,000 kg
Payload max.	17,000 kg
GVW max.	29,000 kg

PERFORMANCE

Top speed	110 km/h
Gradeability at GVW (calculated)	90 %
Side slope	45 %
Turning circle diameter (curb to curb)	20.5±1 m
Fording capability	1,500 mm
Crossing ability - trench width	900 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 850 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-32°C to +49°C

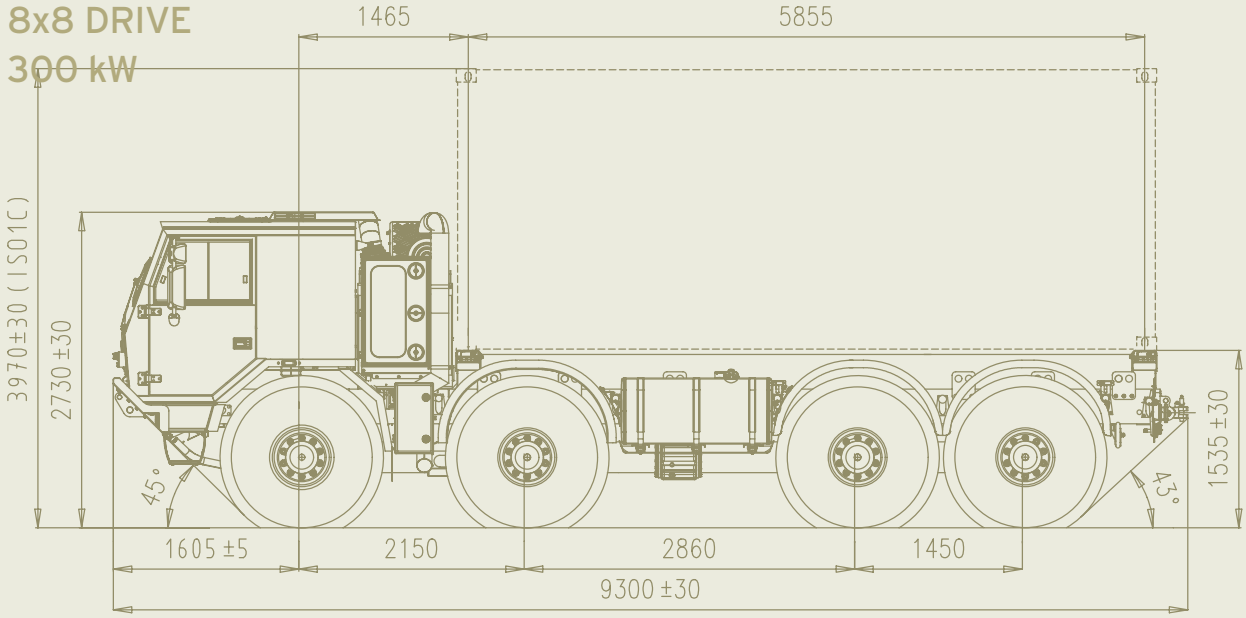
EQUIPMENT

Cross members with 4 standard ISO twist locks designed to carry any 20-foot ISO module.
CTIS and Trailer hook.

T 815-790R99 38 300 8x8.1R

8x8 HMHD UNIVERSAL CONTAINER CARRIER

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
24,700 kg PAYLOAD
8x8 DRIVE
300 kW



The TATRA 8x8 High Mobility Heavy Duty (HMHD) Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks. Due to its specific design features and 8x8 drive configuration, this truck is particularly suitable for operation in the most difficult off-road or cross-country conditions. It can serve as a tactical truck, or carry various kinds of special superstructures and load handling systems. Exceptional resistance of the chassis against twist and bending, as well as low transfer of vibrations on the load make it ideal means for transporting standard containers and shelters, sophisticated electronics, or other sensitive loads.

The 8x8 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are 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 tyre to ground contact, while featuring extreme resistance of the chassis against torsion and bending. This is provided by a solid 3D frame formed by connecting the backbone tube with a conventional ladder frame via several cross members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and actually service-free design without conventional cardan shaft torque distribution are other benefits of this concept.

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add on armoring kits to be implemented by the end user when needed

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 210L

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the crawler and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRS 1.85 (0.8). Speed reducing. Pneumatic control.

FRONT AXLES

TATRA steered and driven swing half-axles with independent wheel suspension, axle differential locks and front drive disconnection. Wheel hub reductions.
Air springs and telescopic shock absorbers.

REAR AXLES

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	16.00 R20

Beadlocks as option

CAB

COE type, medium size, forward tilting, all-steel, two doors, driver´s adjustable seat with safety belt, firm 3 seats with safety belts, flat 2-piece windscreen, right left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Prepared for add on armoring.

FRAME

With container ISO 1C adapters enabling to transport any ISO 1C container or module up to 21,000 kg.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 180 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,550 mm
Track	- front/rear	2,072 mm
Clearance		410 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight - chassis	13,300 kg
Payload max. - chassis	24,700 kg
GVW max.	38,000 kg

