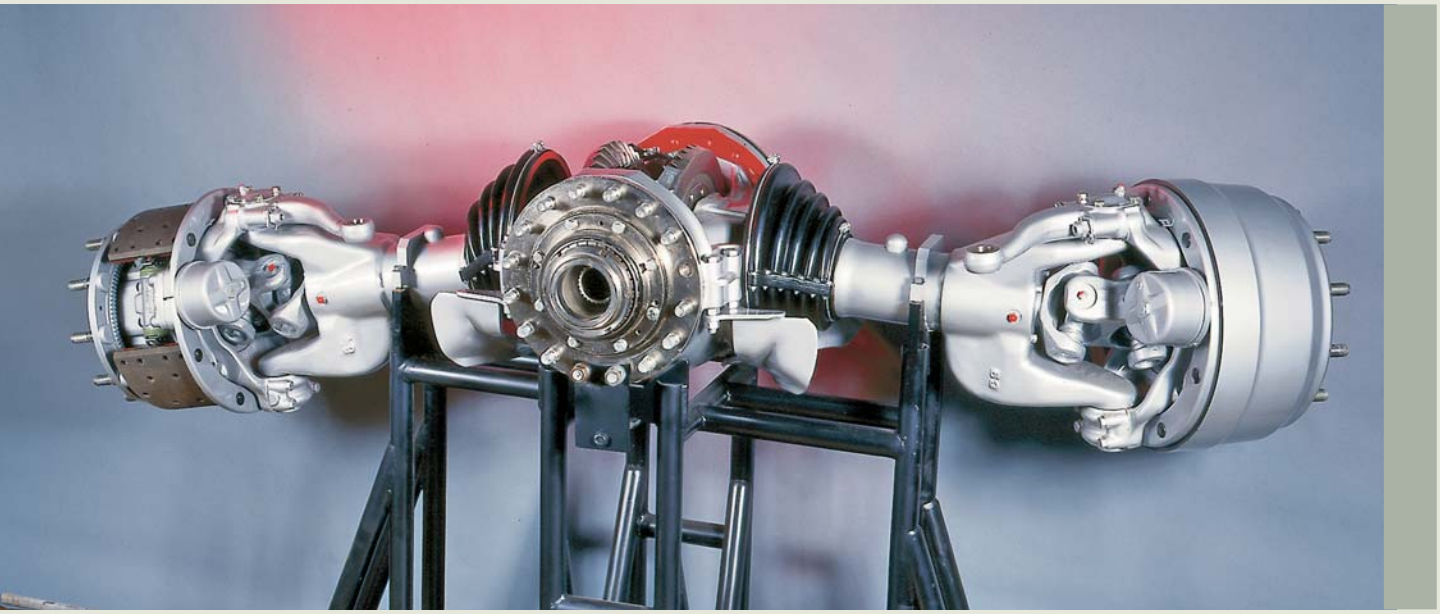
PERFORMANCE & DATA SHEETS

TATRA MILITARY AND SPECIAL-PURPOSE VEHICLES

FAMILY HEIRLOOM

TATRA, a. s., located in Koprivnice, Czech Republic, is a long-time manufacturer of heavy-duty all-wheel-drive off-road trucks, chassis-cabs, and special vehicles with exceptional mobility and robustness. The concept of the chassis, whose basics date back to 1920´s, consists in independently swinging half-axles and extremely rigid 3D frame, combining a "backbone" tube and a ladder frame fixed together. This system, providing exceptional resistance against twist and bending, makes the chassis especially suitable for transporting standard and special containers, shelters, electronic equipment, special superstructures, or sensitive materials.



TATRA CHASSIS CONCEPT,

the concept of a"backbone" tube and independently swinging half-axles, was first used at a TATRA passenger car in 1923. Since then it has been constantly developed and improved, and has been employed in vast numbers of different models of heavy-duty off-road TATRA trucks and vehicles, both commercial, and military, operating in the most hostile environments throughout the world.

In the following, the basic features of the TATRA chassis system are shown:

Main features:

rigid central "backbone" tube:

- no torsion or bending of the chassis and superstructure
- low transfer of vibrations - high ride comfort
- faster drive off-road
- long life of the chassis
- driveline shafts covered and protected inside the "backbone" tube
- the chassis can operate "frameless"

independent swing half-axles:

- each wheel moves up and down independently, which allows for:
  - remarkably higher speed on rough roads
  - quick pass over obstacles
  - exceptional off-road and cross-country mobility
- swing half-axles are extremely resistant against impacts and shocks

"modular" design:

- high degree of commonality for commercial and military models
- 4x4, 6x6, 8x8, 10x10, and even 12x12 versions in production
- different wheelbase alternatives available for each version
- suitable as chassis for different kinds of special superstructures

TATRA VEHICLE FAMILY

MEDIUM CLASS

T 810

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HEAVY CLASS

T 815-7

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T 815-6

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T 815-2

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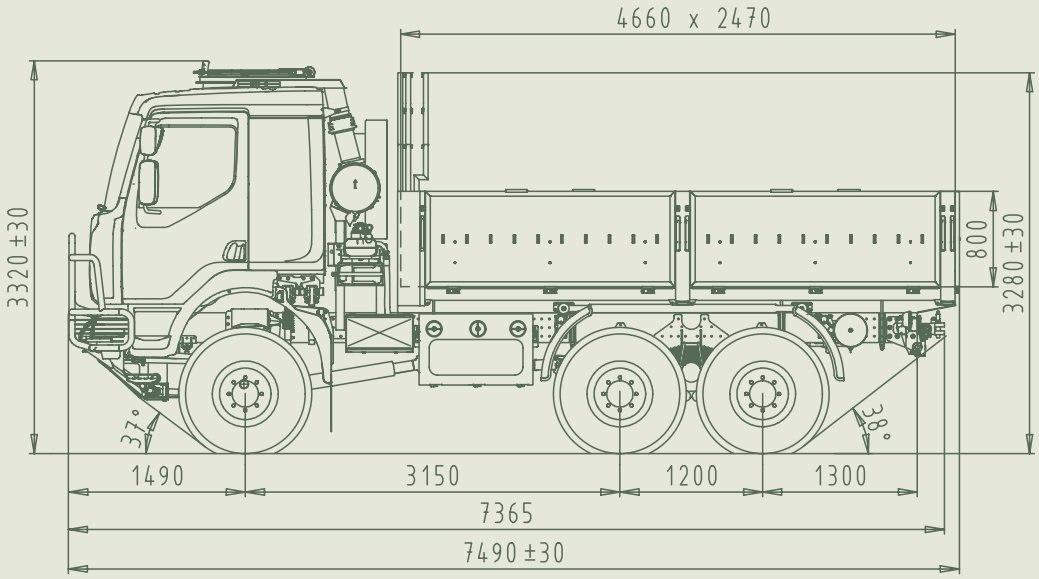
T 810-1R0R26 13 177 6x6.1R

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 specifi cations 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 infl ation system operating on the fl y 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	7.1 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	430 mm
(see the picture)	

WEIGHTS

Curb weight	8,500 kg
Payload max.	4,500 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 x 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

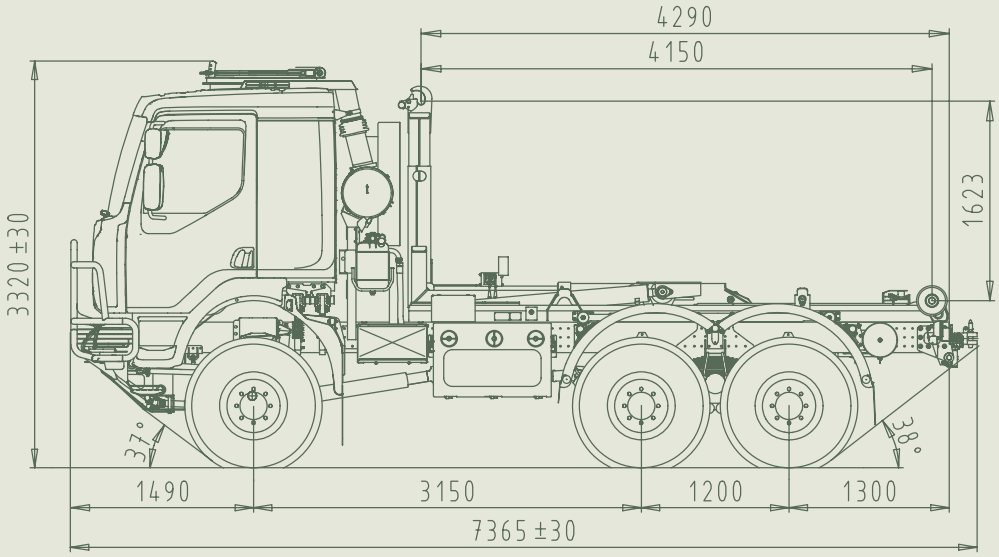
Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	800 km
Operating temperature	-32 to +49 °C

CARGO BODY

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

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

6x6 CHASSIS-CAB WITH LOAD HANDLING UNIT



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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	7.1 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	430 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 x 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

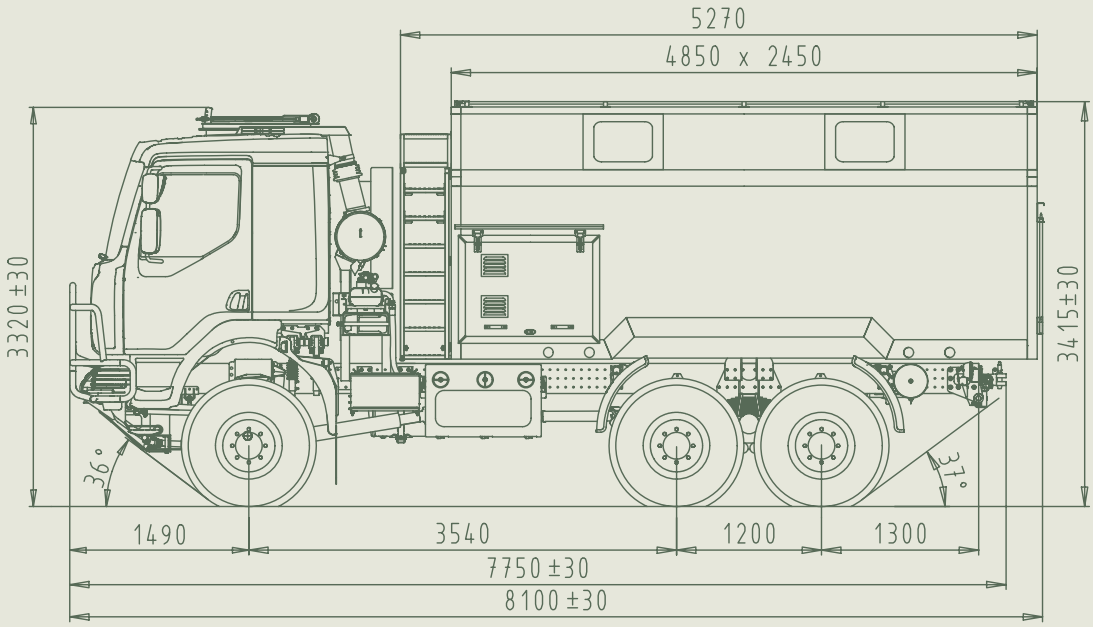
Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	800 km
Operating temperature	-32 to +49 °C

LOAD HANDLING UNIT

is able to operate with containers up to 4,900 mm lenght and 8,000 kg weight.

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

6x6 SHELTER CARRIER



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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	7.1 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	430 mm
(see the picture)	

WEIGHTS

Curb weight	10,150 kg
Payload max.	3,850 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 x 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

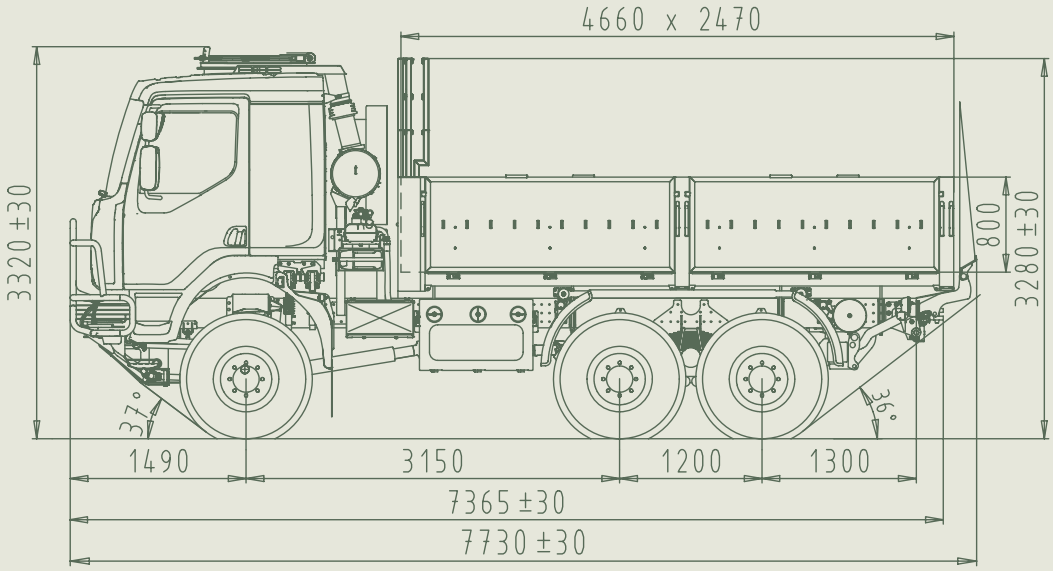
Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	800 km
Operating temperature	-32 to +49 °C

SHELTER

fixed to the chassis frame through flexible points.

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

6x6 CARGO TRUCK WITH CARGOLIFT PLATFORM



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ENGINE

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Make	RENAULT TRUCKS
Model	Dxi7
Number and arrangement of cylinders	6 in line
Bore/stroke	108/130 mm
Swept volume	7.1 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	430 mm
(see the picture)	

WEIGHTS

Curb weight	8,950 kg
Payload max.	4,050 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 x 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

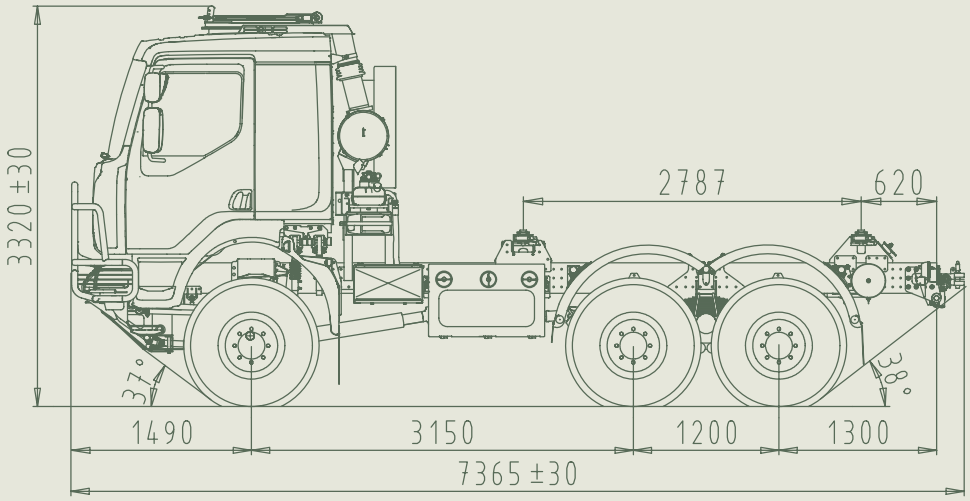
Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	800 km
Operating temperature	-32 to +49 °C

CARGO BODY

with tarpaulin and rear cargolift platform of 1,500 kg capacity and 1,500 mm lift.

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

6x6 CONTAINER CARRIER



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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	430 mm
(see the picture)	

WEIGHTS

Curb weight	8,000 kg
Payload max.	5,000 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 x 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

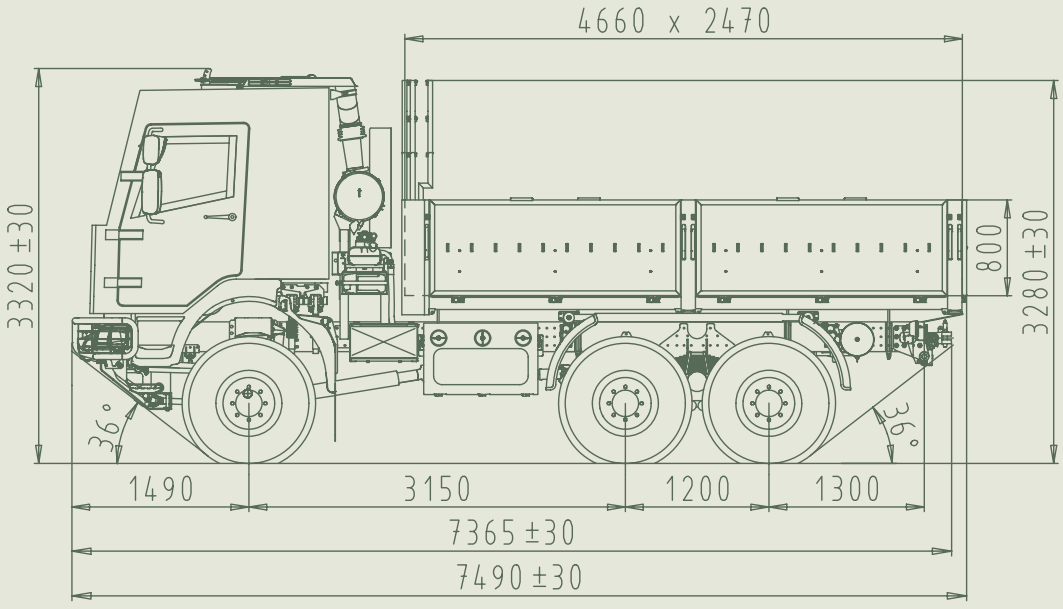
Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	800 km
Operating temperature	-32 to +49 °C

CONTAINER GRIPS

designed for ISO 1D container or shelter of 4,700 mm lenght.

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

6x6 CARGO TRUCK / TROOP CARRIER, ARMOURED CAB



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CLUTCH

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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. Add-on armouring Level 1 STANAG 4569.

