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

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: 460 mm
(see the picture)

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: 2×12 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.