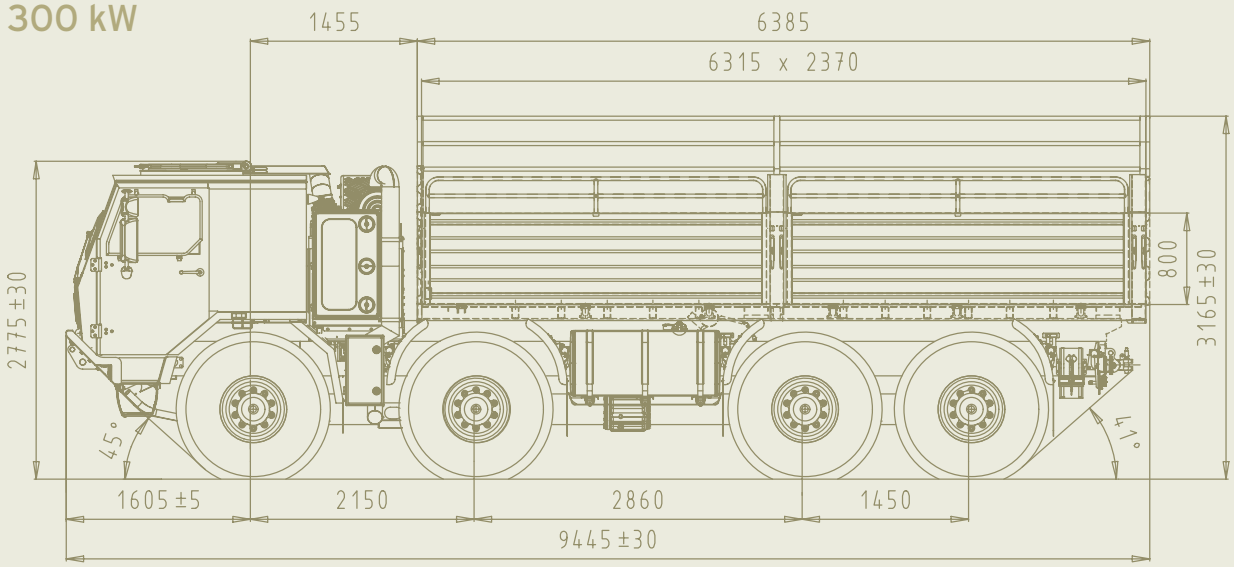
PERFORMANCE

Top speed	115 km/h
Gradeability at GVW	60 %
Side slope	45%
Turning circle diameter (curb to curb)	24±1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,100 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 750 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

T 815-790R99 38 300 8x8.1R

8x8 HMHD CARGO/TROOP CARRIER

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
21,100 kg PAYLOAD
8x8 DRIVE
300 kW



The TATRA 8x8 High Mobility Heavy Duty (HMHD) Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks. Due to its specific design features and 8x8 drive configuration, this truck is particularly suitable for operation in the most difficult off-road or cross-country conditions. Exceptional resistance of the chassis against twist and bending, as well as low transfer of vibrations on the load make it ideal means for transporting standard containers and shelters, sophisticated electronics or other sensitive loads.

Cargo body with tarpaulin, foldable benches for 24 troops. Rear foldable access. Container locks in floor for one 20´container and two 10´containers.

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add on armoring kits to be implemented by the end user when needed

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 210L

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the crawler and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRS 1.85 (0.8). Speed reducing. Pneumatic control.

FRONT AXLES

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

REAR AXLES

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	16.00 R20

Beadlocks as option

CAB

COE type, medium size, forward tilting, all-steel, two doors, driver´s adjustable seat with safety belt, firm 3 seats with safety belts, flat 2-piece windscreen, right left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Add on armoring.

FRAME

With container ISO 1C adapters enabling to transport any ISO 1C container or module up to 21,000 kg.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 180 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,550 mm
Track	- front/rear	2,072 mm
Clearance		410 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight (w/armored cab)	16,900 kg
Payload max. - chassis	21,100 kg
GVW max.	38,000 kg

PERFORMANCE

Top speed	110 km/h
Gradeability at GVW	60 %
Side slope	45%
Turning circle diameter (curb to curb)	24±1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,100 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 750 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

WINCH

as optional device

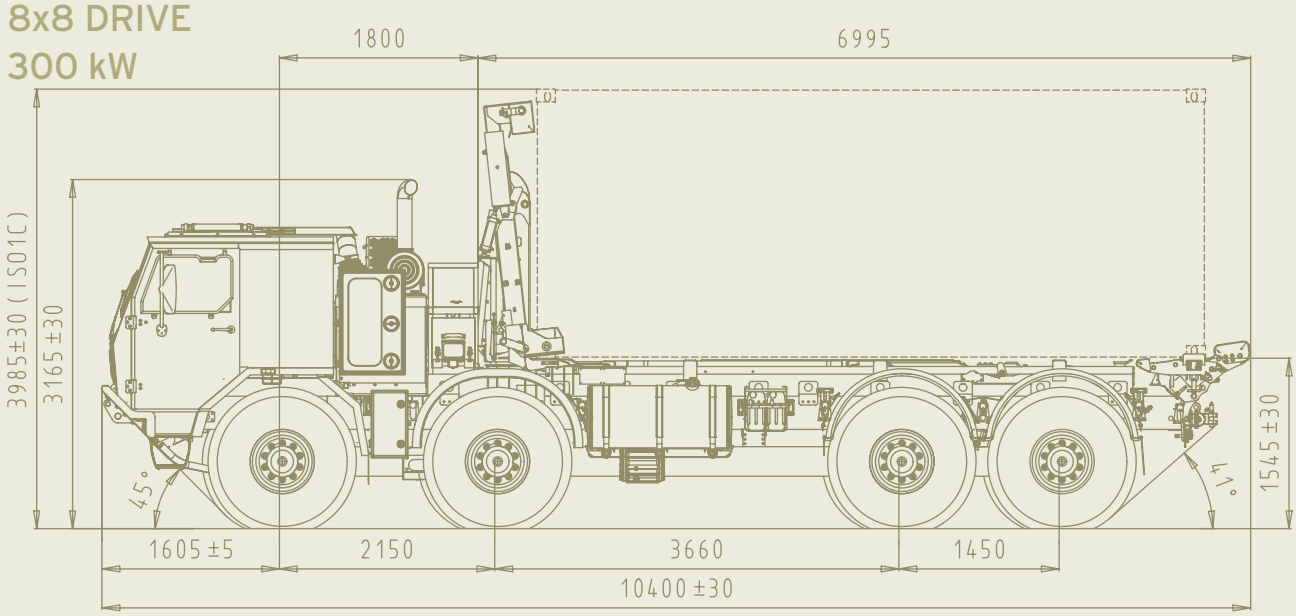
Pulling force	150 kN
Rope lenght	60 m

Front/rear output direction

T 815-790R99 38 300 8x8.1R

8x8 HMHD CHASSIS-CAB WITH LOAD HANDLING SYSTEM

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
18,100 kg PAYLOAD
8x8 DRIVE
300 kW



The TATRA 8x8 High Mobility Heavy Duty (HMHD) Tactical Truck integrated with military Load Handling System interfaces with NATO STANAG 2413 flatracks, bodies and existing in-service military flatracks and bodies (even with non-standard side rails). System installed height with ISO1C container is minimised under 4m to meet European road regulations.

