



TATRA MILITARY VEHICLES

PERFORMANCE & DATASHEETS

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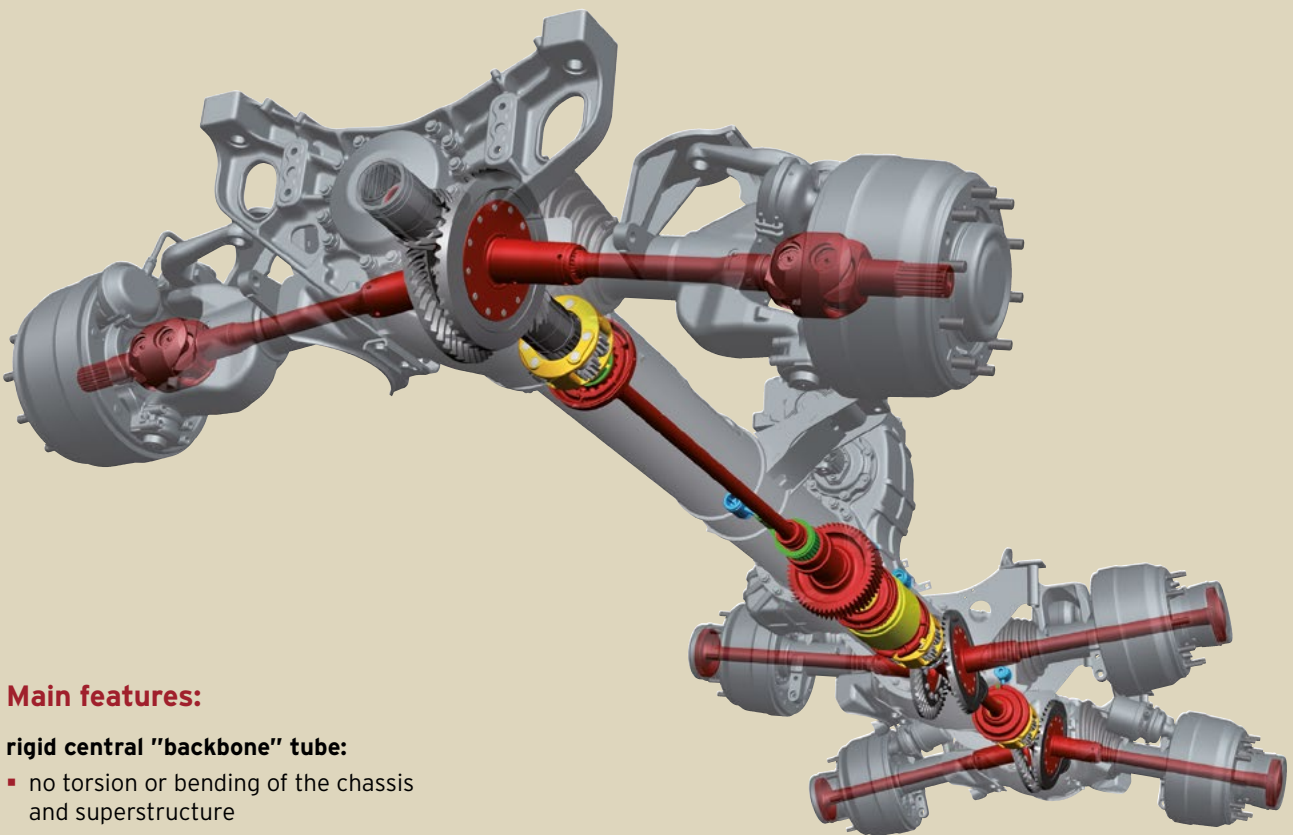
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TATRA VEHICLE FAMILY

TATRA TRUCKS a.s., a producer of heavy-duty off-road trucks based in Kopřivnice, Czech Republic, is particularly well-known for its original TATRA concept of chassis with a central backbone tube and independent suspension of half-axes.

TATRA CHASSIS CONCEPT

The concept of a "backbone" tube and independently swinging half-axes 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.



