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, 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
Number and arrangement of cylinders: 6 in line
Bore/stroke: 108/130 mm
Swept volume: 71 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 T0
Number of speeds - forward/ reverse: 6/1
Semiautomatic split. Except of the reverse gear, all gears are synchromeshed. PTO output.

**TRANSFER BOX**
ZF STEYER VG 750
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, swing 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 vehicle move.
Rims: 20-11
Tyres: 365/80 R20

**CAB RENAULT**
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. 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: 2×12 V, 170 A
Main switch
Black out light and convoy light system

**WINCH**
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): 800 km
Operating temperature: -32 to +49 °C

**LOAD HANDLING UNIT**
is able to operate with containers up to 4,900 mm length and 8,000 kg weight.

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TATRA EXPORT s.r.o.
Areál Tatry 1450/1, 742 21 Koprivnice, Czech Republic
tel.: +420 556 492 398, fax: +420 556 492 672, e-mail: defence@tatra.cz
tatratrucks.com