6x6 HIGH MOBILITY HEAVY DUTY CHASSIS

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.

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
18,800 kg PAYLOAD
6x6 DRIVE
300 kW

TATRA IS THE SOLUTION
T 815-790RK9 29 300 6×6.1R
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ENGINE
Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel.
Model: TATRA T3C-928-90 EURO 3
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
Model: 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 AXLES
TATRA driven swing half-axles with independent wheel suspension, axle and interaxle differential locks. 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
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 equipment delivered as loosing parts.

ELECTRIC EQUIPMENT
Nominal voltage: 24 V
Batteries: 2×12V, 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: 10,200 kg
Payload max.: 18,800 kg
GVW max.: 29,000 kg

PERFORMANCE
Top speed: 108 km/h
Gradeability at GVW: 60 %
Side slope: 45%
Turning circle diameter (curb to curb): 20,5±1 m
Forcing capability: 1,200 mm
Crossing ability - trench width: 1,000 mm
Climbing ability - vertical step: 600 mm
Fuel tank: 220 ltrs
Cruising range (on road): cca 350 km
Operating ambient temperature: -32°C to +49°C