DIMENSIONS

Width	2,550 mm
Ground clearance	430 mm
(see the picture)	

WEIGHTS

Curb weight	9,750 kg
Payload max.	3,250 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 x 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

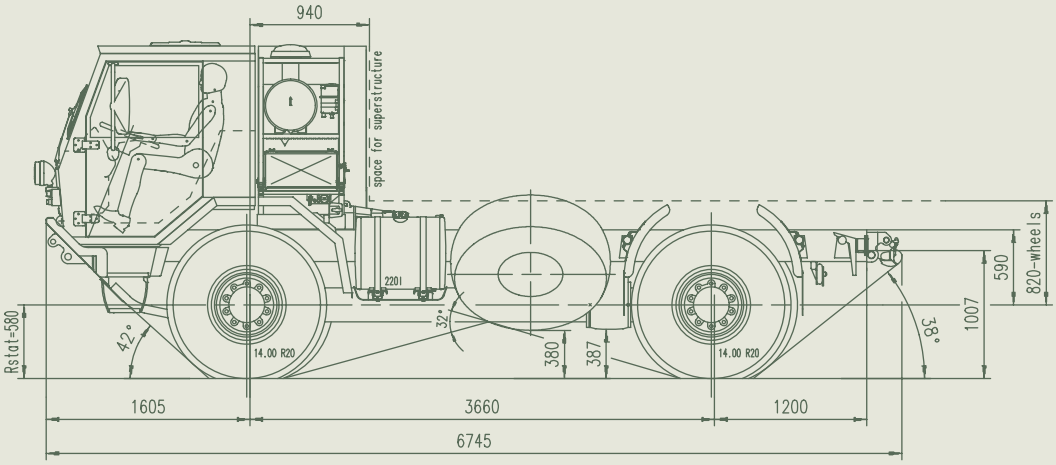
Max. speed	106 km/h
Max. grade at GVW	100 %
Side slope at CW	39 °
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording capability	1,200 mm
Cruising range (on road)	800 km
Operating temperature	-32 to +49 °C

CARGO BODY

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

T 815-7L0R49 19 258 4x4.1R

4x4 HIGH MOBILITY HEAVY DUTY - TACTICAL TRUCK



The TATRA 4x4 High Mobility Heavy Duty - Tactical Truck is a member of the most recent development of the new military family of TATRA trucks - heavy-duty vehicles designed for rough terrain, difficult climatic and environment conditions. Due to its specific design features, this truck is particularly suitable for expeditionary forces and for deployment overseas.
The 4x4 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are unique characteristics of the TATRA-concept chassis proven for more than 80 years. It allows each wheel to move independently, with improved steering, and maximum tire-to-ground contact, while featuring extreme resistance of the chassis against torsion and bending. This is provided by a solid 3D frame formed by connecting the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and service-free design without conventional cardan-shaft torque distribution are other benefits of this concept.
Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.
• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add-on armoring kits to be implemented by the end-user when needed (armor protection level 2 for KE threat, levels 2a, 2b for grenade and mine blast threat according to STANAG 4569)

ENGINE - CUMMINS ISLe 350

Water-cooled, 4-stroke, turbocharged, aftercooled, direct injection diesel, electronically controlled. EURO 3 emission level.

Make	CUMMINS
Modell	ISLe 350
Numbers of cylinders	6 in-line
Bore/stroke	114/144,5 mm
Displacement	8 850 cm^3
Max. power output	258 kW (350 bhp)/2,100 RPM
Max. torque	1550 Nm/1400 RPM

CLUTCH

MFZ 1x430, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster.

TRANSMISSION

Model	Tatra 10 TS180
Manual, no. of gears forward/reverse	10/1

TRANSFER CASE TATRA 2.30 TRK 1.1/1.8

2-speed reducing with front-drive shift.

FRONT AXLE

Steered, driven with swinging half-axles, front-drive disconnect, axle differential lock. Air springs and telescopic shock absorbers. Wheel hub reductions. Anti-roll bar.

REAR AXLE

Driven, with swinging half-axles, axle differential lock. Air springs and telescopic shock absorbers. Wheel hub reductions. Anti-roll bar.

STEERING

Left hand drive, integral power steering.

BRAKE SYSTEM

Drum brakes, pneumatically assisted, wedge type self-adjustable brake units, ABS.
Four separate brake systems: service, emergency, parking and relief engine brake.

WHEELS

Single tactical tyres on all axles with automatically controlled CTIS.

Tyres	14.00 R20 Tubeless
Discs	20 -10.00 V

Beadlocks as option
Run-flats as option

CAB

TATRA military, low profile all-steel cab enabling vehicle air transport-ability in C-130. Forward control cab, tilted manually/electically by hydraulic pump. 2 adjustable seats with safety belts, firm middle seat with safety belt, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit, independent heating as option. Prepared for add-on armoring.

DIMENSIONS

Overall width	2,500 mm
Overall length	6,800 mm
Height max.	2,660 mm (over cab)
Track - front/rear	2,072 mm
Ground Clearance	380 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Chassis Curb weight	8,200 kg
Chassis Payload (max.)	10,800 kg
Gross vehicle weight (max.)	19,000 kg
Max. trailer weight (max.)	20,000 kg
Max. gross combination weight	39,000 kg

ELECTRIC EQUIPMENT

Circuit voltage	24V, negative pole grounded
Battery	170 Ah
Alternator	28 V/70A

Black-out electrical system and convoy lights.

FUEL TANK

Capacity 220 ltrs, 320 and 420 ltrs as option.

PERFORMANCE

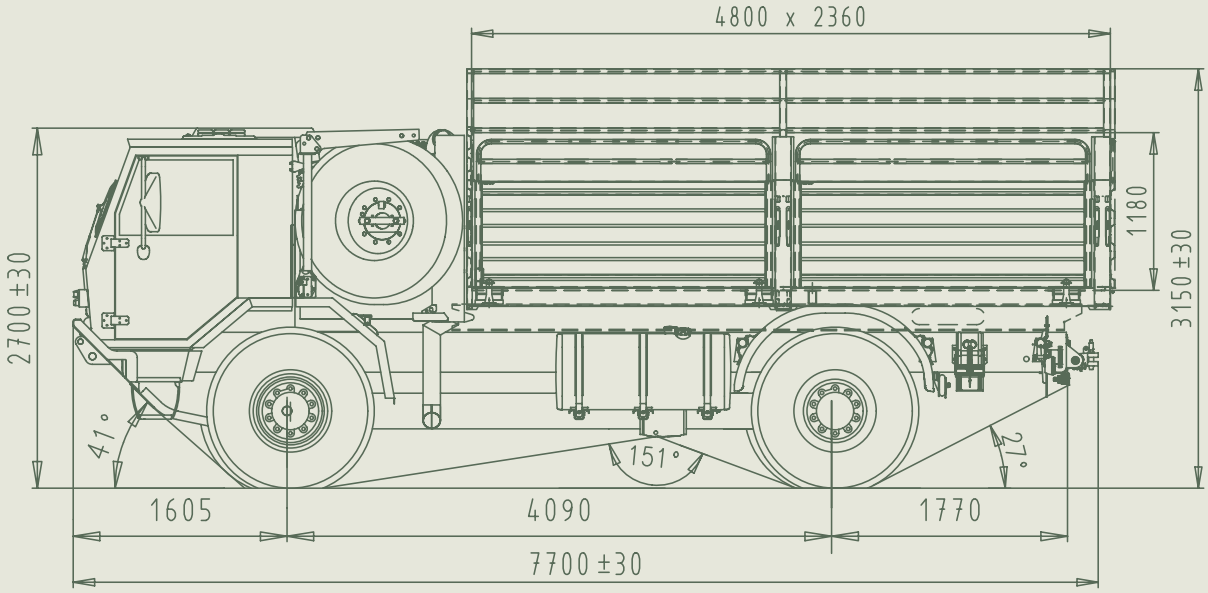
Gradeability	75 %
Max. speed	100 km/h
Turning circle diameter (curb to curb)	15.5 ± 1 m
Fording capability	1,500 mm
Crossing ability - trench width	900 mm
Cruising range - on road approx.	700 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-32 to + 49 °C

EQUIPMENT

Trailer hook - automatic, Dw = 95 kN, incl. electrical and braking system coupling.
Platform , foldable benches for 20 soldiers,
rolled up sides of tarp, access through the rear. Transport of 6 or 10 ft ISO containers.
Driver´s tools for maintenance and common repairs. 2kg ABC Fire extinguisher, pioneer tools, jack, wheel chock, 4x 20L jerry cans.
Winch - pulling capacity 54 kN, rope length 30 m - as option.

T 815-780R49 19 270 4x4.1R

4x4 HMHD CARGO/TROOP CARRIER



The TATRA 4x4 High Mobility Heavy Duty - Tactical Truck is a member of the most recent development of the new military family of TATRA trucks - heavy-duty vehicles designed for rough terrain, difficult climatic and environment conditions. Due to its specific design features, this truck is particularly suitable for expeditionary forces and for deployment overseas.

The 4x4 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are unique characteristics of the TATRA-concept chassis proven for more than 80 years. It allows each wheel to move independently, with improved steering, and maximum tire-to-ground contact, while featuring extreme resistance of the chassis against torsion and bending. This is provided by a solid 3D frame formed by connecting the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and service-free design without conventional cardan-shaft torque distribution are other benefits of this concept.

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add-on armoring kits to be implemented by the end-user when needed (armor protection level 2 for KE threat, levels 2a, 2b for grenade and mine blast threat according to STANAG 4569)

ENGINE TATRA T3C-928-81 EURO 3

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel.

Number of cylinders	8
Bore/stroke	120/140 mm
Displacement	12.7 ltrs
Power output	270 kW/1,800 RPM
Max. torque	1,850 Nm/1,000 RPM

CLUTCH

MFZ 1x430, single plate, with diaphragm spring. Hydraulic control with pneumatic booster.

TRANSMISSION - TATRA 14 TS 210L

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the crawler and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRS 1.85 (0.8). Speed reducing. Pneumatic control.

FRONT AXLE

TATRA steered and driven swing half-axle with independent wheel suspension, axle differential lock and front drive disconnect. Wheel hub reductions.
Air springs and telescopic shock absorbers.

REAR AXLE

TATRA driven swing half-axle with independent wheel suspension, axle differential lock. Wheel hub reductions. Air springs and telescopic shock absorbers. Anti-roll bar.

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	14.00 R20

Beadlocks as option

CAB

COE type, forward tilting, all-steel, two doors, driver´s adjustable seat with safety belt, firm 3 seats with safety belts, flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Prepared for add-on armoring.

FRAME

With container ISO 1C adapters enabling to transport any ISO 1C container or module up to 21,000 kg.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 170 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,500 mm
Track	- front/rear	2,072 mm
Clearance		380 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

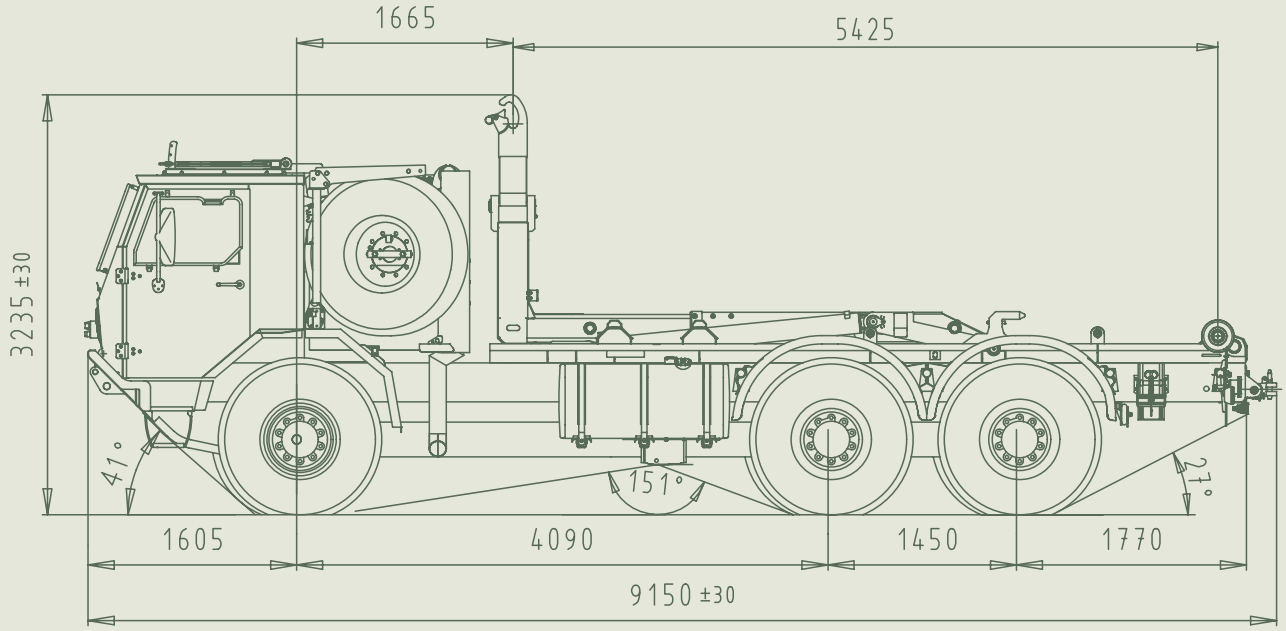
Curb weight	8,600 kg
Payload max.	10,400 kg
GVW max.	19,000 kg

PERFORMANCE

Top speed	106 km/h
Gradeability at GVW	100 %
Side slope	45%
Turning circle diameter (curb to curb)	16 ± 1 m
Fording capability	1,500 mm
Crossing ability - trench width	900 mm
Fuel tank	420 ltrs
Cruising range (on road)	1,000 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-32°C ÷ 49°C

T 815-780R29 29 270 6x6.1R

6x6 HMHD CHASSIS-CAB WITH LOAD HANDLING UNIT



The TATRA 6x6 High Mobility Heavy Duty Tactical Truck is a member of the most recent development of the new military family of TATRA trucks - heavy-duty vehicles. Truck is suitable for operation in the most difficult off-road or cross-country conditions. It can serve as a tactical truck, or carry various kinds of special superstructures and load handling systems. Exceptional resistance of the chassis against twist and bending, as well as low transfer of vibrations on the load make it ideal means for transporting standard containers and shelters, sophisticated electronics, or other sensitive loads.
The 6x6 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are unique characteristics of the TATRA-concept chassis proven for more than 80 years. It allows each wheel to move independently, with improved steering, and maximum tire-to-ground contact, while featuring extreme resistance of the chassis against torsion and bending. This is provided by a solid 3D frame formed by connecting the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and actually service-free design without conventional cardan-shaft torque distribution are other benefits of this concept.
Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.
• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add-on armoring kits to be implemented by the end-user when needed (armor protection level 2 for KE threat, levels 2a, 2b for grenade and mine blast threat according to STANAG 4569)

ENGINE TATRA T3C-928-81 EURO 3

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel.

Number of cylinders	8
Bore/stroke	120/140 mm
Displacement	12.7 ltrs
Power output	270 kW/1,800 RPM
Max. torque	1,850 Nm/1,000 RPM

CLUTCH

MFZ 1x430, single plate, with diaphragm spring. Hydraulic control with pneumatic booster.

TRANSMISSION - TATRA 14 TS 210L

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the crawler and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRS 1.85 (0.8). Speed reducing. Pneumatic control.

FRONT AXLE

TATRA steered and driven swing half-axle with independent wheel suspension, axle differential lock front-drive disconnect. Wheel hub reductions.
Air springs and telescopic shock absorbers.

REAR AXLES

TATRA driven swing half-axles with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions.
Air springs and telescopic shock absorbers, torsion stabilizers.

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	14.00 R20
Run-flats	

CAB

COE type, forward tilting, all-steel, two doors, 2 adjustable seat with safety belts, flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Add-on armoring, Level 1, STANAG 4569.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 170 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,500 mm
Track	- front/rear	2,072 mm
Clearance		380 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight	14,700 kg
Payload max.	14,300 kg
GVW max.	29,000 kg

PERFORMANCE

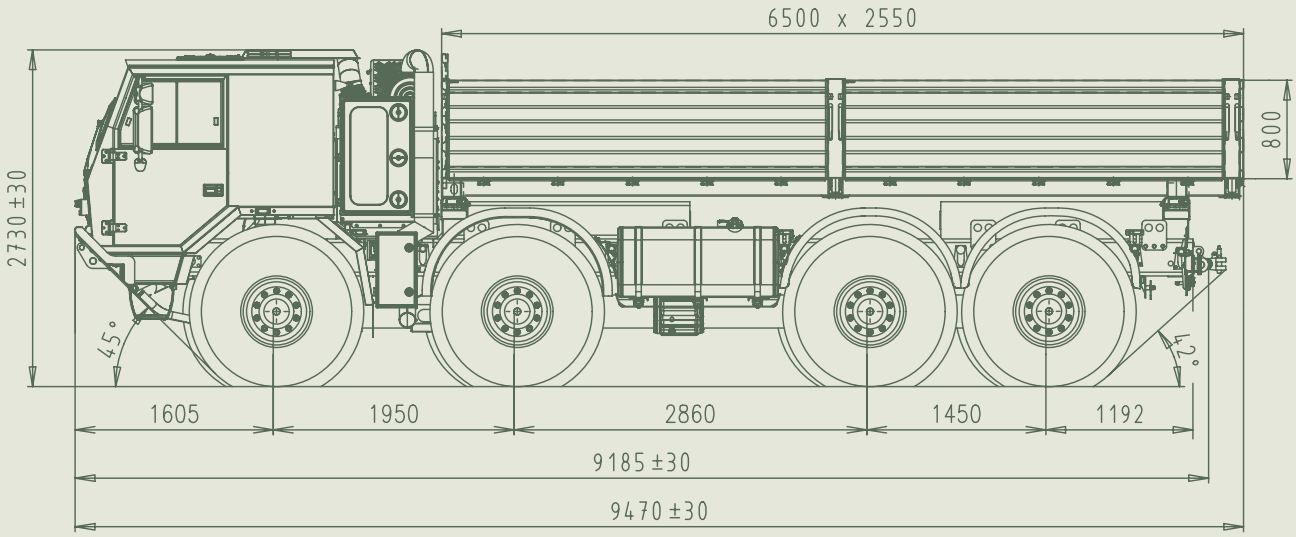
Top speed	106 km/h
Gradeability at GVW	85 %
Side slope	45 %
Turning circle diameter (curb to curb)	21,5 ± 1 m
Fording capability	1,500 mm
Crossing ability - trench width	900 mm
Fuel tank	420 ltrs
Cruising range (on road)	1,000 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-32°C ÷ 49°C

LOAD HANDLING UNIT

Maximal capacity 14,000 kg, compatible with flatracks and containers per STANAG 2413. Tiltable hook for C-130 transportability.

T 815-790R99 38 300 8x8.1R

8x8 HIGH MOBILITY HEAVY DUTY TACTICAL TRUCK



The TATRA 8x8 High Mobility Heavy Duty Tactical Truck is a member of the most recent development of the new military family of TATRA trucks - heavy-duty vehicles. Due to its specific design features and 8x8 drive configuration, this truck is particularly suitable for operation in the most difficult off-road or cross-country conditions. It can serve as a tactical truck, or carry various kinds of special superstructures and load handling systems. Exceptional resistance of the chassis against twist and bending, as well as low transfer of vibrations on the load make it ideal means for transporting standard containers and shelters, sophisticated electronics, or other sensitive loads.

The 8x8 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are unique characteristics of the TATRA-concept chassis proven for more than 80 years. It allows each wheel to move independently, with improved steering, and maximum tire-to-ground contact, while featuring extreme resistance of the chassis against torsion and bending. This is provided by a solid 3D frame formed by connecting the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and actually service-free design without conventional cardan-shaft torque distribution are other benefits of this concept.

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add-on armoring kits to be implemented by the end-user when needed (armor protection level 2 for KE threat, levels 2a, 2b for grenade and mine blast threat according to STANAG 4569)

ENGINE TATRA T3C-928-90 EURO 3

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel.

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 - TATRA 14 TS 210L

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the crawler and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRS 1.85 (0.8). Speed reducing. Pneumatic control.

FRONT AXLES

TATRA steered and driven swing half-axles with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions.

Air springs and telescopic shock absorbers.

REAR AXLES

TATRA driven swing half-axles with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions.

Air springs and telescopic shock absorbers, torsion stabilizers.

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

Beadlocks as option

CAB

COE type, medium size, forward tilting, all-steel, two doors, driver´s adjustable seat with safety belt, firm 3 seats with safety belts, flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Prepared for add-on armoring.