Main features:

rigid central "backbone" tube:

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

independent swing half-axes:

- 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-axes are extremely resistant against impacts and shocks

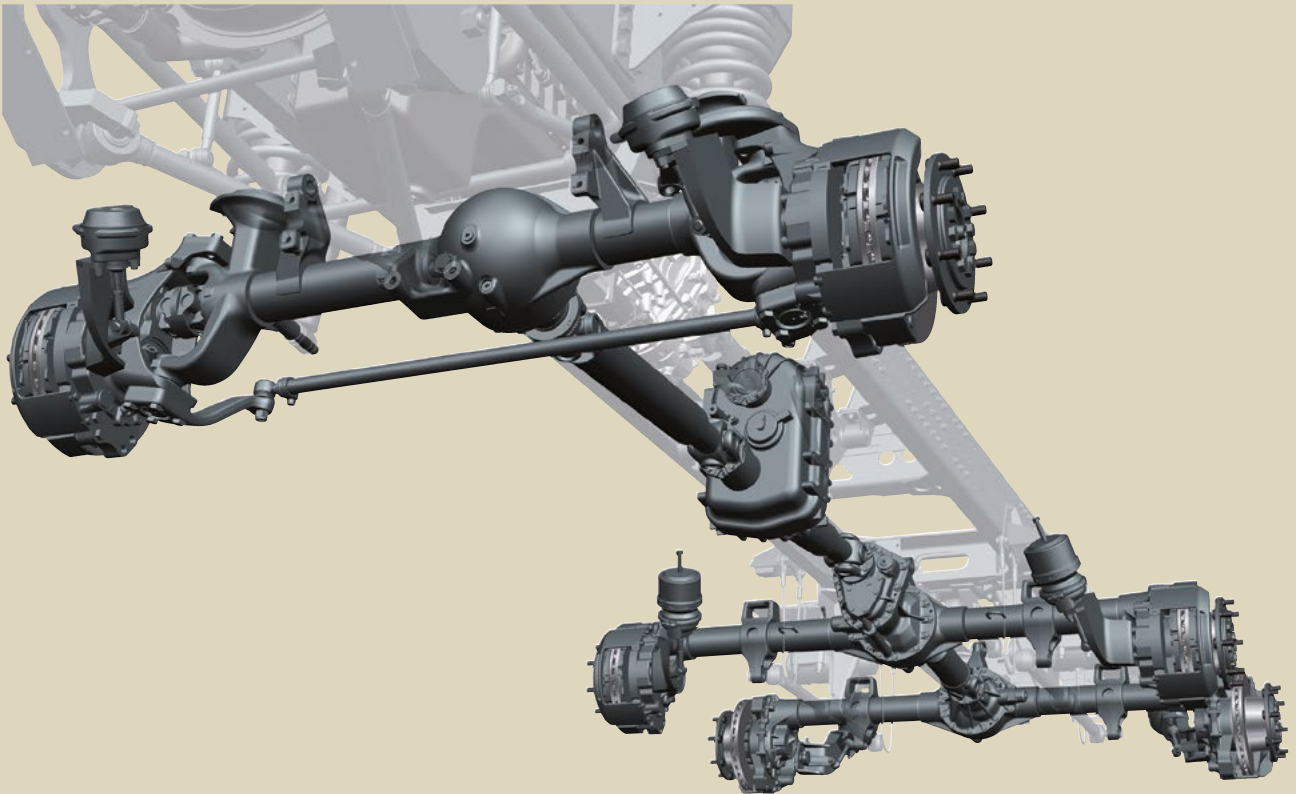
"modular" design:

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

TATRA RIGID AXLES

Additionally to its current product range, TATRA TRUCKS a.s. has developed another solution, standard chassis concept - rigid portal beam axles and a ladder frame - for off-road vehicles up to 13÷15 tons of GVW. Six variants of the trucks were intensively tested by the Czech Army in 2007 and then deployed at military unit.

Due to portal beam axles the vehicles have extremely high ground clearance and excellent off-road capabilities.



