A medium class all-wheel-drive (4×4) 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 6.3 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 3-seat cab has an HVAC unit. The pillars and the roof are reinforced and modified to accept an MG mount in the manhole.
ENGINE
Water-cooled, four-stroke turbocharged and charge-air-cooled Common Rail 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 71 ltrs
Max. power output 177 kW/2,300 RPM
Max. torque 920 Nm/1,200-1,700 RPM

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

TRANSMISSION
Model ZF Ecolite 6S 1000 TO
Number of speeds - forward/reverse 6/1 Semiautomatic split. Except of the reverse gear, all gears are synchromeshed. PTO output.

TRANSFER BOX
Model Steyr VG 750/270 Dual speed with torque divider.

FRONT AXLE - TATRA
Steered, rigid, portal with hub reductions and cross axle differential lock. Sprung by coil springs and telescopic shock absorbers, sway bar. 6 t capacity.

REAR AXLE - TATRA
Rigid, portal with hub reductions, cross axle differential lock. Sprung by leaf springs. 7 t capacity.

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

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

WEIGHTS
Curb weight 7,500 kg
Payload max. 5,500 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 2×12 V, 180 A
Main switch
Black out light and convoy light system

WINCH
Pulling force 80 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 %
Static side slope at CW 80 %
Turning circle diameter (curb to curb) 16.5 ±1 m
Climbing ability - vertical step 600 mm
Crossing ability - trench width 900 mm
Foraging capability 1,200 mm
Cruising range (on road) 800 km
Operating temperature -32 to +49 °C

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