The container lifting frame stowage assembly is mounted at the front of the subframe. It is used to store the container lifting frame when the vehicle is empty or in flatrack mode. Complete Flatrack Loading or Unloading cycle takes approximately 2 minutes. Flatracks and bodies are locked/unlocked automatically, all operations carried out from the driving position. Complete ISO container Loading or Unloading cycle takes 5 minutes. ISO containers require external manual lock/unlock operations to attach/detach the lifting frame to the container and to engage/disengage the ISO twistlocks. Load Handling System can handle full payload up to 300mm below ground level. Use of a suitable trailer with a load handling system doubles the load carrying capacity of the unit.

The configuration enables the load handling system to handle the following equipment up to 16,500 kg: • ISO 668 20' IC (8 ft) and 1CC (8,5 ft) freight containers • NATO standard Flatracks/Bodies according STANAG 2413 • PLM Flatracks with and without tilt according STB 07-37209-A1 • PLM EMAT 20 70 10 Flatracks • IFR MARS Flatracks • WLP 14t and WLP 14t-2 Flatrack/Bodies according to DIN 30722 Pt1 and Pt2.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add on armoring kits to be implemented by the end user when needed.

ENGINE TATRA T3C-928-90 EURO III

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 210L

Number of speeds:	- forward	14
	- reverse	2

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 AXLES

TATRA steered and driven swing half-axles with independent wheel suspension, axle differential locks and front drive disconnection. Wheel hub reductions.
Air springs and telescopic shock absorbers.

REAR AXLES

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	16.00 R20

Beadlocks, run-flats as option

CAB

COE type, medium size, forward tilting, all-steel, two doors, 2 adjustable seats with safety belts, firm 3rd seat with safety belt, flat 2-piece windscreen, right left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Prepared for add on armoring.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 180 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,550 mm
Track	- front/rear	2,072 mm
Clearance		410 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight	17,700 kg
Payload max.	18,100 kg
GVW max.	35,800 kg
Rated GVW	38,000 kg

PERFORMANCE

Top speed	115 km/h
Gradeability at GVW	60 %
Side slope	45 %
Turning circle diameter (curb to curb)	27±1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,100 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 750 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

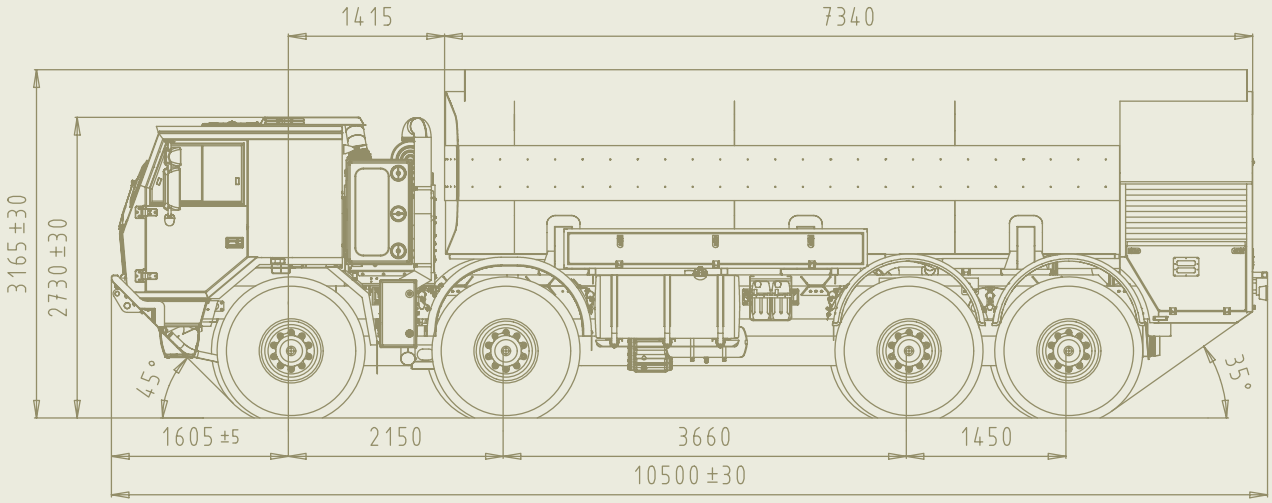
LOAD HANDLING SYSTEM

Rated lift capacity 16,500 kg (even 300 mm below ground), and 10% useable overload capacity is available. Interfaces with NATO STANAG 2413 flatracks and bodies. Integrated Stowable ISO Container Handling Unit. Minimised height to meet European road regulations.

T 815-790R99 38 300 8x8.1R

8x8 HMHD REFUELER 18,000 Liters

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
15,300 kg PAYLOAD
8x8 DRIVE
300 kW



The TATRA 8x8 fuel tanker is suitable for operation in the most difficult off-road or cross-country conditions. The vehicle can be used for transporting of fuel to different reservoirs or for direct filling of smaller refuelling tankers. Design and equipment according international standard for transporting of danger liquid – ADR – code LGBF and other STANAG standards.

Steel tank body, special design with one crossing baffle. Two chambers, geometrical volume 12 500 + 6 300 l, pump flow 700 and 1100 l/min.

Equipment for discharging and loading: • pump with two-speed pumping capacity, 700 and 1100 l/min. • mechanical gauge with mechanical printer, maximum discharge capacity up to 1000 l/min. • one bottom loading/ discharge outlet DN 3"

Filling/discharging abilities: • bottom and top loading • gravitation and forced discharge through or without gauge • direct pumping between two tanks, from one tank to other without using tank on the truck • self filling

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add on armoring kits to be implemented by the end user when needed

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 210L

Number of speeds:	- forward	14
	- reverse	2

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 AXLES

TATRA steered and driven swing half-axles with independent wheel suspension, axle differential locks and front drive disconnection. Wheel hub reductions.
Air springs and telescopic shock absorbers, sway bars.