PRODUCT RANGE

TATRA TACTIC



TATRA PHOENIX



TATRA FORCE



T 810-1M3R22 4x4.1R

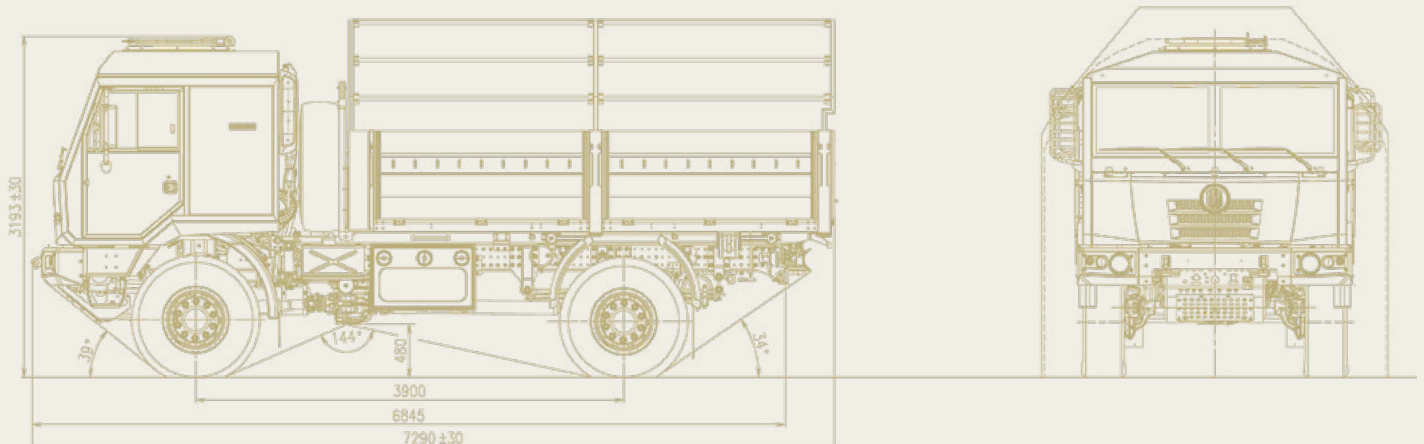


4x4 MEDIUM CLASS OFF-ROAD LOGISTICS TRUCK

CONVENTIONAL FRAME

HIGH GROUND CLEARANCE

5.5t PAYLOAD



The new TACTIC family vehicle is a further development of the successful T810 model, the TATRA medium-class, all-wheel-drive, off-road logistic truck designed to carry different superstructures up to 5.5t of total payload.

More than 600 of T810 trucks are in service in the Czech Army and are proven in various military missions. The overall layout of the TACTIC family keeps the advanced design of the previous T810 model - maintaining the gross vehicle weight above the borderline of medium and heavy truck classes (N2/N3) - and includes a conventional ladder-type C-section frame chassis and portal beam axles with high ground clearance.

The TACTIC family design focuses on vehicle versatility, powertrain modularity, low life-cycle costs and the ability to cope with rugged operational conditions. Thus, TACTIC trucks can be in 6x6 and 4x4 driving configurations, powered by a worldwide spread Cummins engine in driveline combination, with either manually operated ZF transmission or fully automatic Allison transmission with torque converter. The front TATRA steer-drive portal hub-reduction axle is sprung by a combination of coil springs and telescopic shock-absorbers. The rear TATRA drive portal hub-reduction axles are sprung by parabolic leaf springs. The 6t capacity axles at the front and 7t axles at the rear provide enough margin for uneven off-road operations. Single tactical wheels with disc brakes and a central tyre inflation system operating on the fly are standard features. The cab has a straight shape, allowing it to be easy maintained, armoured and able to accept an MG weapon mount in the manhole. It is equipped with an over-pressurised NBC kit, HVAC, independent heater and four seats for the crew, including the driver. There is also high commonality with the FORCE family cab.