FRAME

With container ISO 1C adapters enabling to transport any ISO 1C container or module up to 21,000 kg.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 170 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,500 mm
Track	- front/rear	2,072 mm
Clearance		410 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

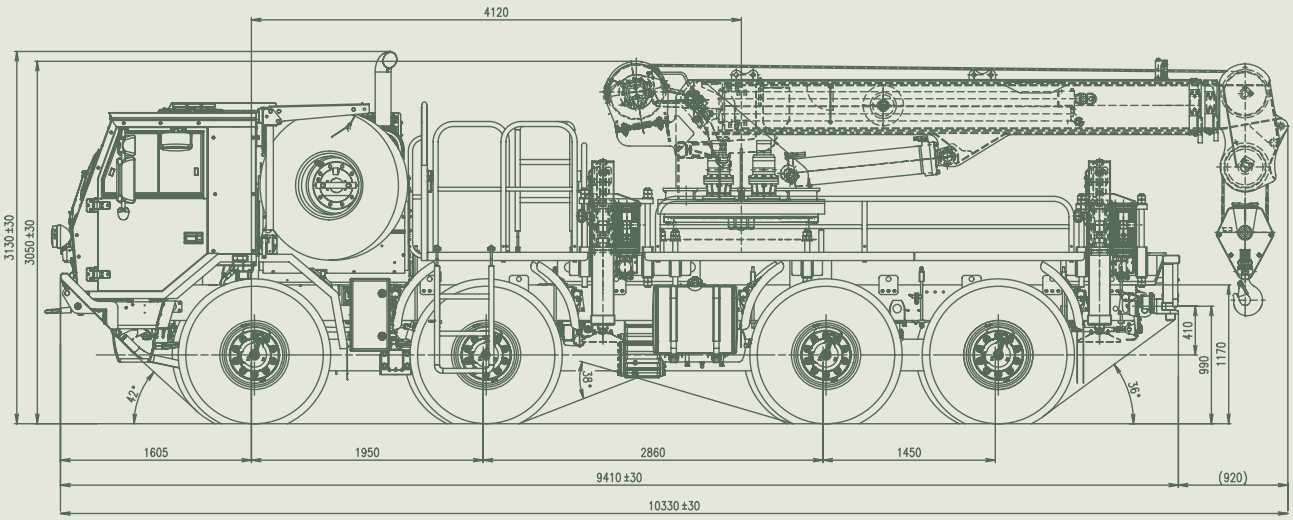
Curb weight - chassis	13,300 kg
Payload max. - chassis	24,700 kg
GVW max.	38,000 kg

PERFORMANCE

Top speed	115 km/h
Gradeability at GVW	60 %
Side slope	45%
Turning circle diameter (curb to curb)	23 ± 1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,100 mm
Fuel tank	420 ltrs
Cruising range (on road)	750 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C ÷ 49°C

T 815-77RR89 38 300 8x8.1R

8x8 HIGH MOBILITY HEAVY DUTY CRANE



The TATRA 8x8 High Mobility Heavy Duty Tactical Truck is a member of the most recent development of the new military family of TATRA trucks - heavy-duty vehicles. Due to its specific design features and 8x8 drive configuration, this truck is particularly suitable for operation in the most difficult off-road or cross-country conditions. It can serve as a tactical truck, or carry various kinds of special superstructures and load handling systems. Exceptional resistance of the chassis against twist and bending, as well as low transfer of vibrations on the load make it ideal means for transporting standard containers and shelters, sophisticated electronics, or other sensitive loads.

The 8x8 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are unique characteristics of the TATRA-concept chassis proven for more than 80 years. It allows each wheel to move independently, with improved steering, and maximum tire-to-ground contact, while featuring extreme resistance of the chassis against torsion and bending. This is provided by a solid 3D frame formed by connecting the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and actually service-free design without conventional cardan-shaft torque distribution are other benefits of this concept.

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add-on armoring kits to be implemented by the end-user when needed (armor protection level 2 for KE threat, levels 2a, 2b for grenade and mine blast threat according to STANAG 4569)

ENGINE TATRA T3C-928-70 EURO 2

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel.

Number of cylinders	8
Bore/stroke	120/140 mm
Displacement	12.7 ltrs
Power output	300 kW/1,800 RPM
Max. torque	1,830 Nm/1,200 RPM

CLUTCH

MFZ 1x430, single plate, with diaphragm spring. Hydraulic control with pneumatic booster.

TRANSMISSION - TATRA 10 TS 180

Number of speeds:	- forward	10
	- reverse	2

Semiautomatic split. Except of the first and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRK 1.1/1.8. Speed reducing. Pneumatic control.

FRONT AXLES

TATRA steered and driven swing half-axles with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions.

Air springs and telescopic shock absorbers.

REAR AXLES

TATRA driven swing half-axles with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions.

Air springs and telescopic shock absorbers, torsion stabilizers.

STEERING

Right/left 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	14.00 R20

Beadlocks as option

CAB

COE type, forward tilting, all-steel, two doors, 2 adjustable seats with safety belts, flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Prepared for add-on armoring.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 170 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,500 mm
Track	- front/rear	2,072 mm
Clearance		380 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight - chassis	13,300 kg
GVW	25,350 kg

PERFORMANCE

Top speed	82 km/h
Gradeability at GVW (Adhesion limit)	100 %
Side slope	45%
Turning circle diameter (curb to curb)	23 ± 1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,000 mm
Fuel tank	420 ltrs
Cruising range (on road)	1,000 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-32°C ÷ 49°C

WINCH

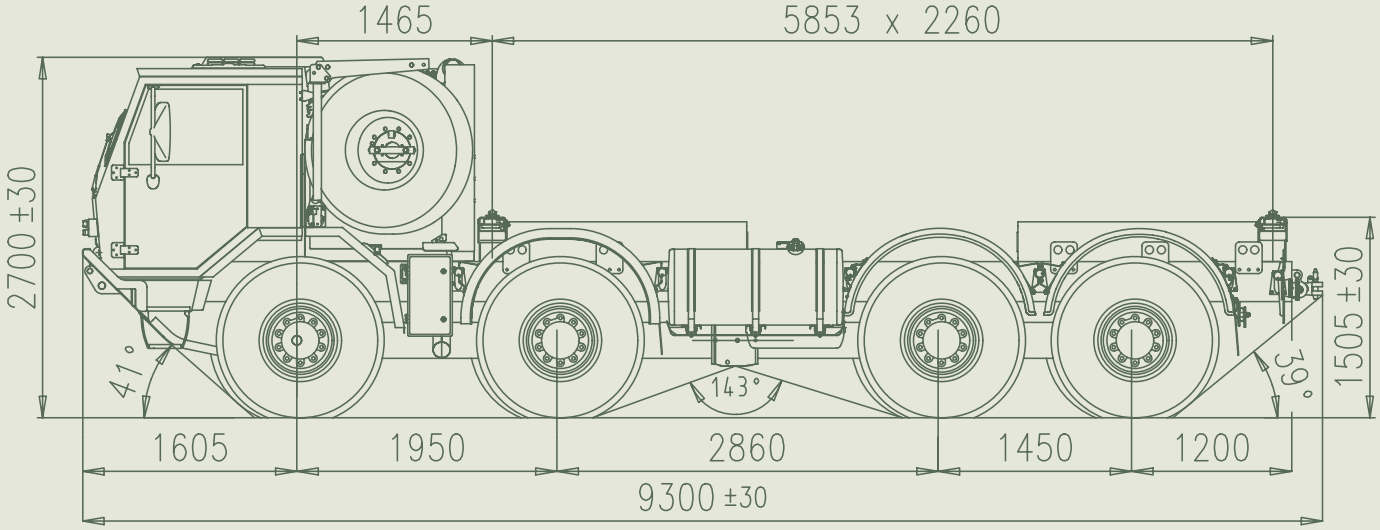
Mechanical, pulling force 150 kN, 45 m rope length.

CRANE

Low profile telescopic crane, hydraulically powered and controlled. Lifting capacity 15,500 kg, 3.6 t/10 m.

T 815-780R89 38 270 8x8.1R

8x8 HMHD UNIVERSAL CONTAINER CARRIER



The TATRA 8x8 High Mobility Heavy Duty Tactical Truck is a member of the most recent development of the new military family of TATRA trucks - heavy-duty vehicles. Due to its specific design features and 8x8 drive configuration, this truck is particularly suitable for operation in the most difficult off-road or cross-country conditions. It can serve as a tactical truck, or carry various kinds of special superstructures and load handling systems. Exceptional resistance of the chassis against twist and bending, as well as low transfer of vibrations on the load make it ideal means for transporting standard containers and shelters, sophisticated electronics, or other sensitive loads.

The 8x8 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are unique characteristics of the TATRA-concept chassis proven for more than 80 years. It allows each wheel to move independently, with improved steering, and maximum tire-to-ground contact, while featuring extreme resistance of the chassis against torsion and bending. This is provided by a solid 3D frame formed by connecting the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and actually service-free design without conventional cardan-shaft torque distribution are other benefits of this concept.

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add-on armoring kits to be implemented by the end-user when needed (armor protection level 2 for KE threat, levels 2a, 2b for grenade and mine blast threat according to STANAG 4569)

ENGINE TATRA T3C-928-81 EURO 3

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel.

Number of cylinders	8
Bore/stroke	120/140 mm
Displacement	12.7 ltrs
Power output	270 kW/1,800 RPM
Max. torque	1,850 Nm/1,000 RPM

CLUTCH

MFZ 1x430, single plate, with diaphragm spring. Hydraulic control with pneumatic booster.

TRANSMISSION - TATRA 14 TS 210L

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the crawler and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRS 1.85 (0.8). Speed reducing. Pneumatic control.

FRONT AXLES

TATRA steered and driven swing half-axles with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions.

Air springs and telescopic shock absorbers.

REAR AXLES

TATRA driven swing half-axles with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions.

Air springs and telescopic shock absorbers, torsion stabilizers.

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	14.00 R20

Beadlocks as option

CAB

COE type, forward tilting, all-steel, two doors, 2 adjustable seats with safety belts, flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Prepared for add-on armoring.

FRAME

With container ISO 1C adapters enabling to transport any ISO 1C container or module up to 19,000 kg.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 170 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,500 mm
Track	- front/rear	2,072 mm
Clearance		380 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

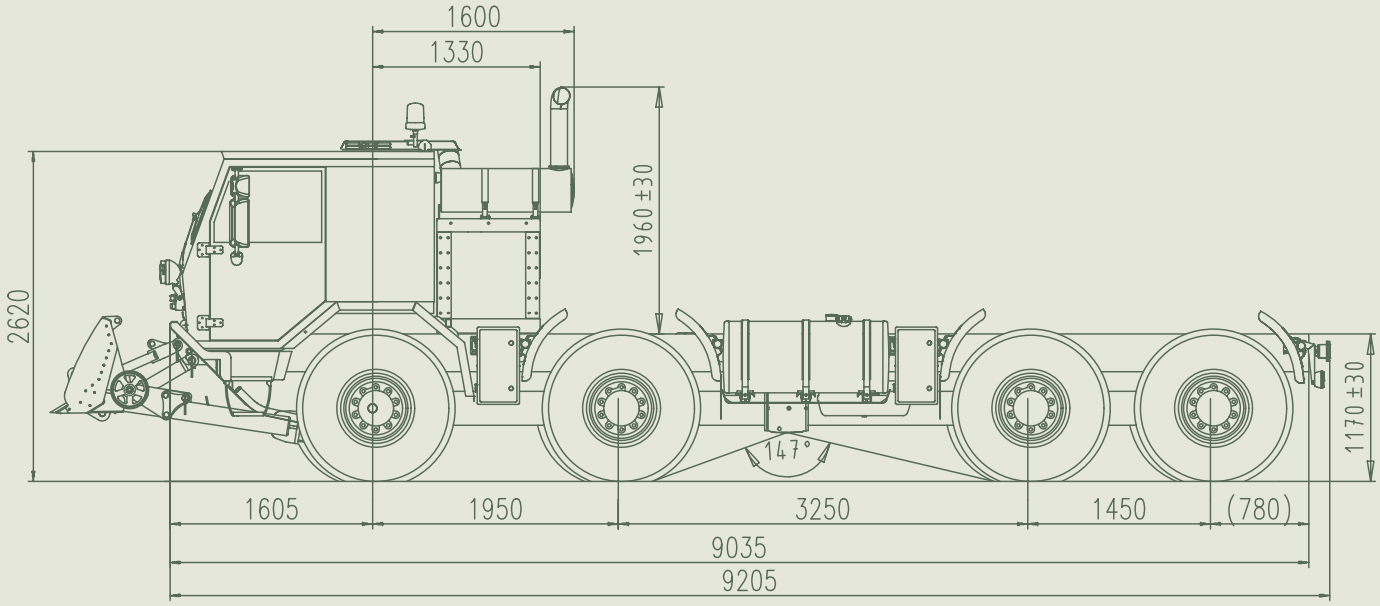
Curb weight	13,000 kg
Payload max.	25,000 kg
GVW max.	38,000 kg

PERFORMANCE

Top speed	106 km/h
Gradeability at GVW	60 %
Side slope	45%
Turning circle diameter (curb to curb)	23 ± 1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,000 mm
Fuel tank	420 ltrs
Cruising range (on road)	750 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-32°C ÷ 49°C

T 815-790R99 38 300 8x8.1R

8x8 HIGH MOBILITY HEAVY DUTY CHASSIS-CAB



The TATRA 8x8 High Mobility Heavy Duty Tactical Truck is a member of the most recent development of the new military family of TATRA trucks - heavy-duty vehicles. Due to its specific design features and 8x8 drive configuration, this truck is particularly suitable for operation in the most difficult off-road or cross-country conditions. It can serve as a tactical truck, or carry various kinds of special superstructures and load handling systems. Exceptional resistance of the chassis against twist and bending, as well as low transfer of vibrations on the load make it ideal means for transporting standard containers and shelters, sophisticated electronics, or other sensitive loads.

The 8x8 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are unique characteristics of the TATRA-concept chassis proven for more than 80 years. It allows each wheel to move independently, with improved steering, and maximum tire-to-ground contact, while featuring extreme resistance of the chassis against torsion and bending. This is provided by a solid 3D frame formed by connecting the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and actually service-free design without conventional cardan-shaft torque distribution are other benefits of this concept.

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add-on armoring kits to be implemented by the end-user when needed (armor protection level 2 for KE threat, levels 2a, 2b for grenade and mine blast threat according to STANAG 4569)

ENGINE TATRA T3C-928-90 EURO 3

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel.

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 - TATRA 14 TS 210L

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the crawler and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRS 1.85 (0.8). Speed reducing. Pneumatic control.

FRONT AXLES

TATRA steered and driven swing half-axles with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions.

Air springs and telescopic shock absorbers.

REAR AXLES

TATRA driven swing half-axles with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions.

Air springs and telescopic shock absorbers, torsion stabilizers.

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	14.00 R20
Run-flats	

CAB

COE type, medium size, forward tilting, all-steel, two doors, driver´s adjustable seat with safety belt, firm 3 seats with safety belts, flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Add-on armoring, Level 1, STANAG 4569.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 170 Ah
Alternator	80 A/28 V

DIMENSIONS

Width		2,500 mm
Track	- front/rear	2,072 mm
Clearance		380 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight - chassis	15,200 kg
Payload max. - chassis	22,800 kg
GVW max.	38,000 kg

PERFORMANCE

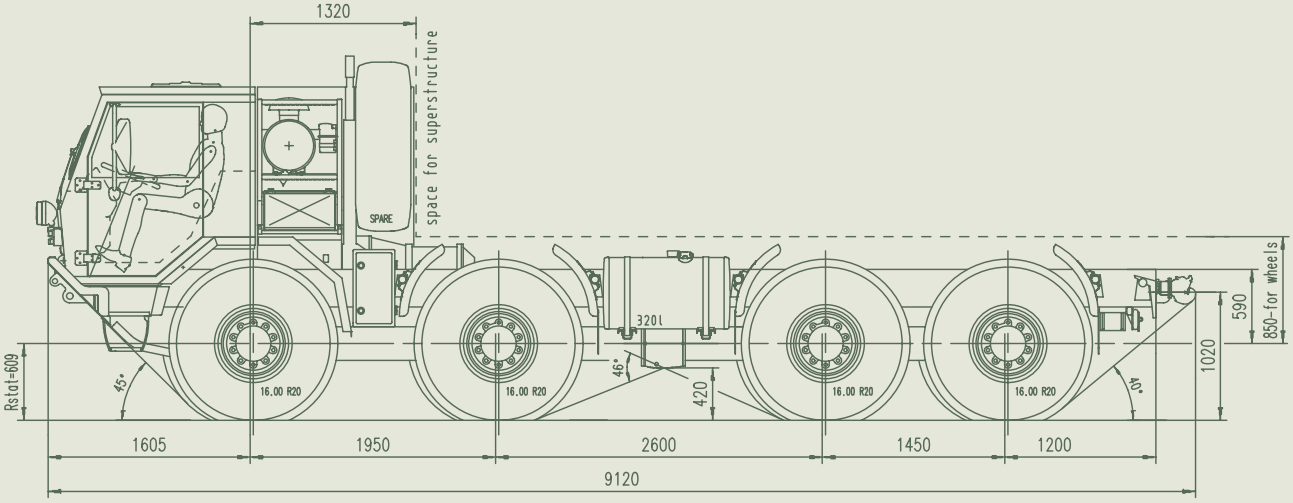
Top speed	106 km/h
Gradeability at GVW	60 %
Side slope	45%
Turning circle diameter (curb to curb)	24 ± 1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,000 mm
Fuel tank	420 ltrs
Cruising range (on road)	750 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-32°C ÷ 49°C

BULDOZER BLADE

Engineering work - digging, making roads, remaing of briers, 2,540 mm width.

T 815-7MOR89 38 306 8x8.1R

8x8 HIGH MOBILITY HEAVY DUTY TACTICAL TRUCK



The TATRA 8x8 High Mobility Heavy Duty Tactical Truck is a member of the most recent development of the new military family of TATRA trucks - heavy-duty vehicles. Due to its specific design features and 8x8 drive configuration, this truck is particularly suitable for operation in the most difficult off-road or cross-country conditions. It can serve as a tactical truck, or carry various kinds of special superstructures and load handling systems. Exceptional resistance of the chassis against twist and bending, as well as low transfer of vibrations on the load make it ideal means for transporting standard containers and shelters, sophisticated electronics, or other sensitive loads.

The 8x8 all-wheel drive chassis employs new development of the independent suspension and backbone tube frame, which are unique characteristics of the TATRA-concept chassis proven for more than 80 years. It allows each wheel to move independently, with improved steering, and maximum tire-to-ground contact, while featuring extreme resistance of the chassis against torsion and bending. This is provided by a solid 3D frame formed by connecting the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube frame also protects all driveline components, which are placed inside the backbone tube, against impacts, dust, and humidity. Low service and maintenance costs, and actually service-free design without conventional cardan-shaft torque distribution are other benefits of this concept.

Air springs all-round, along with the independent wheel suspension, care for low vertical vibration, and thus provide high ride comfort, enabling also fast drive in rough terrain.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly • Optional add-on armoring kits to be implemented by the end-user when needed (armor protection level 2 for KE threat, levels 2a, 2b for grenade and mine blast threat according to STANAG 4569)

ENGINE

Water cooled, electronically controlled direct injection, turbo-charged, charge air cooled, diesel. Euro 3.

Make	Cummins
Model	ISMe 420 30
No. of cylinders	6 in-line
Bore/stroke	125/147 mm
Swept volume	10.8 ltrs
Power	306 kW /1,900 RPM
Torque	2,010 Nm/1,200 RPM

TORQUE CONVERTER

Make	Twin Disc
Model	8-FLW-1754-1

Equipped with lock-up clutch and PTOs

TRANSMISSION

Make	Twin Disc
Model	TD61-1187 M

Electronically controlled, fully automatic.

No. of gears forward/reverse	6/1

Limp home function, shift-and-fault indicator.
Integrated into the chassis backbone tube eliminates transfer box
Lockable front-rear divider integrated.

FRONT AXLES

TATRA steered and driven swing half-axles with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions.
Air springs and telescopic shock absorbers.

REAR AXLES

TATRA driven swing half-axles with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions.
Air springs and telescopic shock absorbers, torsion stabilizers.

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 automatically controlled CTIS.