REAR AXLES

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	16.00 R20

Beadlocks, run-flats as option

CAB

COE type, medium size, forward tilting, all-steel, two doors, driver´s adjustable seat with safety belt, firm 3 seats with safety belts, flat 2-piece windscreen, right left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Prepared for add on armoring.

FRAME

3D structure, torsion-resistant, bending-resistant, vibration-proof.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 180 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,550 mm
Track	- front/rear	2,072 mm
Clearance		410 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight	18,850 kg
Payload - fuel	15,300 kg
GVW	34,150 kg
Rated GVW	38,000 kg

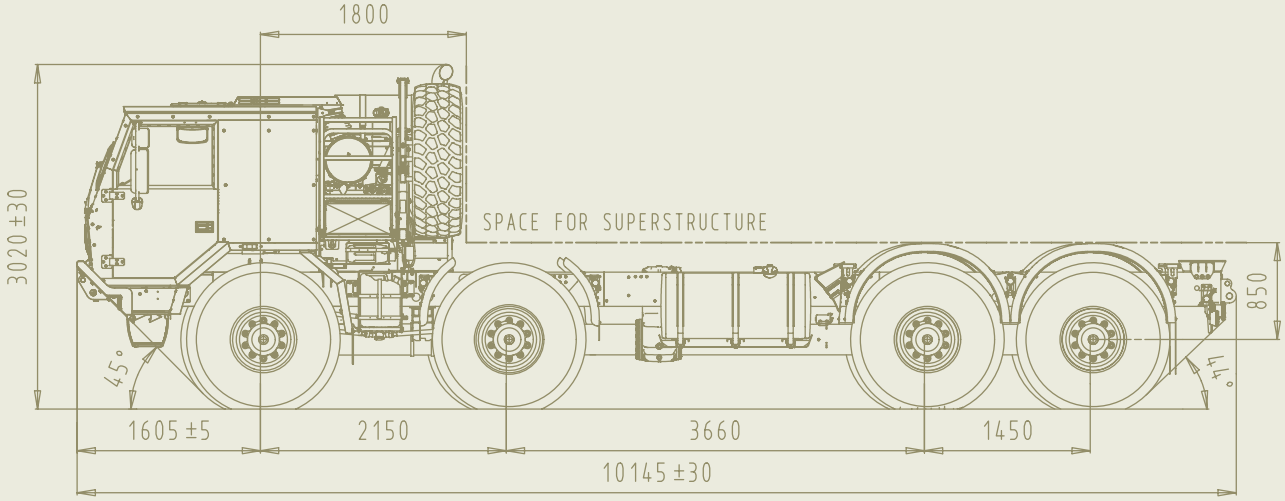
PERFORMANCE

Top speed	110 km/h
Gradeability at GVW	60 %
Turning circle diameter (curb to curb)	27±1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,100 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 700 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

T 815-7M0R99 38 306 8x8.1R

8x8 HMHD UNIVERSAL CONTAINER CARRIER

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
8x8 DRIVE
306 kW



The TATRA 8x8 High Mobility Heavy Duty (HMHD) Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks. Due to its specific design features and 8x8 drive configuration, this truck is particularly suitable for operation in the most difficult off-road or cross-country conditions. It can serve as a tactical truck, or carry various kinds of special superstructures and load handling systems. Exceptional resistance of the chassis against twist and bending, as well as low transfer of vibrations on the load make it ideal means for transporting standard containers and shelters, sophisticated electronics, or other sensitive loads.

The 8x8 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are 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 tyre-to-ground contact, while featuring extreme resistance of the chassis against torsion and bending. This is provided by a solid 3D frame formed by connecting the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and actually service-free design without conventional cardan-shaft torque distribution are other benefits of this concept.

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add on armoring kits to be implemented by the end user when needed

ENGINE

Water cooled, four stroke turbo-charged and charge-air-cooled direct injection diesel, electronically controled. Euro 3 emision level.

Model	Cummins ISMe 420 30
Number of cylinders	6
Bore/stroke	125/147 mm
Displacement	10.8 ltrs
Power output	306 kW/1,900 RPM
Max. torque	2,010 Nm/1,200 RPM

TRANSMISSION

Model		Allison 4560 SP
Number of speeds:	- forward	6
	- reverse	1

Fully automatic, electronically controlled.

TRANSFER BOX

Type TATRA 2.30 TRK 0.9/2.4. Two speeds. Pneumatic control.

FRONT AXLES

TATRA steered and driven swing half-axles with independent wheel suspension, axle differential locks and front drive disconnection. Wheel hub reductions.
Air springs and telescopic shock absorbers.

REAR AXLES

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	16.00 R20

Beadlocks, run-flats as option

CAB

COE type, medium size, forward tilting, all-steel, two doors, 2 adjustable seats with safety belts, firm 3rd seat with safety belt, flat 2-piece windscreen, right left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Prepared for add on armoring.

FRAME

With container ISO 1C adapters enabling to transport any ISO 1C container or module up to 21,000 kg.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 180 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,550 mm
Track	- front/rear	2,072 mm
Clearance		410 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight	13,500 kg
Payload max.	24,500 kg
Rated GVW	38,000 kg