ENGINE

Six cylinder in line, water-cooled, turbocharged, with charge cooler, EURO 3

Type	Cummins ISB 6.7E3
Number of cylinders	6
Bore/stroke	107/124 mm
Swept volume	6.7 l
Power output	210 kW (285 k)/2,500 RPM
Max. torque	970 Nm/1,200 RPM

TRANSMISSION

Automatic - Allison 3200 SP, six-speed, with torque converter

TRANSFER CASE

Two-speed with torque divider, shifting and standstill

FRONT AXLE

TATRA - steered, rigid, portal, with hub reductions and axle differential lock Sprung by coil springs, torsion stabilizer, total load capacity 6t

REAR AXLE

TATRA - rigid, portal, with hub reductions and axle differential lock. Suspension: Parabolic leaf spring, torsion stabilizer, total load capacity 7t

STEERING

Meets ECE 79 requirements, lefthand drive with hydraulic power booster, adjustable steering wheel in two axis

WHEELS

Single tyres on all axles

Rims	20 - 10.00V
Tyres	365/85 R20
CTIS system, operating on vehicle move, Beadlock	

BRAKING SYSTEM

Meets ECE 13 requirements, disc brakes on all wheels, ABS system

CAB

TATRA, cab-over-engine type, hydraulically tilted, allows transport of 1+3 people, heating by the dependent heater connected to the engine cooling circuit, air conditioning, 2 adjustable air suspended seats with safety belts

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2 pcs, type 180 Ah
Alternator	24 V/100 A
Black out lights	

DIMENSIONS

Width	2,550 mm
Ground clearance	470 ± 30 mm

WEIGHTS

Curb weight	7,500 kg
Payload max.	5,500 kg
GVW	13,000 kg

PERFORMANCE

Max. speed (with speed limiter)	85 km/h
Max grade (calculated)	100 %
Climbing ability - vertical step	600 mm
Crossing ability - trench width	900 mm
Fording (STANAG 2805)	1200 mm
Turning circle diameter	16,5 ± 1 m
Turning circle diameter (outline)	17,5 ± 1 m
Operating temperatures	from -32 °C to +49 °C
Cruising range (on road)	800 km

T 810-1M3R32 6x6.1R

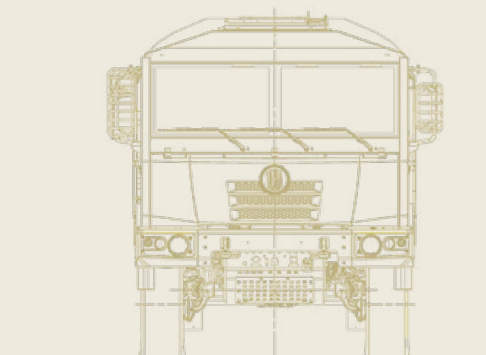
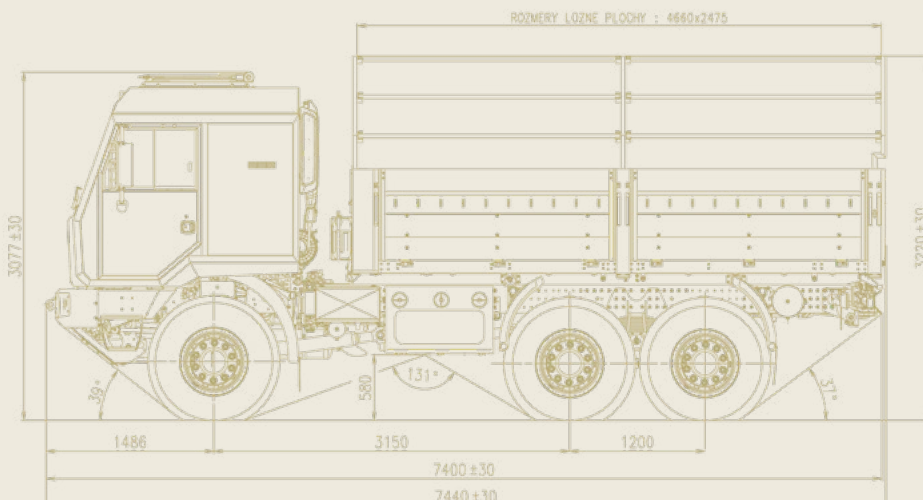


6x6 MEDIUM CLASS OFF-ROAD LOGISTICS TRUCK

CONVENTIONAL FRAME

HIGH GROUND CLEARANCE

5.5t PAYLOAD



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TACTIC vehicles are designed to transport loose bulk material, fixed cargo, shelters and standard containers as well as troops. They can tow 10 t trailers on both paved and unpaved roads, as well as in difficult off-road conditions. TACTIC vehicles, fully loaded, can drive 100 km/h, climb slopes on adhesion limits, pass over 900 mm ditches and 440 mm cubes, and cross 1,2 m fords.