Rims	20 -10.00V
Tyres	16.00 R20

Beadlocks as option

CAB

COE type, forward tilting, all-steel, two doors, 2 adjustable seats with safety belts, firm middle seat with safety belt, flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Prepared for add-on armoring.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Ground pole	negative
Batteries	4x 12V, 180 Ah
Alternator	70 A/28 V

DIMENSIONS

Width	2,500 mm
Track - front/rear	2,072 mm
Approach angle	45°
Departure angle	40°
Clearance	410 mm

Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

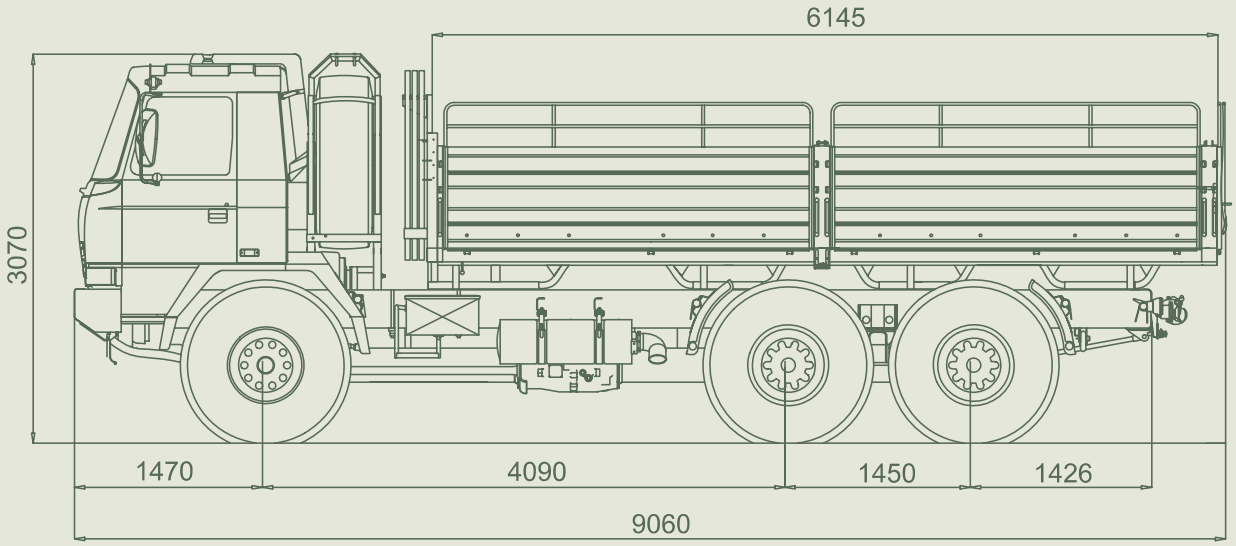
Curb weight - chassis	13,700 kg
Payload max. - chassis	24,300 kg
GVW max.	38,000 kg

PERFORMANCE

Top speed	105 km/h
Gradeability at GVW (adhesion limit)	100 %
Side slope	30°
Turning circle diameter (curb to curb)	22.7 ± 1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,000 mm
Fuel tank	570 ltrs
Cruising range on road approx.	900 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C ÷ 49°C

T 815-6MWV27 26 298 6x6.1R

6x6 CARGO/TROOP CARRIER



The TATRA T815-6MWV27 platform truck has been designed for extreme terrain and climatic conditions - up to +50°C ambient temperatures. The 6x6 all-wheel drive chassis employs the unique features of the TATRA-concept chassis, which has excellent ability to negotiate difficult terrains. The unique system of TATRA chassis, composed of central backbone tube and independent swing half-axles, is extremely resistant against torsion and bending and makes it possible to negotiate difficult terrain and rough surfaces at higher speeds and with better ride comfort than conventional chassis. The backbone tube also covers all parts and components of the driveline and in this way protects them from impacts and damage. 6-speed fully automatic electronically-controlled transmission is incorporated directly into the backbone tube and forms an integral part of the chassis structure. This design makes it possible that the transmission works also as a transfer box, so no transfer box is needed. Semi-automatic TATRA CTIS is standard equipment.

ENGINE

Water-cooled, four-stroke turbocharged and charge-air-cooled direct injection Diesel, electronically controlled

Make	CUMMINS
Modell	ISM 400
Number and arrangement of cylinders	6 in line
Bore/stroke	125/147 mm
Swept volume	10.8 ltrs
Max. power output	400 bhp (298 kW)/1,800 r.p.m.
Rated speed	2,100 r.p.m.
Max. torque	1,966 Nm/1,200 r.p.m.

TORQUE CONVERTER

Make	Twin Disc
Model	8-FLW-1750

Equipped with lock-up clutch and 2 PTO's.

TRANSMISSION

Make		Twin Disc
Model		TD61-1177
Number of speeds:	- forward	6
	- reverse	1

Electronically controlled, fully automatic.
Integrated into the chassis backbone tube eliminates the need of transfer box.
Limp-home function, shift-and-fault indicator.
Lockable front/rear torque divider integrated.

FRONT AXLE - TATRA

Swing half-axle with independent wheel suspension, sprung by torsion bars and telescopic shock absorbers. Side differential lock. Wheel hub reductions.

REAR AXLES - TATRA

Swing half-axles with independent wheel suspension, sprung by air bags with coil springs inside. Side differential and inter-axle differential locks. Wheel hub reductions.

STEERING

Left-hand side, integral, power assisted.

BRAKE SYSTEM

Service brake - dual circuit pressure-air brakes, load sensitive, acting on wheels of all axles. Wedge-type self-adjustable brake units.
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
Trailer coupling for service, emergency and parking brakes.

WHEELS

Single tyres on all axles, with semi-automatic CTIS.

Rims	20-10.00 V
Tyres	16.00 R20

CAB

Cab-over-engine type, all-metal, two-door cabin with a manhole in the roof. 2 full-size seats + 1 emergency seat located at engine cover. Manual, hydraulically operated cabin tilt.

DIMENSIONS

Width (max.)		2,550 mm
Length		9,060 mm
Height	(over cab)	3,070 mm
	(over crane)	3,170 mm
	(over canvas)	3,610 mm
Wheelbase		4,090 +1,450 mm
Track	- front	2,034 mm
	- rear	2,054 mm
Ground clearance		390 mm
Approach angle		39°
Departure angle		34°
Ramp angle		25°

WEIGHTS

Curb weight	13,400 kg
Payload - high mobility	11,600 kg
GVW - high mobility	25,000 kg
Payload - max.	12,600 kg
GVW - max. (on road and cross country)	26,000 kg
Max. trailer weight:	25,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Ground pole	negative
Alternator	28 V/70 A
Batteries	2 x 12 V/165 Ah

PERFORMANCE

Max. speed		110 km/h
Gradeability		100%
Side slope		45%
Climbing ability - vertical step		600 mm
Crossing ability - trench width		1,000 mm
Fordability		1,250 mm
Turning circle diameter	- between curbs	25 m
	- between walls	26.7 m
Volume of fuel tank		320 ltrs
Cruising range - on road		ca 600 km
Operating temperature		-30 to +50 °C

ADDITIONAL EQUIPMENT

Pintle hook	NATO-type,automatic
Crane - capacity	1,000 kg / 7 m

Blackout lights
Slave start connector NATO

OPTIONS

Bead locks	
Winch, rear pull, capacity	90 kN
rope length	50 m
Front protection guard	
AC	
Adjustable steering wheel	
Fuel tank	420 ltrs
Automatic CTIS with:	- 4 terrain pressure setting
	- flat detection and run-flat function
	- overspeed function

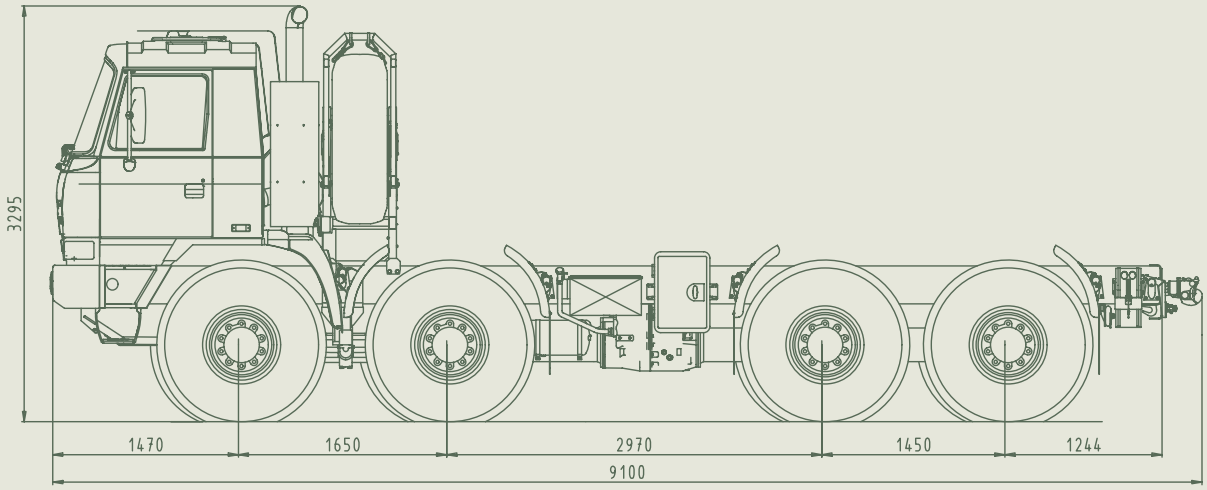
NBC protection set

CARGO BODY

For 26 soldiers or 2x10 ft or 1x20 ft container.

T 815-6MOR87 33 224 8x8.1R

8x8 FUEL TANKER 12,500 ltrs



The TATRA T815-6MOR87 fuel tanker has been designed for extreme terrain and climatic conditions - up to +50 °C ambient temperatures. The 8x8 all-wheel drive chassis employs the unique features of the TATRA-concept chassis, which has excellent ability to negotiate difficult terrains. The unique system of TATRA chassis, composed of central backbone tube and independent swing half-axles, is extremely resistant against torsion and bending and makes it possible to negotiate difficult terrain and rough surfaces at higher speeds and with better ride comfort than conventional chassis. The backbone tube also covers all parts and components of the driveline and in this way protects them from impacts and damage. 6-speed fully automatic electronically-controlled transmission is incorporated directly into the backbone tube and forms an integral part of the chassis structure. This design makes it possible that the transmission works also as a transfer box, so no transfer box is needed. Semi-automatic TATRA CTIS is standard equipment. The fuel tanker meets EU requirements for international road transport of hazardous material - ADR, class 3.

ENGINE

Water-cooled, four-stroke turbocharged and charge-air-cooled direct injection Diesel, electronically controlled

Make	CUMMINS
Modell	ISM 440E
Number and arrangement of cylinders	6 in line
Bore/stroke	125/147 mm
Swept volume	10.8 ltrs
Max. power output	324 kW/1,800 r.p.m.
Rated speed	2,100 r.p.m.
Max. torque	2,100 Nm/1,200 r.p.m.

TORQUE CONVERTER

Make	Twin Disc
Model	8-FLW-1754-1Equipped with lock-up clutch and 2 PTO's.

TRANSMISSION

Make	Twin Disc
Model	TD61-1177

Electronically controlled, fully automatic.
Integrated into the chassis backbone tube eliminates the need of transfer box.

Number of speeds:	- forward	6
	- reverse	1

Limp-home function, shift-and-fault indicator.
Lockable front/rear torque divider integrated.

FRONT AXLE - TATRA

TATRA swing half-axles with independent wheel suspension, sprung by leaf springs and telescopic shock absorbers. Permanent axle drive, side differential and inter-axle differential locks. Wheel hub reductions.

REAR AXLES - TATRA

Swing half-axles with independent wheel suspension, sprung by air bags with coil springs inside. Side differential and inter-axle differential locks. Wheel hub reductions.

STEERING

Left-hand side, integral, power assisted.

BRAKE SYSTEM

Service brake - dual circuit pressure-air brakes, load sensitive, acting on wheels of all axles. Wedge-type self-adjustable brake units.
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
Trailer coupling for service, emergency and parking brakes.

WHEELS

Single tyres on all axles, with semi-automatic CTIS.

Rims	20 -10.00 V
Tyres	16.00 R20

CAB

Cab-over-engine type, all-metal, two-door cabin with a manhole in the roof. 2 full-size seats + 1 emergency seat located at engine cover. Manual, hydraulically operated cabin tilt.

DIMENSIONS

Width (max.)		2,550 mm
Length		9,100 mm
Height		3,295 mm
Wheelbase		1,650 + 2,970 + 1,450 mm
Track	- front	2,074 mm
	- rear	2,074 mm
Ground clearance		390 mm
Approach angle		41°
Departure angle		38°
Ramp angle		38°

WEIGHTS

Curb weight	13,400 kg
Payload	19,600 kg
GVW - max. (on road and cross country)	33,000 kg
Max. trailer weight:	25,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Ground pole	negative
Alternator	28 V/70 A
Batteries	2 x 12 V/180 Ah

PERFORMANCE

Max. speed		110 km/h
Gradeability		100%
Side slope		45%
Climbing ability - vertical step		600 mm
Crossing ability - trench width		2,000 mm
Fordability		1,250 mm
Turning circle diameter	- between curbs	25 m
	- between walls	26.7 m
Volume of fuel tank		320 ltrs
Cruising range - on road		ca 600 km
Operating temperature		-30 to + 50 °C

ADDITIONAL EQUIPMENT

Pintle hook	NATO-type,automatic
Blackout lights	
Slave start connector NATO	

OPTIONS

Bead locks
Front protection guard
AC
Adjustable steering wheel

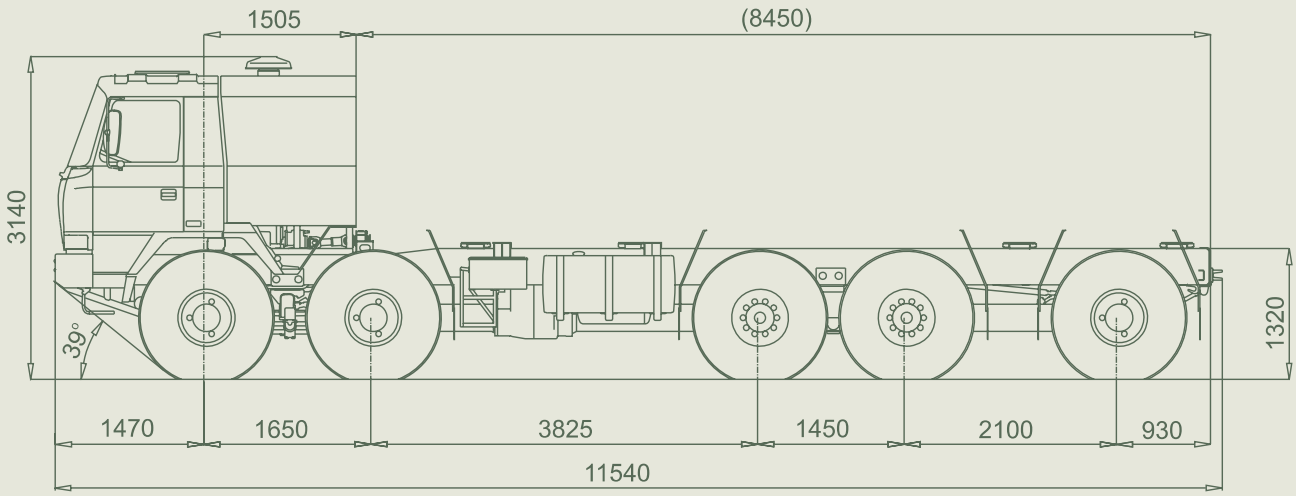
Fuel tank	420 ltrs
Automatic CTIS with:	- 4 terrain pressure setting
	- flat detection and run-flat function
	- overspeed function

FUEL TANK

Two-chamber tank made of stainless steel, capacity 12,500 ltrs. Two delivery places 2x300 l/min.

T 815-6ZVR8T 43 400 10x10.1R

10x10 SPECIAL CHASSIS-CAB



The TATRA T815 6ZVR8T 10x10 special off-road chassis has ben designed to carry special superstructures in extreme terrain and climatic conditions - up to +55 deg C ambient temperatures. The 10x10 all-wheel drive chassis employs the unique features of the TATRA-concept chassis, which has excellent ability to negotiate difficult terrains. The unique system of TATRA chassis, composed of central backbone tube and independent swing half-axles, is extremely resistant against torsion and bending and makes it possible to negotiate difficult terrain and rough surfaces at higher speeds and with better ride comfort than conventional chassis. The backbone tube also covers all parts and components of the driveline and in this way protects them from impacts and damage. 6-speed fully automatic electronically-controlled transmission is incorporated directly into the backbone tube and forms an integral part of the chassis structure. This design makes it possible that the transmission works also as a transfer box, so no transfer box is needed. Semi-automatic TATRA CTIS is standard equipment.

ENGINE

Water-cooled, four-stroke turbocharged and charge-air-cooled direct injection Diesel

Make	DEUTZ
Model	BF8M 1015C
Number and arrangement of cylinders	V8
Bore/stroke	132/145 mm
Displacement	15.9 ltrs
Max. power output	400 kW/2,100 RPM
Max. torque	2,650 Nm/1,200 - 1,400RPM

TORQUE CONVERTER

Make	Twin Disc
Model	8-FLW-1754-1

Equipped with lock-up clutch and 2 PTO's.

TRANSMISSION

Make		Twin Disc
Model		TD61-1175
Electronically controlled, fully automatic.		
Integrated into the chassis backbone tube		
Number of speeds	- forward	6
	- reverse	1

Limp-home function, shift-and-fault indicator.
Eliminates transfer box.
Lockable front/rear torque divider integrated.

FRONT AXLES

TATRA swing half-axles with independent wheel suspension, sprung by leaf springs and telescopic shock absorbers. Permanent axle drive, side differential and inter-axle differential locks. Wheel hub reductions.

REAR AXLES

TATRA swing half-axles with independent wheel suspension, sprung by combination of air bags and leaf springs at the 3rd and 4th axles, and combination air bags and coil springs at the 5th axle. Side differential and inter-axle differential locks. Wheel hub reductions.

STEERING

Left-hand drive, integral power-assisted, steerable 5th axle.
Two independent circuits with emergency steering pump.

BRAKE SYSTEM

Wedge-type self adjustable drum brake units.
Service brake - pressure-air, dual-circuit, acting on wheels of all axles.
Emergency brake - spring-type, acting on wheels of rear axles and of the second front axle.
Parking brake - spring-type, acting on wheels of rear axles and of the second front axle.
Auxiliary brake - exhaust brake, flap-type
Trailer coupling for service, emergency and parking brakes.

WHEELS

Single tyres on all axles, with semi-automatically controlled CTIS.

Rims	20 -10.00 V
Tyres	16.00 R20

Bead locks as option.