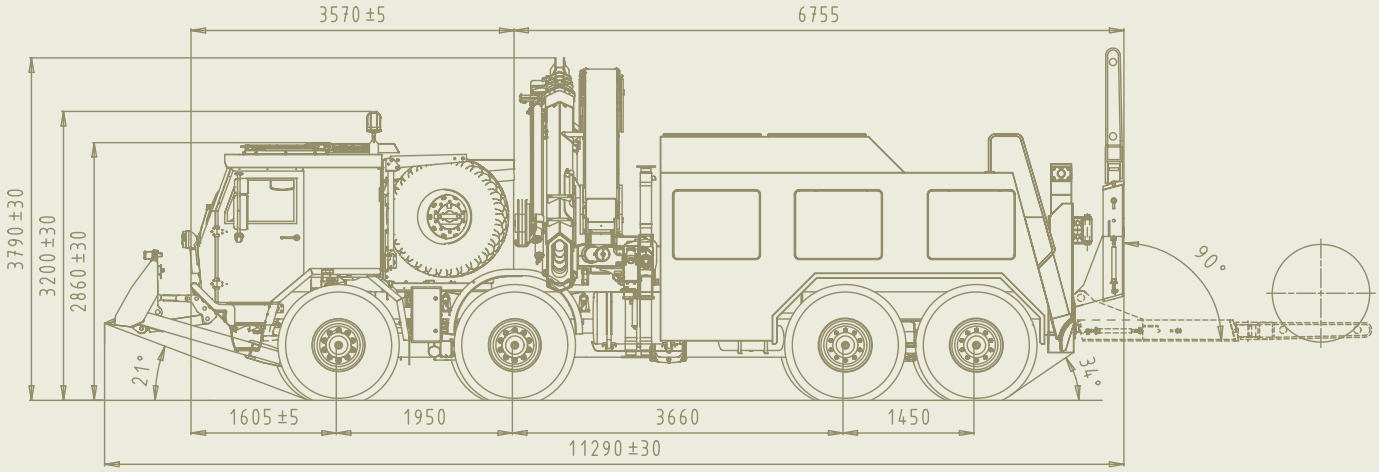
PERFORMANCE

Top speed	110 km/h
Gradeability at GVW	65 %
Side slope	45 %
Turning circle diameter (curb to curb)	27±1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,100 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 750 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

T 815-7Z0R9T 44 440 8x8.1R

8x8 HMHD RECOVERY VEHICLE

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
43.9 tm CRANE
8x8 DRIVE
440 kW



The High Mobility Heavy Duty (HMHD) Recovery Vehicle is able to recover armoured vehicles very quickly and efficiently in a tactical environment. The vehicle capability and payload enabling to recover heavy armoured vehicles and it is capable of towing most types of current and future wheeled vehicle systems and their variants. The vehicle is able to overturn crashed vehicles, perform slope recovery and make an access to unapproachable places.

This vehicle can be also engaged into a high mobility recovery trailer for evacuation of completely immobilized vehicles.

Rear lifting fork is controlled either from a fixed control panel or by the wireless remote control. The recovery vehicle is able to tow vehicles, with front axle load up to 14,000 kg.

The recovery vehicle is equipped by 44 tm Hiab crane with a remote control, thus crane operator can be positioned at the best possible location when operating the crane. The crane provides the most advanced control system on the truck-crane market today, delivering unrivalled speed, precision and safety, which maximize productivity by ensuring super smooth operation in an instant.

The recovery vehicle is equipped by two main winches with constant pull 24 t, 100 m rope, and 2-ton additional winch with 220 m rope. Front dozer blade is removable and it can be used for engineering works like digging of tranches, making roads and removing obstacles or barriers. All-wheel drive. ADM (Automatic Drivetrain Management), a fully automatic differential lock operating system for managing locks. CTIS operated on the fly. Armoured cab in Level 2/2b STANAG 4569 – ballistic add on armouring and anti-mined floor.

ENGINE

Water cooled, four stroke turbo-charged and charge-air-cooled direct injection diesel electronically controlled.

Model	DEUTZ TCD 2015 V08
Number of cylinders	8V
Bore/stroke	132/145 mm
Displacement	15.9 ltrs
Power output	440 kW/2,100 RPM
Max. torque	2,650 Nm/1,400 RPM

TRANSMISSION

Model	Allison 4800SPR
Automatic, no. of gears forward/reverse	7/1

Hydraulic retarder integrated.

TRANSFER BOX

Type TATRA 2.30 TRK 1/1.6. Speed reducing.
Pneumatic control. Two speeds, shifting at vehicle halt.

FRONT AXLES

TATRA steered and 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.

REAR AXLES

TATRA driven swing half-axles with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions.
Combined suspension of air springs and leaf springs.

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	16.00 R20

Run-flats

CAB

COE type, medium size, forward tilting, all-steel, two doors, driver´s adjustable seat with safety belt, firm 4 seats with safety belts, flat 2-piece windscreen, rightleft design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Add on armouring – Level 2 STANAG 4569 (ballistic and antimined).

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	4x 12V, 240 Ah
Alternator	120 A/28 V

DIMENSIONS

Width	2,500 mm
Track - front/rear	2,074/2,018 mm
Clearance	410 mm

WEIGHTS

Curb weight (w/ armoured cab)	35,000 kg
Fork load from suspended towing max.	14,000 kg

PERFORMANCE

Top speed	100 km/h
Gradeability at GVW (calculated)	> 100 %
Side slope	45%
Turning circle diameter (curb to curb)	27±1 m
Fording capability	1,200 mm
Crossing ability - trench width	2,100 mm
Climbing ability - vertical step	600 mm
Fuel tank	2x320 ltrs
Cruising range (on road)	cca 700 km
Operating ambient temperature	-32°C to +49°C