ENGINE

Cummins ISBe3 285, Euro3, water cooled, direct injection, turbo-charged, charge air cooled, electronically controlled.

No. of cylinders	6 in line
Swept volume	6.7 litre
Power	210 kW (296 BHP)/ 2,500rpm
Torque	970 Nm/ 1,200rpm

TRANSMISSION

Fully automatic, electronically controlled, Allison type 3200 SP, PTO output. / Or manual, ZF EcoLite 6S 1000 WO.

Gear shifts, forward/reverse	6/1
2-speed transfer case with torque divider	

FRONT AXLE

Steered, driven rigid portal, wheel hub reductions, axle differential lock. Coil springs and telescopic shock absorbers, sway bar.

REAR AXLES

Driven, rigid portal, wheel hub reductions, axle and inter-axle differential lock. Suspension with elliptical leaf spring.

STEERING

LHD/RHD, adjustable steering wheel, power steering.

WHEELS

Tyres, front single mounting	365/85 R20TL
Rims	20-10.00 V

BRAKES

Disc brakes, ABS, load sensing. Four separate brake systems: service, emergency, parking, and exhaust engine brake.

CAB

TATRA, cab-over-engine type, hydraulically tilted, allows transport of 1+3 people, heating by the dependent heater connected to the engine cooling circuit, HVAC, 2 adjustable air suspended seats with safety belts.

ELECTRIC EQUIPMENT

Circuit voltage	24V
Battery	2x 12V, 180Ah
Alternator	28V/ 70A

DIMENSIONS

Width	2,500 mm
Ground clearance	460 mm

WEIGHTS

Curb weight	9,400 kg
Payload max.	4,600 kg
GVW max.	14,000 kg
Front axle rated load (5 or 6t)	6,000 kg
Rear axle rated load	2x 4,500 kg

PERFORMANCE

Top speed with speed limiter	85 kph
Gradeability (calculated)	100%
Trench width	900 mm
Vertical step	450 mm
Fording capability	1,200 mm
Cruising range approx.	800 km
Operating ambient temperature	-32 °C to +49 °C