CAB

Cab-over-engine type, all-metal, two-door cabin with bent windscreen and manhole in the roof. 2 full-size seats +1 emergency seat located at engine cover. Manual, hydrauli-cally operated cabin tilt. Dependend and independent heater with pre - heating of cold engine. AC

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Ground pole	negative
Alternator	28 V/80 A
Batteries	2 x 12 V, 165 Ah

DIMENSIONS

Width (max.)		2,500 mm
Length		11,540 mm
Height (max.)		3,140 mm
Wheelbase		1,650+3,825+1,450+2,100 mm
Track	- front	2,034 mm
	- rear	2,050 mm
Approach angle		39°
Ground clearance		410 mm

WEIGHTS

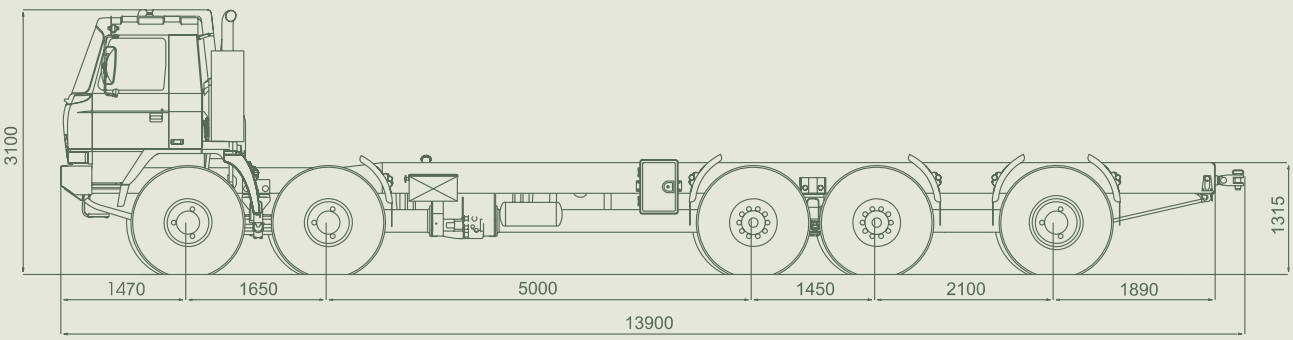
Curb weight	17,900 kg
ayload - max.	25,100 kg
GVW - max.	43,000 kg

PERFORMANCE

Max. speed	90 km/h
Gradeability	70%
Side slope	30°
Crossing ability - trench width	2,000 mm
Climbing ability - vertical step	600 mm
Fordability	1,250 mm
Turning circle diameter (curb to curb)	30 m
Fuel tank capacity	840 ltrs
Cruising range - on road	cca 850 km
Operating temperature	-30 to +55 °C

T 815-6MWR8T 39 324 10x10.1R

10x10 SPECIAL CHASSIS-CAB



The TATRA T815 6MWR8T 10x10 special off-road chassis has ben designed to carry special superstructures in extreme terrain and climatic conditions from - 30 up to +50 deg C ambient temperatures. The 10x10 all-wheel drive chassis employs the unique features of the TATRA-concept chassis, which has excellent ability to negotiate difficult terrains. The unique system of TATRA chassis, composed of central backbone tube and independent swing half-axles, is extremely resistant against torsion and bending and makes it possible to negotiate difficult terrain and rough surfaces at higher speeds and with better ride comfort than conventional chassis. The backbone tube also covers all parts and components of the driveline and in this way protects them from impacts and damage. 6-speed fully automatic electronically-controlled transmission is incorporated directly into the backbone tube and forms an integral part of the chassis structure. This design makes it possible that the transmission works also as a transfer box, so no transfer box is needed. Permanent drive of 4 axles, and last axle can be connected in rough terrain. All differentials lockable. Two front and one rear axles steer able. Semi-automatic TATRA CTIS is standard equipment operated on the move.

ENGINE

Water-cooled, four-stroke turbocharged and charge-air-cooled direct injection Diesel

Make	CUMMINS Engine Company Ltd.
Model	ISM 440E
Number and arrangement of cylinders	6 in line
Bore/stroke	125/147 mm
Displacement	10.8 ltrs
Max. power output	324 kW/1,800 RPM
Max. torque	2,100 Nm/1,200 RPM

TORQUE CONVERTER

Make	Twin Disc
Model	8-FLW-1754-1

Equipped with lock-up clutch and 2 PTO's.

TRANSMISSION

Make		Twin Disc
Model		TD61-1177
Electronically controlled, fully automatic.		
Integrated into the chassis backbone tube		
Number of speeds	- forward	6
	- reverse	1

Limp-home function, shift-and-fault indicator.
Eliminates transfer box.
Lockable front/rear torque divider integrated.

AXLES AND SUSPENSION

Independent suspension with swinging half-axles, integrated into the chassis backbone tube. Front axles equipped with leaf springs. 3rd and 4th axles equipped with combination of leaf and air springs. The rearmost axle equipped with combination of coil and air springs. Two front and the rearmost axles equipped with hydraulic shock absorbers.

STEERING

Left-hand drive, hydraulic power-assisted.Two front and the rearmost axles steerable.
Two independent circuits with emergency steering pump.

BRAKE SYSTEM

Drum brakes with wedge-type actuator, and self-adjustment feature.
Load sensing brake control at rear axles connected to the air springs.
ABS with switch-off feature for rough terrain driving conditions.
Service brake - pressure-air, dual-circuit, acting on wheels of all axles.
Emergency brake - spring-type, acting on wheels of two middle axles.
Parking brake - spring-type, acting on wheels of two middle axles.
Auxiliary brake - engine compression brake type Jacobs.
Trailer coupling for service, emergency and parking brakes.

WHEELS

Single tyres on all axles, with semi-automatically controlled CTIS.

Rims	20-10.00 V
Tyres	16.00 R20
Bead locks	

CAB

Cab-over-engine type, all-metal TATRA two-door cab with bent windscreen and manhole in the roof. 2 full-size seats +1 emer-gency seat located at engine cover. Manual, hydraulically operated cab tilt. Cab heater, A/C, NBC protection kit.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Ground pole	negative
Alternator	28 V/70 A
Batteries	2 x 12 V, 180 Ah

DIMENSIONS

Width (max.)		2,500 mm
Length		13,900 mm
Height (max.)		3,100 mm
Wheelbase		1,650+5,000+1,450+2,100 mm
Track	- front and rearmost axles	2,074 mm
	- 3rd, 4t axles	2,014 mm
Approach angle		39°
Departure angle		28°
Ground clearance		390 mm

WEIGHTS

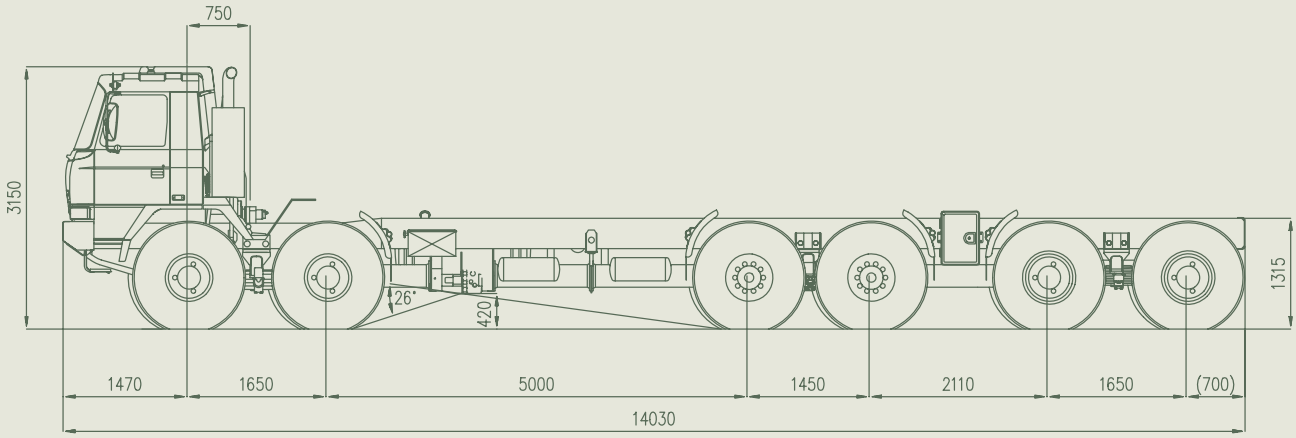
Curb weight	16,890 kg
Payload max.	22,000 kg
GVW max.	39,000 kg

PERFORMANCE

Max. speed	82 km/h
Gradability - adhession limited	80%
Side slope	30°
Crossing ability - trench width	2,000 mm
Climbing ability - vertical step	600 mm
Fordability	1,250 mm
Turning circle diameter (curb to curb)	34.2 m
Fuel tank capacity	570 ltrs
Cruising range - on road	cca 600 km
Operating temperature	-30 to +50 °C

T 815-6MWR8T 45 324 12x12.1R

12x12 SPECIAL CHASSIS-CAB



The TATRA T815- 6MWR8T 12x12 special off-road chassis has ben designed to carry special superstructures in extreme terrain and climatic conditions - up to +50 deg C ambient temperatures. The 12x12 all-wheel drive chassis employs the unique features of the TATRA-concept chassis, which has excellent ability to negotiate difficult terrains. The unique system of TATRA chassis, composed of central backbone tube and independent swing half-axles, is extremely resistant against torsion and bending and makes it possible to negotiate difficult terrain and rough surfaces at higher speeds and with better ride comfort than conventional chassis. The backbone tube also covers all parts and components of the driveline and in this way protects them from impacts and damage. 6-speed fully automatic electronically-controlled transmission is incorporated directly into the backbone tube and forms an integral part of the chassis structure. This design makes it possible that the transmission works also as a transfer box, so no transfer box is needed. Permanent drive of 4 axles, additional 2 axles can be connected in rough terrain. All differentials lockable. Two front and two rear axles steer able. Semi-automatic TATRA CTIS is standard equipment operated on the move.

ENGINE

Water-cooled, four-stroke turbocharged and charge-air-cooled direct injection Diesel

Make	CUMMINS Engine Company Ltd.
Model	ISM 440E
Number and arrangement of cylinders	6 in line
Bore/stroke	125/147 mm
Displacement	10.8 ltrs
Max. power output	324 kW/1,800 RPM
Max. torque	2,100 Nm/1,200 RPM

TORQUE CONVERTER

Make	Twin Disc
Model	8-FLW-1754-1

Equipped with lock-up clutch and 2 PTO's.

TRANSMISSION

Make		Twin Disc
Model		TD61-1177
Electronically controlled, fully automatic.		
Integrated into the chassis backbone tube		
Number of speeds	- forward	6
	- reverse	1

Limp-home function, shift-and-fault indicator.
Eliminates transfer box.
Lockable front/rear torque divider integrated.

AXLES AND SUSPENSION

Independent suspension with swinging half-axles, integrated into the chassis backbone tube. All axles equipped with leaf springs and rubber limiters. Two front and two rear axles equipped with hydraulic shock absorbers.

STEERING

Left-hand drive, hydraulic power-assisted.Two front and two rear axles steerable.
Two independent circuits with emergency steering pump.

BRAKE SYSTEM

Drum brakes with wedge-type actuator, and self-adjustment feature.
Load sensing brake control at rear axles connected to the air springs.
ABS with switch-off feature for rough terrain driving conditions.
Service brake - pressure-air, dual-circuit, acting on wheels of all axles.
Emergency brake - spring-type, acting on wheels of two middle axles.
Parking brake - spring-type, acting on wheels of two middle axles.
Auxiliary brake - engine compression brake type Jacobs.
Trailer coupling for service, emergency and parking brakes.

WHEELS

Single tyres on all axles, with semi-automatically controlled CTIS.

Rims	20 -10.00 V
Tyres	16.00 R20
Bead locks	

CAB

Cab-over-engine type, all-metal TATRA two-door cab with bent windscreen and manhole in the roof. 2 full-size seats +1 emergency seat located at engine cover. Manual, hydrauli-cally operated cab tilt. Cab heater, A/C, NBC protection kit.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Ground pole	negative
Alternator	28 V/70 A
Batteries	2 x 12 V, 180 Ah

DIMENSIONS

Width (max.)		2,500 mm
Length		14,030 mm
Height (max.)		3,100 mm
Wheelbase		1,650+5,000+1,450+2,110+1,650 mm
Track	- front	2,074 mm
	- rear	2,074 mm
Approach angle		39°
Ground clearance		390 mm

WEIGHTS

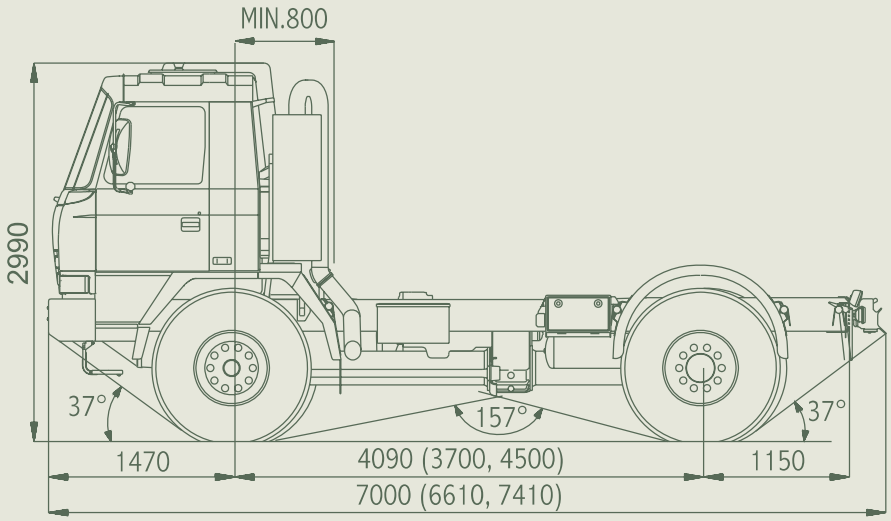
Curb weight	18,440 kg
Payload	26,560 kg
GVW	45,000 kg

PERFORMANCE

Max. speed	81 km/h
Gradability	85%
Side slope	30°
Crossing ability - trench width	2,000 mm
Climbing ability - vertical step	600 mm
Fordability	1,250 mm
Turning circle diameter (curb to curb)	34.2 m
Fuel tank capacity	570 ltrs
Cruising range - on road	cca 500 km
Operating temperature	-30 to +50 °C

T 815-26WR45 17 255 4x4.1

4x4 CHASSIS-CAB



An off-road vehicle with high ability to negotiate difficult terrain. Due to its outstanding resistance against torsion and bending it is suitable as a carrier for various kinds of special superstructures, including sensitive electronic or sophisticated defence equipment. Mostly adapted to carry containers. All-wheel drive with front-axle drive disconnect, ABS, differential locks, central tyre inflation system operational on the move are standard equipment. The chassis adopts the unique TATRA independent suspension system consisting of an extremely rigid central backbone tube and swing half-axles, which make it possible to drive off-road and cross-country at higher speed and with better ride comfort than with a conventional chassis. Rear axles are sprung by the new TATRA independent combination suspension system - airbags with coil springs inside, which are located above the central backbone tube and in this way protected from any impact or damage. The chassis load capacity is 9,200 kg. The chassis is EURO II compliant and meets the noise limit of 82 dB(A).

ENGINE - TATRA T3B-928.60

Air cooled, V-type, four stroke, turbocharged and charge-air-cooled direct injection Diesel engine, electronic cooling control. Meets EURO II emission standards, EURO III on demand.

Numbers of cylinder	8V
Bore/stroke	120/140 mm
Swept volume	12.7 ltrs
Max. power output	255 kW/1,800 RPM
Max. torque	1,570 Nm/1,200 RPM

CLUTCH

Single-plate, diaphragm clutch 1x430 mm, attached to the engine flywheel. Hydraulic control with pressure-air power cylinder.

TRANSMISSION - TATRA 10 TS 160

10-speed transmission with semiautomatic split, 10 forward and 2 reverse gears. Pressure-air assisted gear-shifting by means of a gear shift lever with pre-selector. Except of the first and reverse gears, all gears are synchromeshed.

TRANSFER CASE - TATRA 2.30 TRK 1.6/2.6

Speed reducing, two speed, shifted on a halt. Pneumatic control.

FRONT AXLE

TATRA independent swing half-axles sprung by torsion bars and telescopic shock absorbers. Side differential lock, front drive disconnection, CTIS.

REAR AXLES - TATRA

TATRA independent swing half-axles sprung by airbags with coil springs inside and telescopic shock absorbers.
Side differential lock, CTIS.

STEERING

Left-hand side, integral power assisted.

BRAKE SYSTEM

Wedge-type self adjustable drum brake units, ABS.
Service brake - dual-circuit pressure-air brakes acting on all wheels, with connection to the trailer brake system.
Emergency brake - spring-type, acting on wheels of the rear axle, with connection to the trailer brake system.
Parking brake - spring-type, acting on wheels of the rear axle.
Engine brake - exhaust brake.

WHEELS

Discs wheels	10V - 20
Single tyres	14.00 R20 tubeless with bead-locks as option

CAB

Cab-over-engine type, all-metal, two-door cabin with bent windscreen and manhole in the roof.
Two full-size seats and one emergency seat located at engine cover, which can be adapted into a berth. Manual, hydraulically assisted cabin tilt. Cab heated via radiator supplied with engine oil. Independent diesel fuel cab heater as option.

DIMENSIONS

Wheelbase	alternatively	3,700 / 4,090 / 4,500 mm
Width (max.)		2,500 mm
Length - according to the wheelbase		6,610 / 7,000 / 7,410 mm
Approach angle		37°
Departure angle according to wheelbase		37°; 37°; 31°
Ground clearance		360 mm
Wheel track	- front	2,034 mm
	- rear	2,050 mm

WEIGHTS

Curb weight	7,800 kg
Chassis load capacity (max.)	9,200 kg
Gross vehicle weight (max.)	17,000 kg
Max. trailer weight	24,000 kg
Max. gross combination weight	41,000 kg

ELECTRIC EQUIPMENT

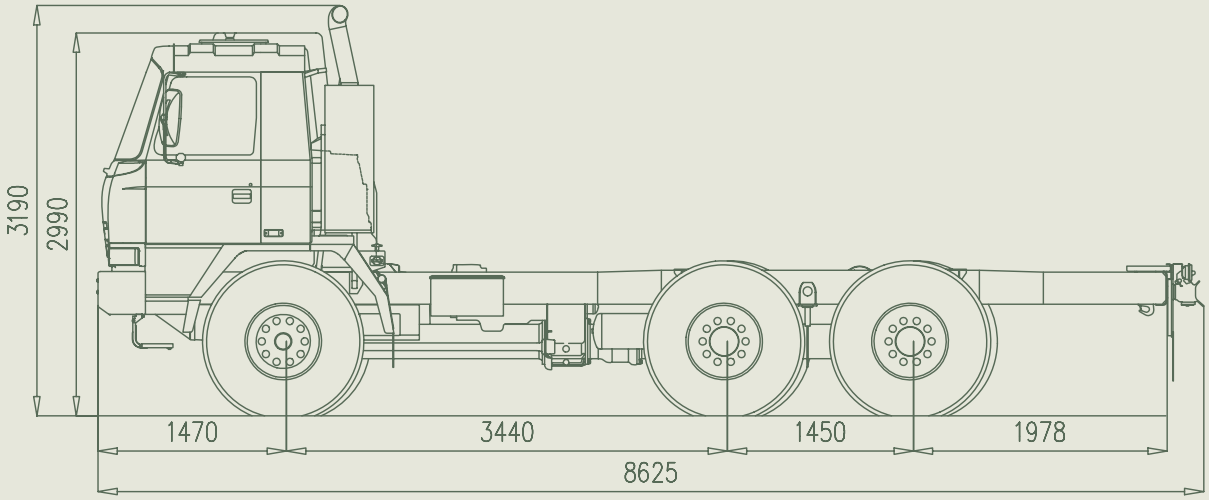
Nominal voltage	24 V
Ground pole	negative
Alternator	24 V/55A
Batteries	2 x 12 V/165 Ah

PERFORMANCE

Max. speed	105 km/h
- limited by speed limiter	85 km/h
Gradeability	>100 %
Side slope	45 %
Climbing ability - vertical step	500 mm
Crossing ability - trench width	900 mm
Fordability	1,200 mm
Turning circle diameter (curb to curb)	19; 21; 23 m
Volume of fuel tanks	320 ltrs
Cruising range	1,000 km
Operating temperature	-30 to + 40 °C

T 815-26WR25 26 255 6x6.1

6x6 CHASSIS-CAB



An off-road vehicle with high ability to negotiate difficult terrains. Due to its outstanding resistance against torsion and bending it is suitable as a carrier for various kinds of special superstructures, including sensitive electronic or sophisticated defence equipment. All-wheel drive with front axle drive disconnect, ABS, axle differential locks, central tyre inflation system operational on the move. The chassis adopts the unique TATRA independent suspension system consisting of an extremely rigid central backbone tube and swing half-axles, which make it possible to move off-road and cross-country at higher speeds and with better ride comfort than with a conventional chassis. Rear axles are sprung by the independent combination suspension system - airbags with coil springs inside, located above the central backbone tube and in this way protected from any impact or damage. TATRA CTIS operational on the move is standard equipment. The chassis can carry superstructures up to the weight limit of GVW = 26,000 kg and tow trailers up to the limit of GCW = 48,000 kg. The chassis is EURO II compliant and meets the noise limit of 82 dB (A).