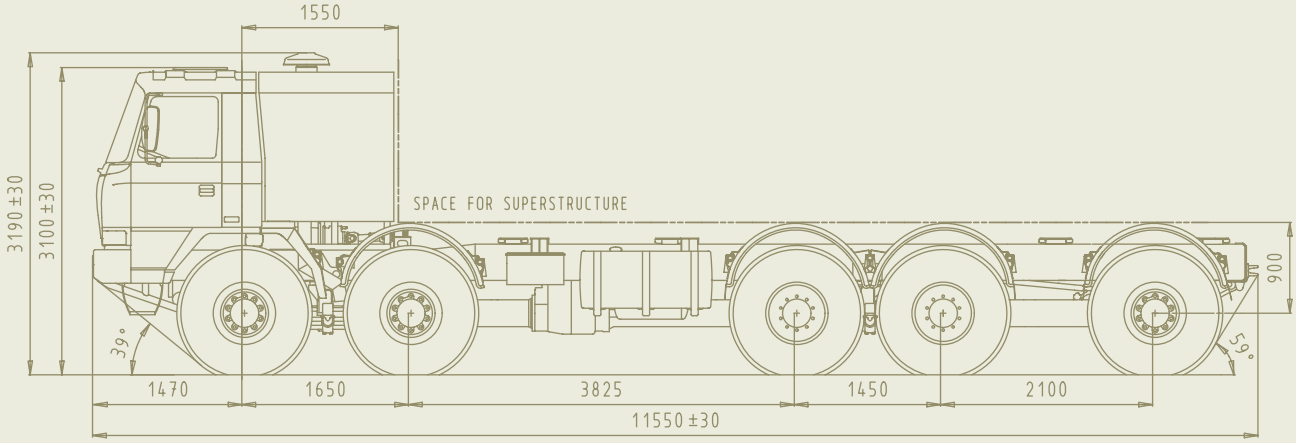
EQUIPMENT

Crane - capacity 43.9 tm, outreach 8.4 m, outreach lifting capacity 5,200 kg/8.4 m to 12,000 kg/3.5 m, remote control.
2 main winches 2x24 t (constant pull), rope 100 m.
Additional winch 2 t, rope 220 m.
Dozer blade (optional equipment).
Rear fork with capacity 14,000 kg.
CTIS - automatic.
Trailer hook - automatic, incl. electric and braking system coupling.

T 815-6ZVR8T 43 400 10x10.1R

10x10 SPECIAL CHASSIS-CAB

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
25,100 kg PAYLOAD
10x10 DRIVE
400 kW



The TATRA T815 6ZVR8T 10x10 special off-road chassis has ben designed to carry special superstructures in extreme terrain and climatic conditions - up to +50 deg C ambient temperatures. The 10x10 all-wheel drive chassis employs the unique features of the TATRA-concept chassis, which has excellent ability to negotiate difficult terrains. The unique system of TATRA chassis, composed of central backbone tube and independent swing half-axles, is extremely resistant against torsion and bending and makes it possible to negotiate difficult terrain and rough surfaces at higher speeds and with better ride comfort than conventional chassis. The backbone tube also covers all parts and components of the driveline and in this way protects them from impacts and damage. 6-speed fully automatic electronically controlled transmission is incorporated directly into the backbone tube and forms an integral part of the chassis structure. This design makes it possible that the transmission works also as a transfer box, so no transfer box is needed. Semi-automatic TATRA CTIS is standard equipment operated on the fly.

ENGINE

Water cooled, four stroke turbocharged and charge-air-cooled direct injection Diesel.

Make	DEUTZ
Model	BF8M 1015C
Number and arrangement of cylinders	V8
Bore/stroke	132/145 mm
Displacement	15.9 ltrs
Max. power output	400 kW/2,100 RPM
Max. torque	2,650 Nm/1,200 - 1,400RPM

TORQUE CONVERTER

Make	Twin Disc
Model	8-FLW-1754-1

Equipped with lock-up clutch and 2 PTO's.

TRANSMISSION

Make		Twin Disc
Model		TD61-1175
Electronically controlled, fully automatic.		
Integrated into the chassis backbone tube		
Number of speeds	- forward	6
	- reverse	1

Limp-home function, shift-and-fault indicator.
Eliminates transfer box.
Lockable front/rear torque divider integrated.

FRONT AXLES

TATRA swing half-axles with independent wheel suspension, sprung by leaf springs and telescopic shock absorbers. Permanent axle drive, side differential and inter-axle differential locks. Wheel hub reductions.

REAR AXLES

TATRA swing half-axles with independent wheel suspension, sprung by combination of air bags and leaf springs at the 3rd and 4th axles, and combination air bags and coil springs at the 5th axle. Side differential and inter-axle differential locks. Wheel hub reductions.

STEERING

Left-hand drive, integral power assisted, steerable 1st, 2nd and 5th axles.
Two independent circuits with emergency steering pump.

BRAKE SYSTEM

Wedge-type self adjustable drum brake units.
Service brake - pressure-air, dual circuit, acting on wheels of all axles.
Emergency brake - spring type, acting on wheels of rear axles and of the second front axle.
Parking brake - spring type, acting on wheels of rear axles and of the second front axle.
Auxiliary brake - exhaust brake, flap type.
Trailer coupling for service, emergency and parking brakes.

WHEELS

Single tyres on all axles, with semi-automatically controlled CTIS.

Rims	20 -10.00 V
Tyres	16.00 R20

Bead locks as option.

CAB

Cab-over-engine type, all-metal, two door cabin with bent windscreen and manhole in the roof. 2 full size seats +1 emergency seat located at engine cover. Manual, hydraulically operated cabin tilt. Dependend and independent heater with pre - heating of cold engine. AC.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Ground pole	negative
Alternator	28 V/80 A
Batteries	2 x 12 V, 180 Ah

DIMENSIONS

Width (max.)		2,500 mm
Length		11,540 mm
Height (max.)		3,140 mm
Wheelbase		1,650+3,825+1,450+2,100 mm
Track	- front	2,034 mm
	- rear	2,050 mm
Approach angle		39°
Ground clearance		410 mm