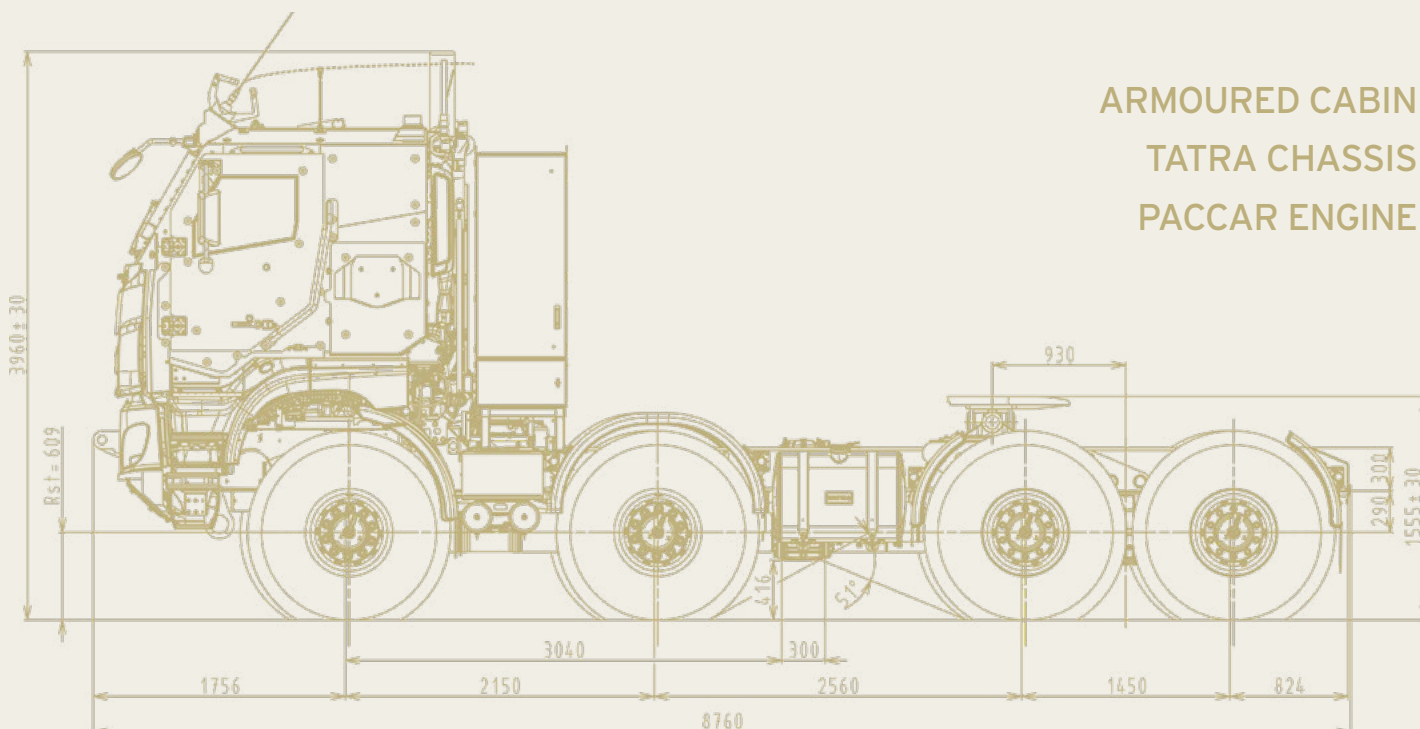
EQUIPMENT

Tools for basic repair in a field, non-automatic trailer hitch, 320 l fuel tank, central tyre inflation system, fire extinguisher, wheel chocks, warning triangle, first aid kit.

T 158-8P5N43 8x8.1R



8x8 HIGH MOBILITY HEAVY DUTY TRACTOR



The heavy-duty TATRA PHOENIX tractor with 8x8 all-wheel drive uses a combination of independently suspended semi-axles, a backbone frame and modern Paccar engines.

The TATRA chassis concept is a proven design for almost 100 years, which allows independent movement of each wheel with improved steering and maximum number of tires with the ground, while being characterized by extreme resistance of the chassis against twisting and bending. In addition, the spine tube protects all internal drive components from shocks, dust and moisture. Low service and maintenance costs and a maintenance-free design without conventional torque distribution on the PTO shaft are further advantages of this concept.

The chassis is complemented by a newly developed armored cabin produced by the partner company TATRA DEFENCE VEHICLE, which provides increased protection for the crew from the effects of various weapons and weapon systems.

ENGINE

Type PACCAR MX-13, water cooled, turbo-charged, electronically controlled.

Cylinders	6
Bore/ stroke	130/ 162 mm
Swept volume	12,900 cm ³
Net power	355 kW (483 HP)/ 1,600 min ⁻¹
Net torque	2,350 Nm/ 900-1,365 min ⁻¹

TRANSMISSION

ZF TraXon 16TX2640, 16-speed, automated, electronically controlled, PTO output.

Gear shifts, forward/reverse	16/2
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FRONT AXLES

Steered, driven with swinging half-axles. Front drive disconnection, axle and inter-axle differential locks, wheel hub reductions. Air springs and telescopic shock absorbers, sway bar.

REAR AXLE

Driven, with swinging half-axles. Axle and inter-axle differential locks, wheel hub reductions. Heavy combined suspension of air springs and leaf springs.

STEERING

LHD, adjustable steering wheel, power steering, ground driven back up steering pump.

