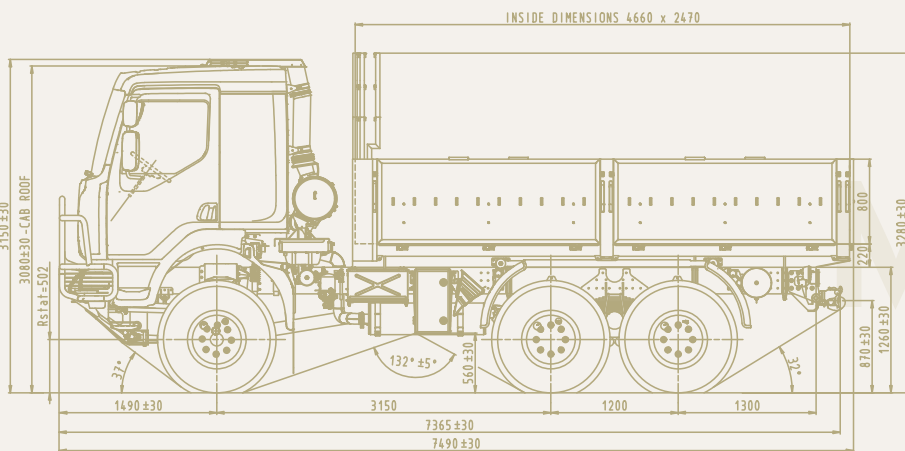


T 810-1R0R26 13 177 6x6.1R



6x6 CARGO TRUCK / TROOP CARRIER

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 and riveted 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. The 177 kW 6-cylinder in-line Renault engine meets Euro 3 emission standards.



PORTAL AXLES - TATRA
4,700 kg PAYLOAD
6x6 DRIVE
177 KW

TATRA IS THE SOLUTION



T 810

DEFENCE

MEDIUM
CLASSES

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6x6 CARGO TRUCK / TROOP CARRIER

ENGINE

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

Model	RENAULT 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 6S 1000 WO	
Number of speeds - forward/ reverse	6/1
Mechanical shifting. Except of the reverse gear, all gears are synchromeshed.	

TRANSFER BOX

ZF STEYER 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, swing 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.

BREAKING 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 vehicle move.
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. AC, heating and ventilation unit.

DIMENSION

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

WEIGHTS

Curb weight	8,300 kg
Payload max.	4,700 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	2x12 V/170 A
Main switch	
Black out light 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°
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	800 km
Operating temperature	-32 to +49 °C

WINCH

Hydraulic winch can be used for self-recovery and for the recovery of another vehicle of similar weight, from both, rear or front side.
Pulling force 80 kN
Rope length 60 m

CARGO BODY

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



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