ENGINE - TATRA T3B-928.60

Air cooled, V-type, four stroke, turbocharged and charge-air-cooled direct injection Diesel engine, electronic cooling control. Meets EURO II emission standard, EURO III on demand.

Number of cylinders	8V
Bore/stroke	120/140 mm
Swept volume	12.7 ltrs
Max. power output	255 kW/1,800 RPM
Max. torque	1,570 Nm/1,200 RPM

CLUTCH

Single-plate, diaphragm clutch 1x430 mm, attached to the engine flywheel. Hydraulic control with pressure-air power cylinder.

TRANSMISSION - TATRA 10TS160

10-speed transmission with semiautomatic split, 10 forward and 2 reverse gears. Pressure-air assisted gear-shifting by means of a gear shift lever with pre-selector except of the first and reverse gears, all gears are synchromeshed.

TRANSFER CASE - TATRA 2.30 TRK 1.6/2.6

Speed-reducing, two-speed. Shifting on a halt, pneumatic control.

FRONT AXLE - TATRA

Swing half-axles with independent wheel suspension, sprung by torsion bars and telescopic shock absorbers. Side differential lock, front drive engagement, CTIS.

REAR AXLES - TATRA

Swing half-axles with independent wheel suspension, sprung by airbags with coil springs inside and telescopic shock absorbers. Side differential locks, inter-axle diferential lock, CTIS.

STEERING

Left-hand side, monobloc, power assisted.

BRAKE SYSTEM

Wedge-type self adjustable drum brake units, ABS.
Service brake : dual-circuit pressure-air brakes acting on all wheels,with connection to the trailer brake system;
Emergency brake : spring-type, acting on wheels of rear axles, with connection to the trailer brake system.
Parking brake : spring-type, acting on wheels of rear axles.
Engine brake : exhaust brake.

WHEELS

Disc wheels	10V - 20
Single tyres	14.00 R20, with bead locks as option

CAB

Cab-over-engine type, all-metal, two-door cabin with bent windscreen and manhole in the roof. Two full-size seats and one emergency seat located at engine cover. Possible arrangement of a berth. Manual, hydraulically assisted cabin tilt. Cab heated via radiator supplied with engine oil and equipped with an independent diesel fuel cab heater.

DIMENSIONS

Width (max.)		2,500 mm
Length		8,625 mm
Height		3,190 mm
Approach angle		37°
Departure angle		23°
Ground clearance		360 m
Wheel track	- front	2,034 mm
	- rear	2,050 mm

WEIGHTS

Curb weight	10,000 kg
Chassis load capacity (max.)	16,000 kg
Gross vehicle weight (max.)	26,000 kg
Max. trailer weight	20,000 kg
Max. gross combination weight	48,000 kg

ELECTRIC EQUIPMENT

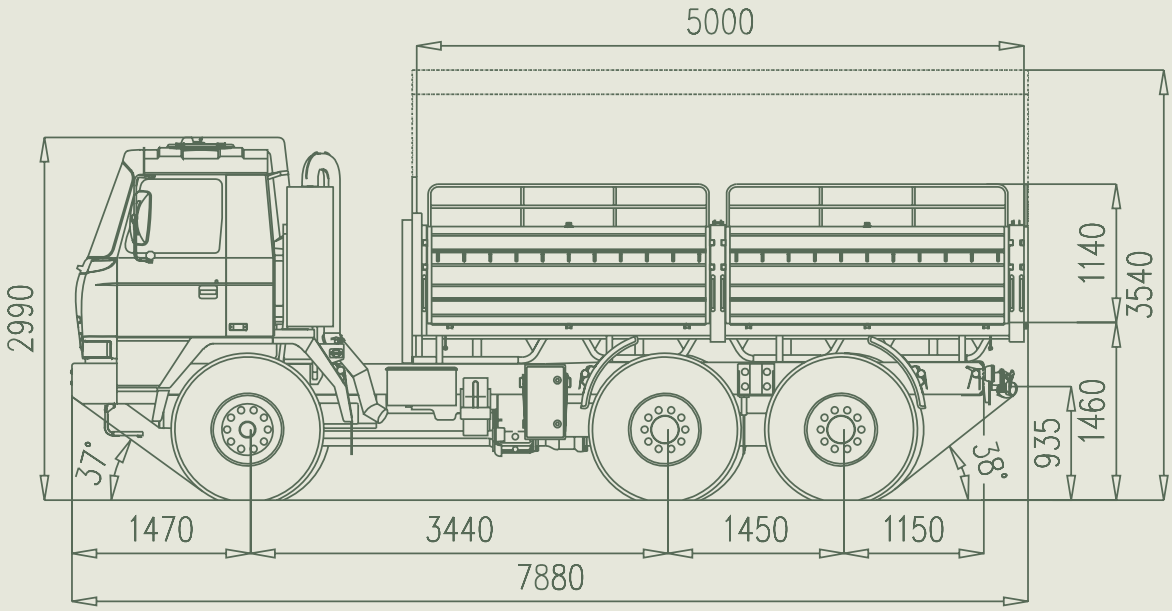
Nominal voltage	24 V
Alternator	28 V/55 A
Batteries	2 x 12 V, 165 Ah

PERFORMANCE

Max. speed (with speed limiter)	85 km/h
Gradeability	75 %
Gradeability at GCW of 43,200 kg	45 %
Side slope	45 %
Climbing ability - vertical step	500 mm
Crossing ability - trench width	900 mm
Fordability	1,200 mm
Turning circle diameter (curb to curb)	21 m
Volume of fuel tanks	420 ltrs
Cruising range	1,000 km
Operating temperature	-30 to + 40 °C

T 815-26WV25 26 255 6x6.1

6x6 CARGO TRUCK/TROOP CARRIER



A high mobility 6x6 off-road logistic truck featuring exceptional ability to negotiate difficult terrain. All-wheel drive with front axle drive disconnect, ABS, side and interaxle differential locks, and central tyre inflation system operational on the move are standard equipment. The vehicle adopts the unique TATRA independent wheel suspension system consisting of an extremely rigid central backbone tube and swing half-axles, which make it possible to drive off-road and cross-country at higher speeds and with better ride comfort compared to a conventional chassis design. On top, the TATRA chassis has outstanding resistance against torsion and bending. Rear axles are sprung by the combination suspension system - airbags with coil springs inside, which are located above the central backbone tube and in this way protected from any impact or damage. The truck meets EURO II emission regulations and the noise limit of 82 dB (A).

ENGINE - TATRA T3B-928.60

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel, EURO II, EURO III on demand.

Number of cylinders	V8
Bore/stroke	120/140 mm
Displacement	12.7 ltrs
Power output	255 kW / 1,800 RPM
Max. torque	1,570 Nm / 1,200 RPM

CLUTCH

MFZ 1x430, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster

TRANSMISSION - TATRA 10 TS 160

Number of speeds:	- forward	10
	- reverse	2

Semiautomatic split. Except of the first and reverse gears, all gears are synchromeshed.

TRANSFER BOX - TATRA 2.30 TRK 1.6/2.6

Speed reducing, two speed, shifted on a halt. Pneumatic control.

FRONT AXLE

TATRA independent swing half-axle sprung by torsion bars and telescopic shock absorbers.
Differential lock.
Axle drive can be disconnected.

Final drive	3.385

REAR AXLES

TATRA independent swing half-axles sprung by combination of air bags and leaf springs.
Lockable inter-axle and cross differentials.

Final drive	3.385

STEERING

Left-hand drive, integral power assisted.

BRAKE SYSTEM

Service brake - dual circuit pressure-air brakes, load sensi-tive, acting on wheels of all axles, wedge type self-adjustable brake units.
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
Semi-trailer coupling - for service, emergency and parking brakes

WHEELS

Rims	10V 20
Single tyres	14.00 R20

With beadlocks as option

CAB

Cab-over-engine type, all-steel, hydraulically tiltable two-door cabin. Two full-size seats + emergency seat, which can be adapted into a berth.

DIMENSIONS

Width		2,500 mm
Length		7,880 mm
Height		3,540 mm
Wheel base		3,440 + 1,450 mm
Wheel track	- front	2,034 mm
	- rear	2,050 mm
Approach angle		37°
Departure angle		38°
Ground clearance		360 mm

WEIGHTS

Curb weight	11,300 kg
Payload	14,700 kg
Gross vehicle weight max.	26,000 kg
Max. gross combination weight	43,200 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/55 A
Batteries	2 x 12 V, 165 Ah

PERFORMANCE:

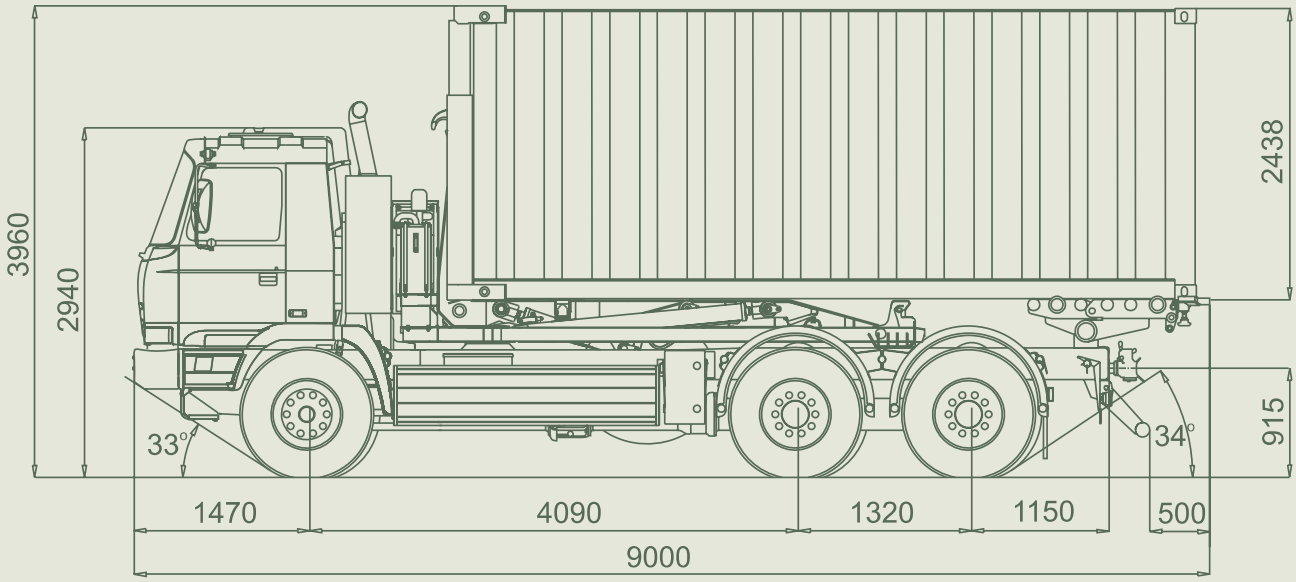
Max. speed	105 km/h
Gradeability	75 %
Gradeability at GCW of 43,200 kg	45 %
Climbing ability - vertical step	500 mm
Crossing ability - trench width	900 mm
Fording	1,200 mm
Turning circle diameter (curb to curb)	21 m
Fuel tank capacity	420 ltrs
Cruising range (on road)	1,000 km
Operating temperature	-30 to + 40 °C

CARGO BODY

Cargo box with tarpaulin, foldable benches for 22 soldiers, roled-up sides of tarp, access through the rear. Transport of 6 or 10 ft ISO containers.

T 815-26OR24 33 255 6x6.2

6x6 CHASSIS-CAB WITH LOAD HANDLING UNIT



A special 6x6 chassis, equipped with a Multilift Mk IV load handling unit and capable of transporting flatracks according to DIN 30 722. Equipped with a special adapter, "H-frame", it can handle ISO 1C and 1CC 20' containers or containers provided with standard corner locking elements. All-wheel-drive with front axle drive disconnect, ABS, side and inter-axle differential locks are standard equipment. The vehicle adopts the unique TATRA independent wheel suspension system consisting of an extremely rigid central backbone tube and swing half-axles, which make it possible to drive off-road and cross-country at higher speeds and with better ride comfort compared to a conventional chassis design. On top, the TATRA chassis has outstanding resistance against torsion and bending. Rear axles are sprung by the TATRA idependent heavy-duty combination suspension system KING FRAME® - airbags in combination with leaf springs. The chassis meets EURO II emission standards and the noise limit of 82 dB(A). The vehicle is compatible with NATO systems and fulfil DIN and NATO standards. It also complies with European traffic regulations.

ENGINE - TATRA T3B-928.60

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel,EURO II, EURO III on demand.

Number of cylinders	V8
Bore/stroke	120/140 mm
Displacement	12.7 ltrs
Power output	255 kW / 1,800 RPM
Max. torque	1,570 Nm / 1,200 RPM

CLUTCH

MFZ 1x430, single plate, with diaphragm spring. Hydraulic control with pneumatic booster.

TRANSMISSION - TATRA 10 TS 160

Number of speeds:	- forward	10
	- reverse	2

Semiautomatic split. Except of the first and reverse gears, all gears are synchromeshed.

TRANSFER BOX - TATRA 2.30 TRK 1.6/2.6

Speed reducing, two speed, shifted on a halt. Pneumatic control.

FRONT AXLE

Steered, TATRA independent swing half-axles sprung by torsion bars and telescopic shock absorbers.
Cross differential locks.
Front axle drive can be disconnected.

Final drive	3.385

REAR AXLES - TATRA

TATRA independent swing half-axles sprung by combination of leaf springs and airbags located above the central back-bone tube.
Lockable inter-axle and cross differentials.

Final drive	3.385

STEERING

Left-hand drive, integral power assisted.

BRAKE SYSTEM

Service brake - dual circuit pressure-air brakes, load sensi-tive, acting on wheels of all axles. Wedge-type self-adjustable brake units.
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

Rims	8.5 - 20
Tyres	12.00 R20

Dual tyres on rear axles.

CAB

Cab-over-engine type, all-steel, manual hydraulically assisted tilt. Two full-size seats + emergency seat. Cab heater supplied with engine lub oil + independent Diesel oil heater.

DIMENSIONS

Width		2,500 mm
Length		9,000 mm
Height		2,940 mm
Height (over ISO 1C cont.)		3,960 mm
Wheelbase		4,090 + 1,320 mm
Wheel track	- front	1,994 mm
	- rear	1,774 mm
Ground clearance		290 mm
Approach angle		33 °
Departure angle		34 °

WEIGHTS

Curb weight	13,700 kg
Payload on-road (legislation limit)	12,300 kg
Payload max.	19,300 kg
GVW max.	33,000 kg
GCW	51,900 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/55 A
Batteries	2 x 12 V, 165 Ah
Starter motor	6.6 kW

EQUIPMENT

Multilift MklV load handling unit

Fuel tank capacity	320 ltrs

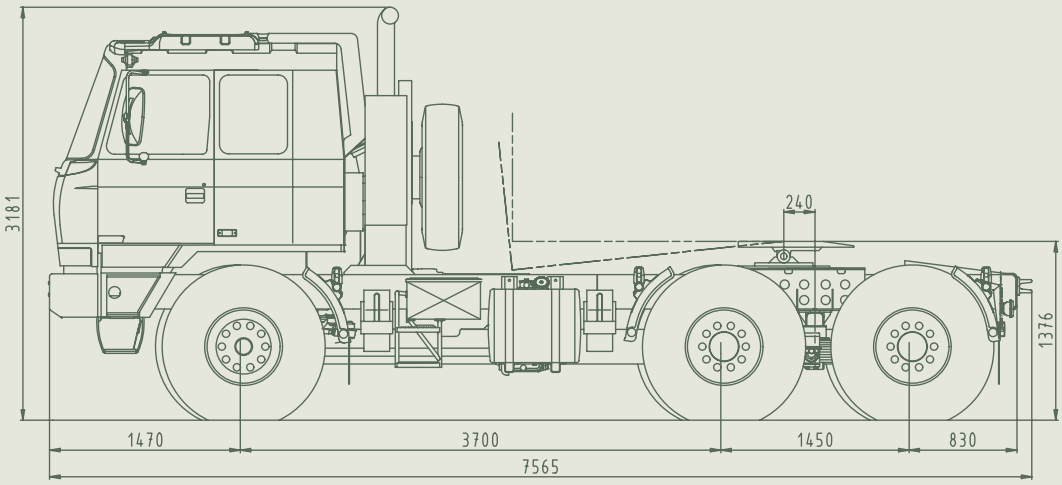
Trailer hitch

PERFORMANCE

Max. speed	95 km/h
Max. grade at GVW	61 %
Cruising range (on road)	600 km
Turning circle diameter (curb to curb)	22 m
Loading time	25 s
Unloading time	33 s
Operating temperature	-30 to +40 °C

T 815-29ON3T 38 300 6x6.2R/371

6x6 SEMI-TRAILER PRIME-MOVER



The TATRA semi-trailer prime-mover is designed to haul semi-trailers transporting armoured personnel carriers and other military loads. This 6x6 all-wheel drive uses the unique TATRA idependent suspension system - central backbone tube with swing half-axles, which is extremely resistant against torsional and bending stresses and makes it possible to negotiate difficult terrain and rough surfaces at higher speeds and better ride comfort than with a conventional chassis. The truck also adopts the latest development in the TATRA suspension design - TATRA combination suspension, using airbags and leaf springs. This type of suspension makes it possible to keep the fifth wheel height independent on the load.

ENGINE TATRA T3C-928-90 EURO III

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel.

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 - TATRA 14 TS 210L

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the first and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRS 1.85 (0.8). Speed reducing. Pneumatic control.

FRONT AXLE

Steered, driven, TATRA independent swing half-axles sprung by torsion bars and telescopic shock absorbers.
Axle and inter-axle differential locks. Wheel hub reductions.
Front axle drive can be disconnected.

REAR AXLES

Driven, with swinging half-axles. Air bellows and leaf springs. Interaxle and axle differentials with locks, wheel-hub reductions.

STEERING

L.H.compact steering, power assisted.

BRAKE SYSTEM

Service brake - dual circuit pressure-air brakes, load sensitive, acting on wheels of all axles. Wedge-type self-adjustable brake units.
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. ABS.

WHEELS

Rims	24 - 8.5
Tyres	12.00 R24

CAB

Cab-over-engine type, all-steel, medium, two-seat, manual hydraulicaly assisted tilt, independent diesel oil heater, AC unit. One bunk.