WHEELS

Single mounting with CTIS. Bead locks. 1 spare wheel in spare wheel holder behind the cab.

Tyres	16.00R20
Rims	20-10V

BRAKES

Wedge type self-adjustable drum-brake units. EBS. Separate brake systems: service, emergency/ parking and compression engine brake.

CAB

COE type, tilt able, 2-doors, 2+1 seats, heavy armoured according to STANAG 4569, CBRN protection.

ELECTRIC EQUIPMENT

Circuit voltage	24V
Battery	2x 12V, 225 Ah
Alternator	24V/ 120A

DIMENSIONS

Width	2,550 mm
Clearance	400 mm

WEIGHTS (curb weight tolerance 5 % and w/o options)

5 th wheel load	24,000 kg
Rated GVW	44,000 kg
Front axles load capacity	2x 9,000 kg
Rear axles load capacity	2x 13,000 kg
Rated GCW	120,000 kg

PERFORMANCE

Top speed (with speed limiter)	90 km/h
Fording capability	1,200 mm
Trench width	2,100 mm
Vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

EQUIPMENT

5th wheel JOST JSK 38 G1, 3.5" king pin, cardan type
Emergency/ tie down NATO lugs, 340L fuel tank, sizable storage box.

OPTIONAL

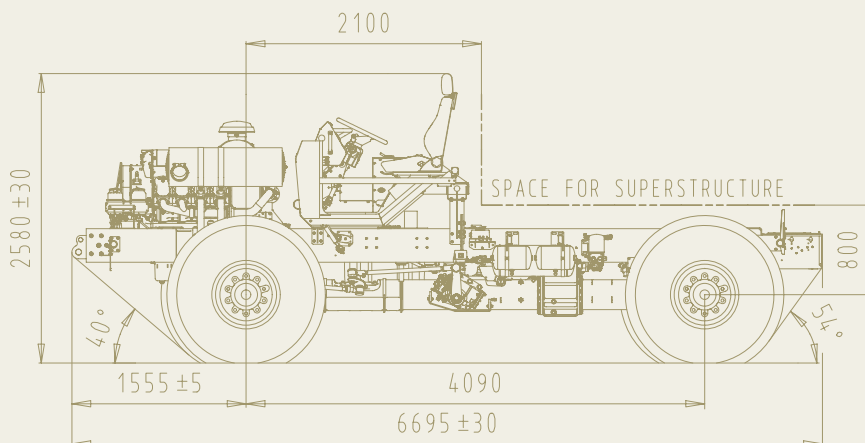
Central tyre inflation system (CTIS); gun mounted on the roof cab; winching system.

T 815 - 7T3B21 4x4.1R



4x4 HIGH MOBILITY HEAVY DUTY CHASSIS

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
10,400 kg PAYLOAD
4x4 DRIVE
300 kW



The TATRA 4x4 High Mobility Heavy Duty (HMHD) chassis is built as a platform for various kinds of special vehicles that need: • superior drive ability in difficult terrain • heavy armoured protection on top of the chassis • reliable chassis with low life cycle costs

Military chassis convenient for operation in the heaviest terrain and climatic conditions, in regions with extremely high and cold ambient temperatures, high humidity and in dusty environments.

The all-wheel drive chassis employs independent suspension and backbone tube frame, the unique features of the TATRA concept chassis proven more than 90 years, that allow each wheel to move independently with improved steering and maximum tire to ground contact.

3-dimensional space solid frame created by connection of backbone tube and conventional ladder frame is exceptionally rigid against torsion and bending. In addition the backbone tube frame also protects driveline shafts from transfer case to the wheels and differentials that are placed inside, against dust, moisture and outer mechanical damages (service-free design without cardan shaft torque distribution).

The unique chassis and independent suspension design give the vehicle exceptional resistance to shocks and vibrations, protects superstructures from torsion and stresses and allows to be driven fast on rough roads.

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 210 N

Number of speeds: - forward	14
- reverse	2

Electronic shift. Except of the crawler and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRS 0.8/1.9. Speed reducing. Pneumatic control.