WEIGHTS

Curb weight	17,900 kg
Payload - max.	25,100 kg
GVW - max.	43,000 kg

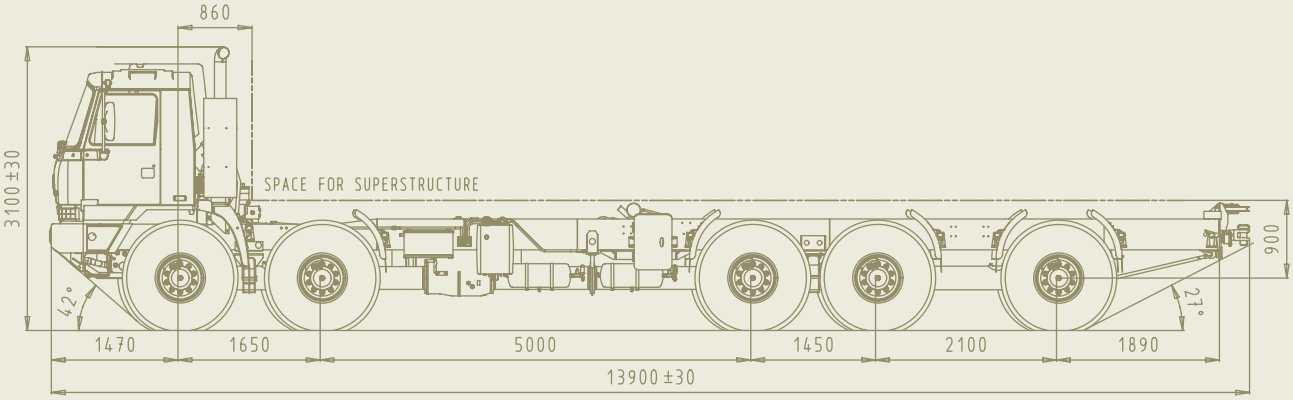
PERFORMANCE

Top speed	90 km/h
Gradeability	70%
Side slope	30°
Crossing ability - trench width	2,000 mm
Climbing ability - vertical step	600 mm
Fordability	1,250 mm
Turning circle diameter (curb to curb)	30±1 m
Fuel tank capacity	840 ltrs
Cruising range - on road	cca 850 km
Operating temperature	-30°C to +50°C

T 815-6MWR8T 39 324 10x10.1R

10x10 SPECIAL CHASSIS-CAB

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
22,000 kg PAYLOAD
10x10 DRIVE
324 kW



The TATRA T815 6MWR8T 10x10 special off-road chassis has ben designed to carry special superstructures in extreme terrain and climatic conditions from - 30 up to +50 deg C ambient temperatures. The 10x10 all-wheel drive chassis employs the unique features of the TATRA-concept chassis, which has excellent ability to negotiate difficult terrains. The unique system of TATRA chassis, composed of central backbone tube and independent swing half-axles, is extremely resistant against torsion and bending and makes it possible to negotiate difficult terrain and rough surfaces at higher speeds and with better ride comfort than conventional chassis. The backbone tube also covers all parts and components of the driveline and in this way protects them from impacts and damage. 6-speed fully automatic electronically controlled transmission is incorporated directly into the backbone tube and forms an integral part of the chassis structure. This design makes it possible that the transmission works also as a transfer box, so no transfer box is needed. Permanent drive of 4 axles, and last axle can be connected in rough terrain. All differentials lockable. Two front and one rear axles steer able. Semi-automatic TATRA CTIS is standard equipment operated on the fly.

ENGINE

Water cooled, four stroke turbocharged and charge-air-cooled direct injection Diesel.

Make	CUMMINS Engine Company Ltd.
Model	ISM 440E
Number and arrangement of cylinders	6 in line
Bore/stroke	125/147 mm
Displacement	10.8 ltrs
Max. power output	324 kW/1,800 RPM
Max. torque	2,100 Nm/1,200 RPM

TORQUE CONVERTER

Make	Twin Disc
Model	8-FLW-1754-1

Equipped with lock-up clutch and 2 PTO's.

TRANSMISSION

Make		Twin Disc
Model		TD61-1177
Electronically controlled, fully automatic.		
Integrated into the chassis backbone tube		
Number of speeds	- forward	6
	- reverse	1

Limp-home function, shift-and-fault indicator.
Eliminates transfer box.
Lockable front/rear torque divider integrated.

AXLES AND SUSPENSION

Independent suspension with swinging half-axles, integrated into the chassis backbone tube. Front axles equipped with leaf springs. 3rd and 4th axles equipped with combination of leaf and air springs. The rearmost axle equipped with combination of coil and air springs. Two front and the rearmost axles equipped with hydraulic shock absorbers.

STEERING

Left-hand drive, hydraulic power assisted. Two front and the rearmost axles steerable.
Two independent circuits with emergency steering pump.

BRAKE SYSTEM

Drum brakes with wedge type actuator, and self-adjustment feature. Load sensing brake control at rear axles connected to the air springs. ABS with switch-off feature for rough terrain driving conditions.
Service brake - pressure-air, dual circuit, acting on wheels of all axles.
Emergency brake - spring type, acting on wheels of two middle axles.
Parking brake - spring type, acting on wheels of two middle axles.
Auxiliary brake - engine compression brake type Jacobs.
Trailer coupling for service, emergency and parking brakes.

WHEELS

Single tyres on all axles, with semi-automatically controlled CTIS.

Rims	20-10.00 V
Tyres	16.00 R20
Bead locks	

CAB

Cab-over-engine type, all-metal TATRA two door cab with bent windscreen and manhole in the roof. 2 full size seats +1 emergency seat located at engine cover. Manual, hydraulically operated cab tilt. Cab heater, A/C, NBC protection kit.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Ground pole	negative
Alternator	28 V/70 A
Batteries	2 x 12 V, 180 Ah

DIMENSIONS

Width (max.)		2,500 mm
Length		13,900 mm
Height (max.)		3,100 mm
Wheelbase		1,650+5,000+1,450+2,100 mm
Track	- front and rearmost axles	2,074 mm
	- 3rd, 4t axles	2,014 mm
Approach angle		39°
Departure angle		28°
Ground clearance		410 mm