DIMENSIONS

Width		2,500 mm
Track	- front	1,983 mm
	- rear	1,779 mm
Clearance		330 mm

WEIGHTS

Curb weight	11,700 kg
Fifth wheel load	26,000 kg
Tractor GVW	38,000 kg
Articulated vehicle max. permissible weight	75,000 kg
Front axles max. permissible load	8,000 kg
Rear axles max. permissible load	2 x 15,000 kg

ELECTRIC EQUIPMENT

Circuit voltage	24V, minus pole grounded
Battery	2x12D 180HD (180 Ah)
Generator	28 V/ 80A
Startermotor	24 V/6.6 kW

PERFORMANCE

Max. speed with limiter	85 km per hour
Max. grade at 75,000 kg	37.8 %
Turning circle diameter (curb to curb)	20 ± 1 m

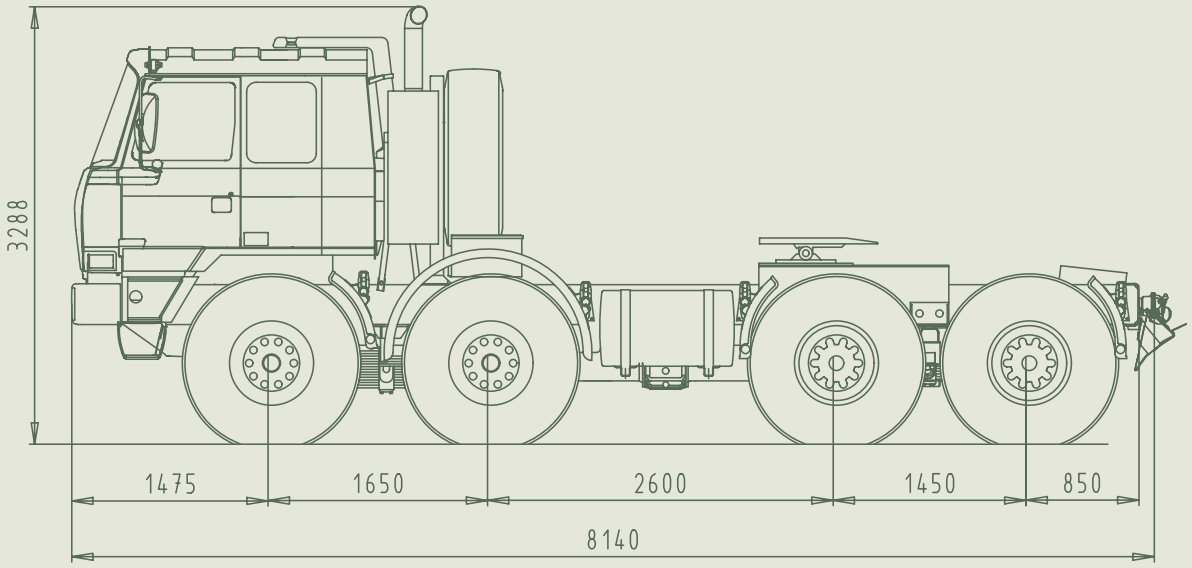
EQUIPMENT

Fuel tank	2x320 ltrs

2" or 3.5" fifth wheel

T 815-29ON9T 42 300 8x8.1R

8x8 SEMI-TRAILER PRIME-MOVER



The TATRA semi-trailer prime-mover is designed to haul semi-trailers, transporting armoured personnel carriers and other military loads. This 8x8 all-wheel drive uses the unique TATRA idependent suspension system - central backbone tube with swing half-axles, which is extremely resistant against torsional and bending stresses and makes it possible to negotiate difficult terrain and rough surfaces at higher speeds and better ride comfort than with a conventional chassis. The truck also adopts the latest development in the TATRA suspension design - TATRA combination suspension, using airbags and leaf springs. This type of suspension makes it possible to keep the fifth wheel height independent on the load.

ENGINE TATRA T3C-928-90 EURO III

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel.

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 - TATRA 14 TS 210L

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the first and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRS 1.85 (0.8). Speed reducing. Pneumatic control.

FRONT AXLES

Steered, TATRA independent swing half-axles sprung by leaf springs and telescopic shock absorbers.
Axle and inter-axle differential locks. Wheel hub reductions.
Front axle drive can be disconnected.

REAR AXLES

Driven, with swinging half-axles. Air bellows and leaf springs. Interaxle and axle differentials with locks, wheel-hub reductions.

STEERING

L.H.compact steering, power assisted.

BRAKE SYSTEM

Service brake - dual circuit pressure-air brakes, load sensitive, acting on wheels of all axles. Wedge-type self-adjustable brake units.
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. ABS.

WHEELS

Rims	20 -10.00
Tyres	16.00 R20

CAB

Cab-over-engine type, all-steel, medium, two-seat, manual hydraulicaly assisted tilt, independent diesel oil heater, AC unit. One bunk.

DIMENSIONS

Width		2,500 mm
Track	- front	2,074 mm
	- rear	2,018 mm
Clearance		385 mm

WEIGHTS

Curb weight	14,250 kg
Fifth wheel load	27,500 kg
Tractor GVW	42,000 kg
Articulated vehicle max.permissible weight	90,000 kg
Front axles max. permissible load	2 x 8,000 kg
Rear axles max. permissible load	2 x 13,000 kg

ELECTRIC EQUIPMENT

Circuit voltage	24V, minus pole grounded
Battery	2x12D 180HD (180 Ah)
Generator	28 V/ 80A
Startermotor	24 V/6.6 kW

PERFORMANCE

Max. speed with limiter	85 km per hour
Max. grade at 90,000 kg	27.8 %
Turning circle diameter (curb to curb)	25.8 ± 0.5 m

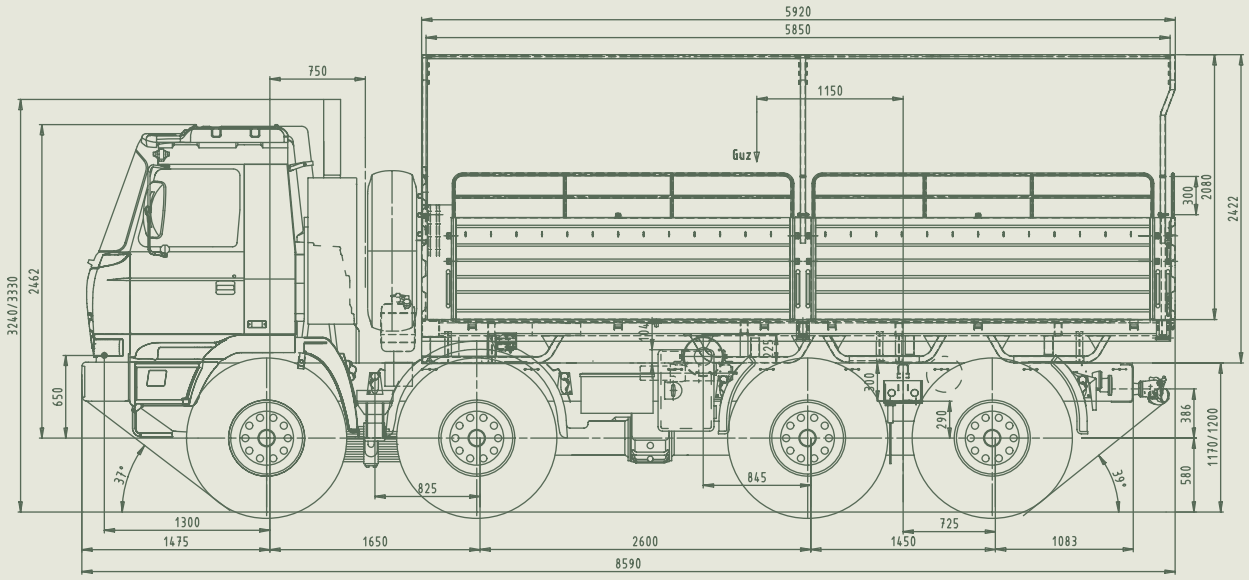
EQUIPMENT

Fuel tank	2x320 ltrs

2" or 3.5" fifth wheel

T 815-26OR84 34 255 8x8.1

8x8 CARGO TRUCK/TROOP CARRIER



A high mobility 8x8 off-road logistic truck featuring exceptional ability to negotiate difficult terrain. All-wheel drive with front axle drive disconnect, ABS, side and interaxle differential locks, and central tyre inflation system operational on the move are standard equipment. The vehicle adopts the unique TATRA independent wheel suspension system consisting of an extremely rigid central backbone tube and swing half-axles, which make it possible to drive off-road and cross-country at higher speeds and with better ride comfort compared to a conventional chassis design. On top, the TATRA chassis has outstanding resistance against torsion and bending. Rear axles are sprung by the combination suspension system - airbags with coil springs inside, which are located above the central backbone tube and in this way protected from any impact or damage. The truck can carry payloads up to the weight limit of GVW = 34,000kg and tow trailers up to the limit of GCW = 54,000kg. The truck meets EURO II emission regulations and the noise limit of 82 dB (A).

ENGINE - TATRA T3B-928.60

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel, EURO II, EURO III on demand.

Number of cylinders	V8
Bore/stroke	120/140 mm
Displacement	12.7 ltrs
Power output	255 kW / 1,800 RPM
Max. torque	1,570Nm/1,200RPM

CLUTCH

MFZ 1x430, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster

TRANSMISSION - TATRA 14 TS 180T

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the first and reverse gears, all gears are synchromeshed.

TRANSFER BOX - TATRA 2.30 TRS 2.9/1.24

Speed reducing. Pneumatic control.

FRONT AXLES

Steered, TATRA independent swing half-axles sprung by leaf springs and telescopic shock absorbers.
Side and inter-axle differential locks.
Front axle drive can be disconnected.

REAR AXLES

TATRA independent swing half-axles sprung by air bellows and coil springs plus telescopic shock absorbers.
Lockable inter-axle and side differentials.

STEERING

Left-hand drive, integral power assisted.
Two independent circuits with emergency steering pump.

BRAKE SYSTEM

Service brake - dual circuit pressure-air brakes, load sensitive, acting on wheels of all axles. Wedge-type self-adjustable brake units.
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. ABS.

WHEELS

Rims	20 - 10.00
Tyres	14.00R20

CAB

Cab-over-engine type, all-steel, manual hydraulically assisted tilt. Two full-size seats + emergency seat. Cab heater supplied with engine lub oil + independent Diesel oil heater.

DIMENSIONS

Width		2,550 mm
Wheel track	- front	2,034 mm
	- rear	2,054 mm
Approach angle		37°
Departure angle		39°
Ground clearance		370 mm

WEIGHTS

Curb weight	13,600 kg
Payload max.	20,400 kg
GVW max.	34,000 kg
GCW max.	55,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/55 A
Batteries	2 x 12 V, 180 Ah

EQUIPMENT

Fuel tank capacity	320 ltrs

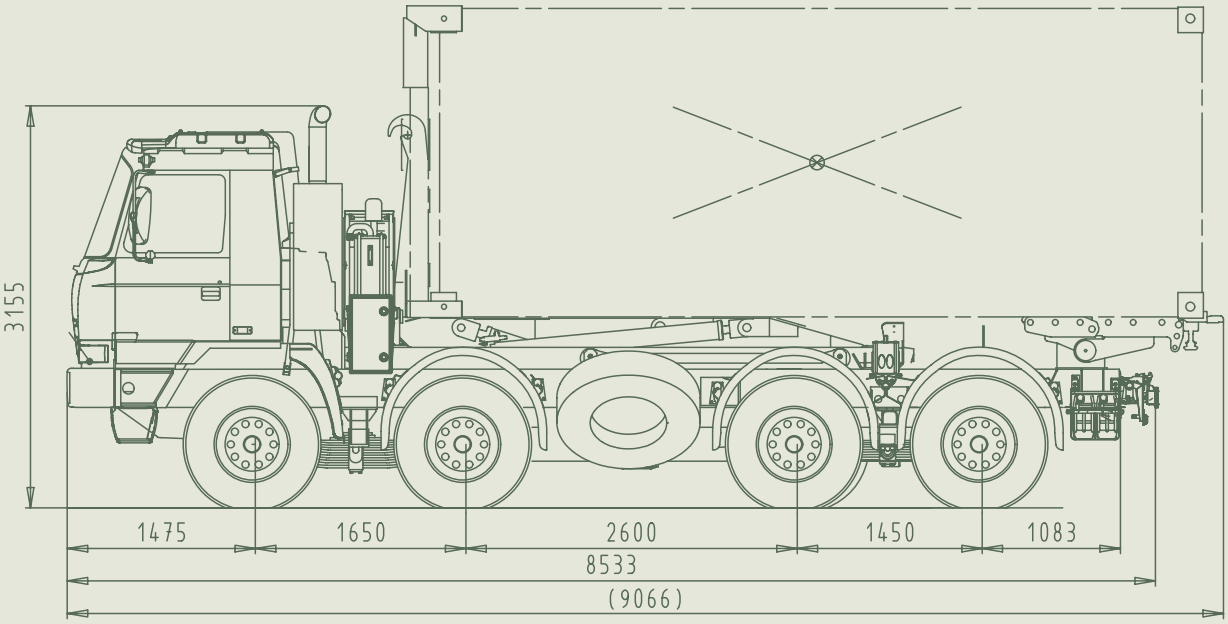
2 PTO´s.

PERFORMANCE

Max. speed with limiter	85 km/h
Max. grade at GVW	58 %
Max. grade at GCW	30 %
Climbing ability - vertical step	500 mm
Crossing ability - trench width	1,900 mm
Fordability	1,200 mm
Cruising range (on road)	1,000 km
Operating temperature	-30 to +40 °C

T 815-27OR84 41 300 8x8.2

8x8 CHASSIS-CAB WITH LOAD HANDLING UNIT



A special 8x8 chassis equipped with a Multilift Mk IV load handling unit and capable of transporting flatracks according to DIN 30 722. Equipped with a special adapter, "H-frame", it can handle ISO 1C and 1CC 20' containers or containers provided with standard corner locking elements. The chassis meets EURO II emission regulations and the noise limit of 82 dB(A).

ENGINE - TATRA T3B-928.70

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel,EURO II, EURO III on demand.

Number of cylinders	V8
Bore/stroke	120/140 mm
Displacement	12.7 ltrs
Power output	300 kW / 1,800 RPM
Max. torque	1,830Nm/1,200RPM

CLUTCH

MFZ 1x430, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster

TRANSMISSION - TATRA 14 TS 180T

Number of speeds:	- forward	14
	- reverse	2

Semiautomatic split. Except of the first and reverse gears, all gears are synchromeshed.

TRANSFER BOX - TATRA 2.30 TRS 2.9/1.24

Speed reducing. Pneumatic control.

FRONT AXLES

Steered, TATRA independent swing half-axles sprung by leaf springs and telescopic shock absorbers.
Side and inter-axle differential locks.
Front axle drive can be disconnected.

REAR AXLES

TATRA independent swing half-axles sprung by combination of air bellows and leaf springs.
Lockable inter-axle and side differentials.

STEERING

Left-hand drive, integral power assisted.
Two independent circuits with emergency steering pump.

BRAKE SYSTEM

Service brake - dual circuit pressure-air brakes, load sensitive, acting on wheels of all axles. Wedge-type self-adjustable brake units.
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. ABS.

WHEELS

Rims	22.5 - 9.00
Tyres	13.00R22.5

Dual tyres on rear axles.

CAB

Cab-over-engine type, all-steel, manual hydraulically assisted tilt. Two full-size seats + emergency seat. Cab heater supplied with engine lub oil + independent Diesel oil heater.

DIMENSIONS

Width		2,500 mm
Length		9,066 mm
Height (over ISO 1C cont.)		3,980 mm
Wheelbase		1,650 + 2,600 + 1,450 mm
Wheel track	- front	1,994 mm
	- rear	1,774mm
Approach angle		31°
Departure angle		33°
Ground clearance		275 mm

WEIGHTS

Curb weight	15,000 kg
Payload max.	26,000 kg
Payload max. (on-road legislation limit)	17,000 kg
GVW max.	41,000 kg
GCW	60,500 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/55 A
Batteries	2 x 12 V, 180 Ah

EQUIPMENT

Multilift MkIV load handling unit

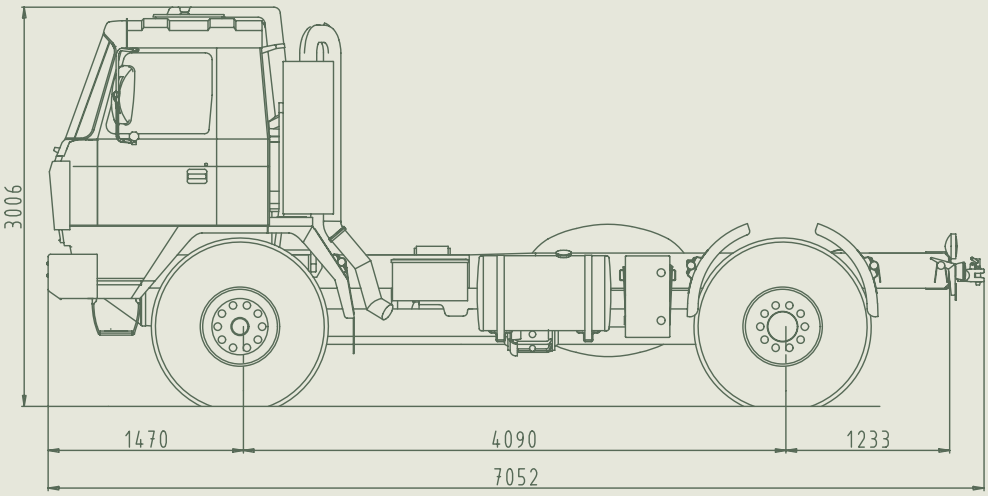
Fuel tank capacity	320 ltrs

PERFORMANCE

Max. speed	95 km/h
Max. grade at GVW	51 %
Climbing ability - vertical step	400 mm
Crossing ability - trench width	1,900 mm
Fordability	800 mm
Cruising range (on road)	650 km
Turning circle diameter (curb to curb)	22 m
Loading time	25 s
Unloading time	33 s
Operating temperature	-30 to +40 °C

T 815-25RR45 17 230 4x4.1

4x4 CHASSIS-CAB



An off-road cab chassis with high ability to negotiate difficult terrains, it is suitable as a carrier for various kinds of superstructures. All-wheel drive, front axle drive can be disconnected. Axle and interaxle differential locks. The truck adopts the unique TATRA independent suspension system - an extremely rigid and high-mobility chassis with central backbone tube and swing half-axles, which makes it possible to negotiate difficult terrains at higher speeds and with better ride comfort than with a conventional chassis. Rear axle is sprung by the TATRA independent combination suspension - airbags with coil spring inside, located above the central backbone tube and in this way protected from any impact or damage. Right-hand steering.

ENGINE - TATRA T3B-928.50

Air cooled, V-type, four stroke, turbocharged and charge-air-cooled direct injection Diesel engine, electronic cooling control. Meets EURO II emission standards.

Numbers of cylinders	8V
Bore/stroke	120/140 mm
Swept volume	1.7 ltrs
Max. power output	230 kW/1,800 r.p.m.
Max. torque	1,400 Nm/1,200 r.p.m.

CLUTCH

Single-plate, diaphragm clutch 1x430 mm, attached to the engine flywheel. Hydraulic control with pressure-air power cylinder.

TRANSMISSION - TATRA 10 TS 140

10-speed transmission with semiautomatic split, 10 forward and 2 reverse gears. Pressure-air assisted gear-shifting by means of a gearshift lever with pre-selector.

TRANSFER CASE - TATRA 1.30 TR 2.25

Single speed with front drive disconnection.

FRONT AXLE

TATRA independent swing half-axles sprung by torsion bars and telescopic shock absorbers. Side differential lock.

REAR AXLES

TATRA independent swing half-axles sprung by airbags with coil springs inside and telescopic shock absorbers.
Side differential lock.

STEERING

Right-hand side, integral power assisted.

BRAKE SYSTEM

Wedge-type self adjustable drum brake units.
Service brake - dual-circuit pressure-air brakes acting on all wheels, with connection to the trailer brake system.
Emergency brake - spring-type, acting on wheels of the rear axle, with connection to the trailer brake system.
Parking brake - spring-type, acting on wheels of the rear axle.
Engine brake - exhaust brake.