WEIGHTS

Curb weight	16,890 kg
Payload max.	22,000 kg
GVW max.	39,000 kg

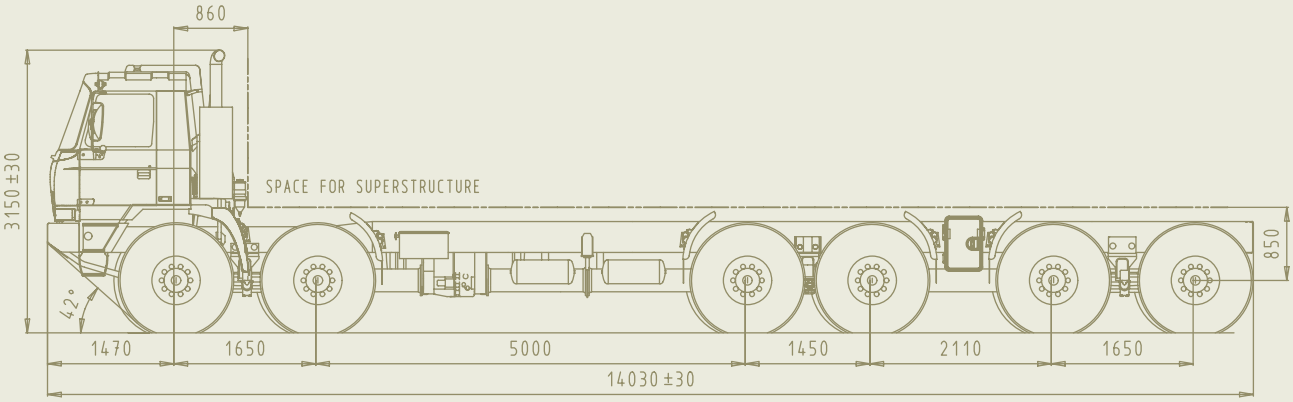
PERFORMANCE

Top speed	82 km/h
Gradability - adhesion limited	80%
Side slope	30°
Crossing ability - trench width	2,000 mm
Climbing ability - vertical step	600 mm
Fordability	1,250 mm
Turning circle diameter (curb to curb)	34.2±1 m
Fuel tank capacity	570 ltrs
Cruising range - on road	cca 600 km
Operating temperature	-30°C to +50°C

T 815-6MWR8T 45 324 12x12.1R

12x12 SPECIAL CHASSIS-CAB

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
33,560 kg PAYLOAD
12x12 DRIVE
324 kW



The TATRA T815-6MWR8T 12x12 special off-road chassis has ben designed to carry special superstructures in extreme terrain and climatic conditions - up to +50 deg C ambient temperatures. The 12x12 all-wheel drive chassis employs the unique features of the TATRA-concept chassis, which has excellent ability to negotiate difficult terrains. The unique system of TATRA chassis, composed of central backbone tube and independent swing half-axles, is extremely resistant against torsion and bending and makes it possible to negotiate difficult terrain and rough surfaces at higher speeds and with better ride comfort than conventional chassis. The backbone tube also covers all parts and components of the driveline and in this way protects them from impacts and damage. 6-speed fully automatic electronically controlled transmission is incorporated directly into the backbone tube and forms an integral part of the chassis structure. This design makes it possible that the transmission works also as a transfer box, so no transfer box is needed. Permanent drive of 4 axles, additional 2 axles can be connected in rough terrain. All differentials lockable. Two front and two rear axles steer able. Semi-automatic TATRA CTIS is standard equipment operated on the fly.

ENGINE

Water cooled, four stroke turbocharged and charge-air-cooled direct injection Diesel.

Make	CUMMINS Engine Company Ltd.
Model	ISM 440E
Number and arrangement of cylinders	6 in line
Bore/stroke	125/147 mm
Displacement	10.8 ltrs
Max. power output	324 kW/1,800 RPM
Max. torque	2,100 Nm/1,200 RPM

TORQUE CONVERTER

Make	Twin Disc
Model	8-FLW-1754-1

Equipped with lock-up clutch and 2 PTO's.

TRANSMISSION

Make		Twin Disc
Model		TD61-1177
Electronically controlled, fully automatic.		
Integrated into the chassis backbone tube		
Number of speeds	- forward	6
	- reverse	1

Limp-home function, shift-and-fault indicator.
Eliminates transfer box.
Lockable front/rear torque divider integrated.

AXLES AND SUSPENSION

Independent suspension with swinging half-axles, integrated into the chassis backbone tube. All axles equipped with leaf springs and rubber limiters. Two front and two rear axles equipped with hydraulic shock absorbers.

STEERING

Left-hand drive, hydraulic power assisted. Two front and two rear axles steerable.
Two independent circuits with emergency steering pump.

BRAKE SYSTEM

Drum brakes with wedge type actuator, and self-adjustment feature. Load sensing brake control at rear axles connected to the air springs. ABS with switch-off feature for rough terrain driving conditions.
Service brake - pressure-air, dual circuit, acting on wheels of all axles.
Emergency brake - spring type, acting on wheels of two middle axles.
Parking brake - spring type, acting on wheels of two middle axles.
Auxiliary brake - engine compression brake type Jacobs.
Trailer coupling for service, emergency and parking brakes.

WHEELS

Single tyres on all axles, with semi-automatically controlled CTIS.

Rims	20 -10.00 V
Tyres	16.00 R20
Bead locks	

CAB

Cab-over-engine type, all-metal TATRA two door cab with bent windscreen and manhole in the roof. 2 full-size seats +1 emergency seat located at engine cover. Manual, hydraulically operated cab tilt. Cab heater, A/C, NBC protection kit.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Ground pole	negative
Alternator	28 V/70 A
Batteries	2 x 12 V, 180 Ah

DIMENSIONS

Width (max.)		2,500 mm
Length		14,030 mm
Height (max.)		3,100 mm
Wheelbase		1,650+5,000+1,450+2,110+1,650 mm
Track	- front	2,074 mm
	- rear	2,074 mm
Approach angle		39°
Ground clearance		410 mm

WEIGHTS

Curb weight	18,440 kg
Payload	33,560 kg
GVW	52,000 kg

PERFORMANCE

Top speed	81 km/h
Gradability	85%
Side slope	30°
Crossing ability - trench width	2,000 mm
Climbing ability - vertical step	600 mm
Fordability	1,250 mm
Turning circle diameter (curb to curb)	34.2±1 m
Fuel tank capacity	570 ltrs
Cruising range - on road	cca 500 km
Operating temperature	-30°C to +50°C

Special superstructures installed on various types of TATRA chassis


VEGA

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