WHEELS

Disc wheels	21 - 11.25, split rims
Single tyres	15.00-21, Tube type

CAB

Cab-over-engine type, all-metal, two door cabin with flat split windscreen and manhole. Two full-size seats and one emergency seat. Hydraulic cabin tilt, cab heated via radiator supplied with engine oil or by independent heater.

DIMENSIONS

Width (max.)		2,550 mm
Length		7,380 mm
Height		2,990 mm
		3,560 mm with tarpaulin
Approach angle		35°
Departure angle		36°
Ground clearance		390 mm
Wheel track	- front	2,032 mm
	- rear	2,032 mm

WEIGHTS

Curb weight	8,050 kg
Payload	8,450 kg
Gross vehicle weight	max. 16,500 kg
Max. trailer weight:	max. 16,000 kg

ELECTRIC EQUIPMENT

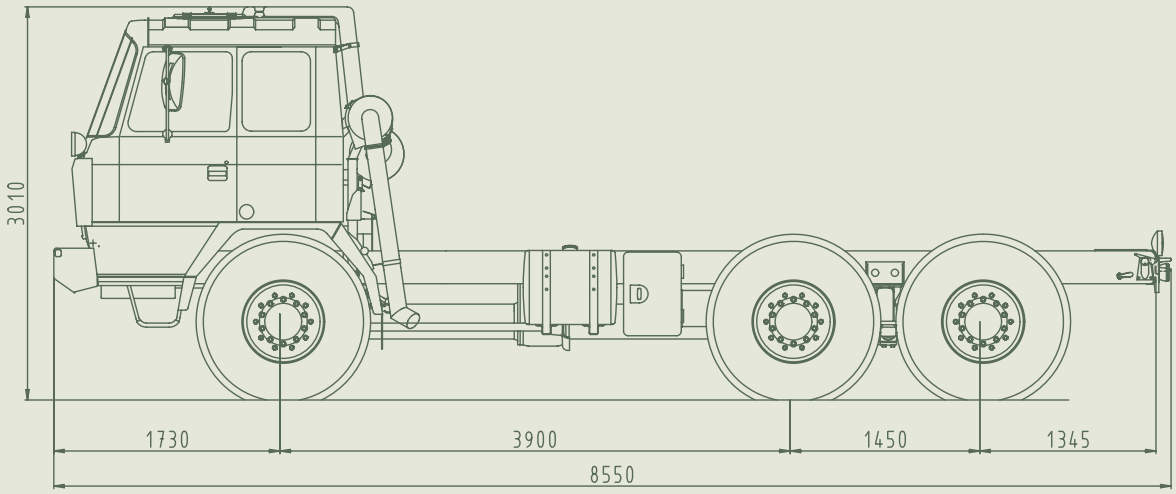
Nominal voltage	24 V
Ground pole	negative
Alternator	28 V/55 A
Batteries	2 x 12 V/165 Ah

PERFORMANCE CHARACTERISTICS

Max. speed	75 km/h
Gradeability - Gc 16.500kg	100%
Side slope	45%
Climbing ability - vertical step	500 mm
Crossing ability - trench width	900 mm
Fordability	1,200 mm
Turning circle diameter (curb to curb)	19 m
Volume of fuel tanks	320 ltrs
Cruising range	1,000 km
Operating temperature	-30 to + 40 °C

T 815-26RR36 22 255 6x6.1R

6x6 CHASSIS-CAB



An off-road cab chassis with high ability to negotiate difficult terrains, it is suitable as a carrier for various kinds of superstructures. All-wheel drive, front axle drive can be disconnected. Axle and interaxle differential locks, central tyre Inflation system operational on the move. The truck adopts the unique TATRA independent suspension system - an extremely rigid and high-mobility chassis with central backbone tube and swing half-axles, which makes it possible to negotiate difficult terrains at higher speeds and with better ride comfort than with a conventional chassis. TATRA CTIS operational on the move is standard equipment. Right-hand side steering.

ENGINE - TATRA T3B-928.10

Air cooled, V-type, four stroke, turbocharged and charge-air-cooled direct injection Diesel engine, electronic cooling control. Meets EURO II emission standards.

Number of cylinders	8V
Bore/stroke	120/140 mm
Swept volume	1.7 ltrs
Max. power output	255 kW/1,800 r.p.m.
Max. torque	1,300 Nm/1,200 r.p.m.

CLUTCH

Single-plate, diaphragm clutch 1x430 mm, attached to the engine flywheel. Hydraulic control with pressure-air power cylinder.

TRANSMISSION TATRA 10TS180

10-speed, transmision with semiautomatic split, 10 forward and 2 reverse gears. Pressure-air assisted gearshifting by means of a gearshift lever with preselector.

TRANSFER CASE TATRA 2.30 TRK 1.1/1.8

Speed-reducing, two-speed. Shifting on a halt, pneumatic control.

FRONT AXLE - TATRA

Swing half-axles with independent wheel suspension, sprung by torsion bars and telescopic shock absorbers, axle differential lock. Hub reductions.

REAR AXLES - TATRA

Swing half-axles with independent wheel suspension, sprung by leaf sprigs, axle and inter-axle differential locks. Hub reductions.

STEERING

Right-hand side, power assisted.

BRAKE SYSTEM

Service brake - dual circuit pressure-air brakes, acting on wheels of all axles, S-cam brake units. Air dryer.
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
Semi-trailer coupling - for service, emergency and parking brakes

WHEELS

Disc wheels	21 - 11.25, split rims
Single tyres	15.00 - 21 tube type

CAB

Cab-over-engine type, medium all-metal, two-door cabin with flat windscreen, and manhole.
Two full-size seats and two emergency seat. Hydraulic cabin tilt, cab heated via radiator supplied with engine oil or by independent heater. Foldable bed behing the seats.

DIMENSIONS

Width (max.)		2,500 mm
Length		8,430 mm
Height		2,990 mm
Ground clearance		390 mm
Wheel track	- front	2,044 mm
	- rear	1,988 mm
Approach angle		32°
Departure angle		35°

WEIGHTS

Curb weight	11,000 kg
Payload	10,500 kg
Grooss vehicle weight	max. 21,500 kg
Max. trailer weight:	
- off-road	max. 16,000 kg
- on-road	max. 65,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/55 A
Batteries	2 x 12 V/180 Ah

PERFORMANCE

Max. speed	82 km/h
Gradeability - Gc 21,500 kg	78.6 %
Climbing ability - vertical step	500 mm
Crossing ability - trench width	900 mm
Fordability	1,200 mm
Turning circle diameter (curb to curb)	21 m
Volume of fuel tanks	420 ltrs
Cruising range	1,000 km
Operating temperature	-30 to + 40 °C

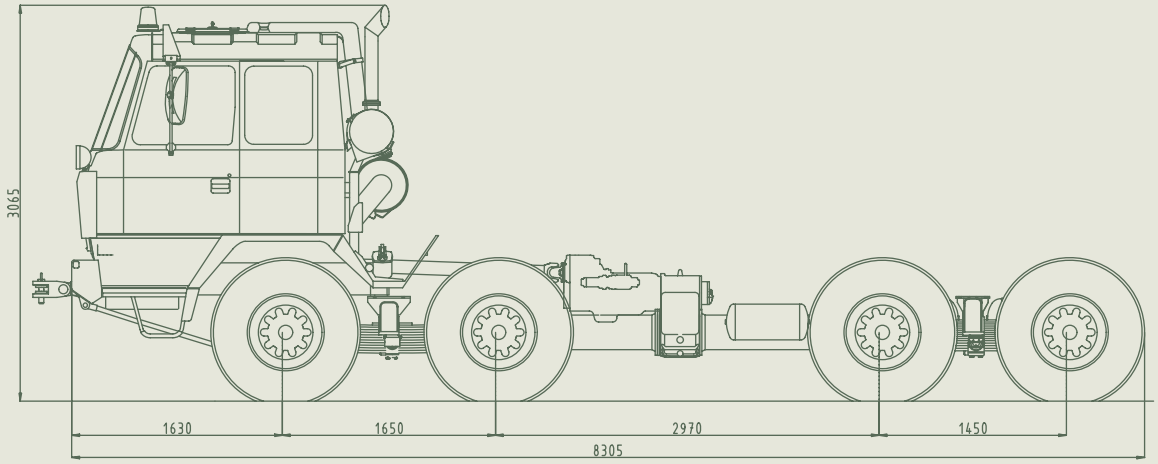
WINCH

Nominal pulling capacity	180 kN
Rope length	83 m

Front, rear, and side rope outputs.

T 815-27ER96 28 300 8x8.1R

8x8 CHASSIS-CAB



The chassis-cab, heavy-duty vehicle designated for hard terain, difficult climatic and environment conditions. The 8x8 all-wheel drive chassis employs the unique features of the TATRA-concept chassis, which has excellent ability to negotiate difficult terrains. Due to its special concept of independent suspension and torsionally rigid frame, the chassis is capable to bare all kinds of various superstructures without special integration precautions. The unique chassis and suspension design gives the vehicle exceptional resistance to shocks and vibrations, protects superstructures from torsion and stresses and allows to be driven fast on rough roads. TATRA CTIS operational on the move is standard equipment.

ENGINE - TATRA T3B-928.70

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel, EURO II.

Number of cylinders	V8
Bore/stroke	120/140 mm
Displacement	12.7 ltrs
Power output	300 kW/1,800 RPM
Max. torque	1,830Nm/1,200RPM

CLUTCH

MFZ 1x430, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster

TRANSMISSION - TATRA 10 TS 180

Number of speeds:	- forward	10
	- reverse	2

Semiautomatic split. Except of the first and reverse gears, all gears are synchromeshed.

TRANSFER BOX - TATRA 2.30 TRK 1.1/1.8

Speed reducing, two speed, shifted on a halt. Pneumatic control.

FRONT AXLES

Steered, TATRA independent swing half-axles sprung by leaf springs and telescopic shock absorbers.
Side differential locks. Hub reductions.

REAR AXLES

TATRA independent swing half-axles sprung by leaf springs.
Lockable inter-axle and side differentials. Hub reductions.

STEERING

Left-hand drive, power assisted.

BRAKE SYSTEM

Service brake - dual circuit pressure-air brakes, acting on wheels of all axles. S-cam brake units.
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

Rims	11.25 - 21split rims
Tyres	15.00 - 21tube type

CAB

Cab-over-engine type,medium all-metal, manual hydraulically assisted tilt. Two full-size seats + 2 emergency seats. Cab heater supplied with engine lub oil + independent heater. Foldable bed behind the seats.

DIMENSIONS

Width		2,500 mm
Length		9,280 mm
Height		3,240 mm
Wheelbase		1,650 + 2,970 + 1,450 mm
Ground clearance		390 mm
Wheel track	- front	2,044 mm
	- rear	1,988 mm
Approach angle		30°
Departure angle		45°

WEIGHTS

Curb weight	13,100 kg
Payload max.	14,900 kg
GVW max.	28,000 kg
Max. trailer:	
- off road	20,000 kg
- on road	65,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/80 A
Batteries	2 x 12 V, 180 A

PERFORMANCE

Max. speed	85 km/h
Max. grade at 28,000 kg of GVW	100 %
Climbing ability - vertical step	500 mm
Crossing ability - trench width	2,000 mm
Fordability	1,200 mm
Cruising range (on road)	1,000 km
Turning circle diameter (curb to curb)	27 m
Fuel tank capacity	420 l
Operating temperature	-30 to +40 °C

WINCH

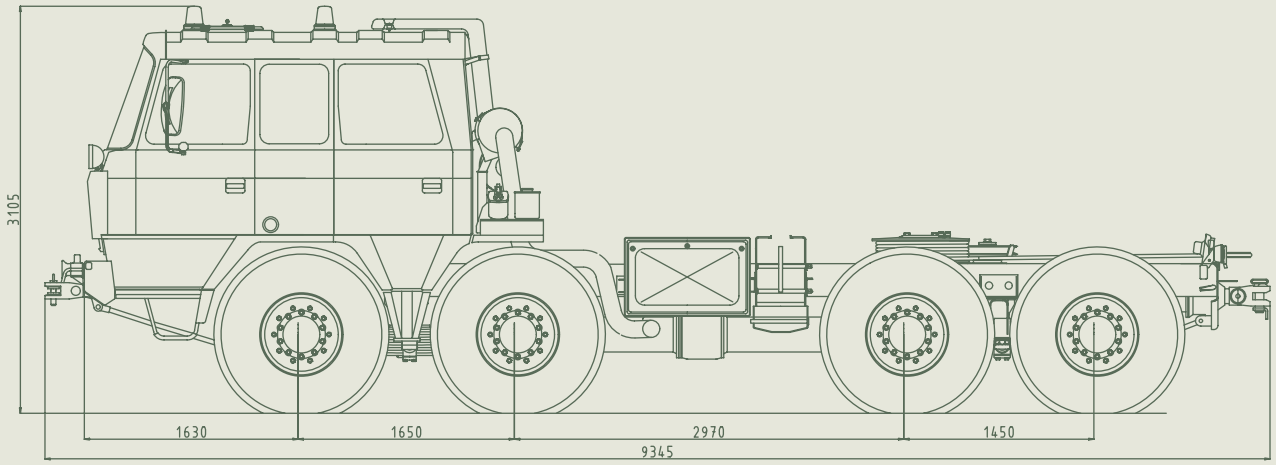
Self recovery winch with rear, front, and side output of rope.

Nominal pulling capacity	180 kN
Rope length	83 m

Front, rear, and side rope outputs.

T 815-27ET96 28 300 8x8.1R

8x8 CHASSIS-CAB



The chassis-cab, heavy-duty vehicle designated for hard terain, difficult climatic and environment conditions. The 8x8 all-wheel drive chassis employs the unique features of the TATRA-concept chassis, which has excellent ability to negotiate difficult terrains. Due to its special concept of independent suspension and torsionally rigid frame, the chassis is capable to bare all kinds of various superstructures without special integration precautions. Fully loaded vehicle can tow 100 metric ton trailer, that´s 127 MT of GCW. The unique chassis and suspension design gives the vehicle exceptional resistance to shocks and vibrations, protects superstructures from torsion and stresses and allows to be driven fast on rough roads. TATRA CTIS operational on the move is standard equipment.

ENGINE - TATRA T3B-928.70

Air cooled, four stroke turbo-charged and charge-air-cooled direct injection Diesel, EURO II.

Number of cylinders	V8
Bore/stroke	120/140 mm
Displacement	12.7 ltrs
Power output	300 kW/1,800 RPM
Max. torque	1,830Nm/1,200RPM

CLUTCH

MFZ 1x430, single plate, with diaphragm spring. Hydraulic control with a pneumatic booster

TRANSMISSION - TATRA 10 TS 180

Number of speeds:	-forward	10
	-reverse	2

Semiautomatic split. Except of the first and reverse gears, all gears are synchromeshed.

TRANSFER BOX - TATRA 2.30 TRK 1.1/1.8

Speed reducing, two speed, shifted on a halt. Pneumatic control.

FRONT AXLES

Steered, TATRA independent swing half-axles sprung by leaf springs and telescopic shock absorbers.
Side and inter-axle differential locks. Hub reductions.

REAR AXLES

TATRA independent swing half-axles sprung by leaf springs.
Lockable inter-axle and side differentials. Hub reductions.

STEERING

Left-hand drive, power assisted.

BRAKE SYSTEM

Service brake - dual circuit pressure-air brakes, acting on wheels of all axles. S-cam brake units.
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

Rims	11.25 - 21 split rims
Tyres	15.00 - 21 tube type

CAB

Cab-over-engine type,double all-metal, manual hydraulically assisted tilt. 1+5 seats. Cab heater supplied with engine lub oil + independent heater. Foldable bed. Four doors.

DIMENSIONS

Width		2,500 mm
Length		9,340 mm
Height		3,240 mm
Wheelbase		1,650 + 2,970 + 1,450 mm
Ground clearance		390 mm
Wheel track	- front	2,044 mm
	- rear	1,988 mm
Approach angle		30°
Departure angle		45°

WEIGHTS

Curb weight	13,800 kg
Payload max.	14,200 kg
GVW max.	28,000 kg
Max. trailer:	
- off road	25,000 kg
- on road	100,000 kg

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Alternator	28 V/80 A
Batteries	2 x 12 V, 180 A

PERFORMANCE

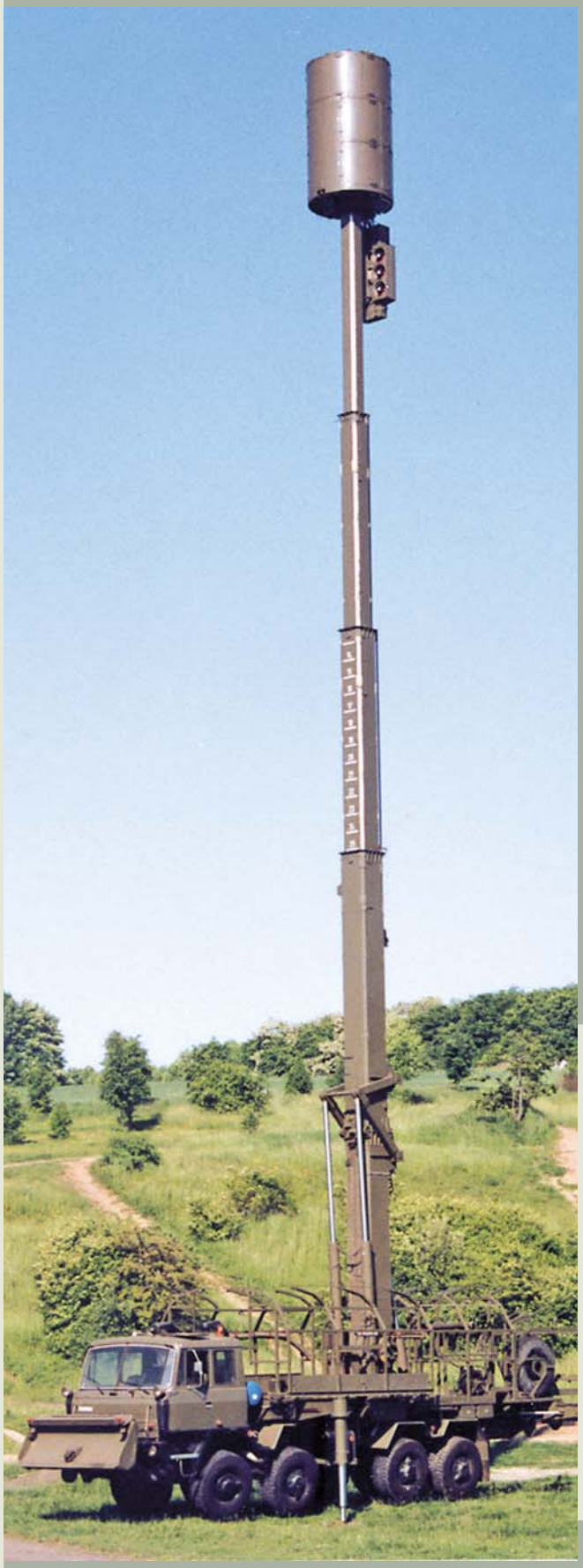
Max. speed	85 km/h
Max. grade at 28,000 kg of GVW	100 %
Climbing ability - vertical step	500 mm
Crossing ability - trench width	2,000 mm
Fordability	1,200 mm
Cruising range (on road)	1,000 km
Turning circle diameter (curb to curb)	25 m
Fuel tank capacity	420 ltrs
Operating temperature	-30 to +40 °C

WINCH

Self recovery winch with rear, front, and side output of rope.

Nominal pulling capacity	180kN
Rope lenght	83m

SPECIAL SUPERSTRUCTURES INSTALLED



ON VARIOUS TYPES OF TATRA CHASSIS

TATRA, a. s.
Areál Tatry 1450/1
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April 2008, the manufacturer reserves the right to make changes.

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