FRONT AXLE

TATRA steered and driven swing half-axle with independent wheel suspension, axle differential lock and front drive disconnection. Wheel hub reductions.

Air springs and telescopic shock absorbers, sway bar.

REAR AXLE

TATRA driven swing half-axle with independent wheel suspension, axle differential lock. Wheel hub reductions. Air springs and telescopic shock absorbers, sway 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	16.00 R20
Run flats	

CAB

The chassis is delivered without standard TATRA cab. A frame holding dashboard, pedals, steering and seat is mounted on the chassis instead of the cab. Other equipments delivered as loosing parts.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 180 Ah
Alternators	120 A/28 V

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,072 mm
Clearance	410 mm
Clearance can be temporarily raised/lowered by suspension on the fly.	

WEIGHTS

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

PERFORMANCE

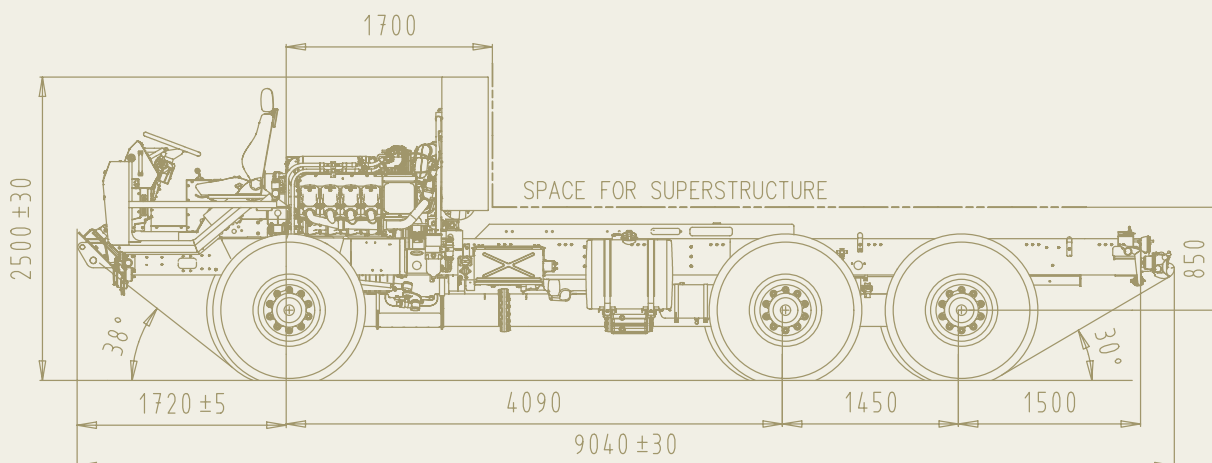
Top speed	115 km/h
Gradeability at GVW	100 %
Side slope	45%
Turning circle diameter (curb to curb)	18.5±1 m
Fording capability	1,200 mm
Crossing ability - trench width	1,000 mm
Fuel tank	220 ltrs
Cruising range (on road)	cca 350 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

T 815 - 7T3B31 6x6.1R



6x6 HIGH MOBILITY HEAVY DUTY CHASSIS

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
18,760 kg PAYLOAD
6x6 DRIVE
300 kW



The TATRA 6x6 High Mobility Heavy Duty (HMHD) chassis is built as a platform for various kinds of special vehicles that need: • superior drive ability in difficult terrain • heavy armoured protection on top of the chassis • reliable chassis with low life cycle costs

Military chassis convenient for operation in the heaviest terrain and climatic conditions, in regions with extremely high and cold ambient temperatures, high humidity and in dusty environments.

The all-wheel drive chassis employs independent suspension and backbone tube frame, the unique features of the TATRA concept chassis proven more than 90 years, that allow each wheel to move independently with improved steering and maximum tire to ground contact.

3-dimensional space solid frame created by connection of backbone tube and conventional ladder frame is exceptionally rigid against torsion and bending. In addition the backbone tube frame also protects driveline shafts from transfer case to the wheels and differentials that are placed inside, against dust, moisture and outer mechanical damages (service-free design without cardan shaft torque distribution).

The unique chassis and independent suspension design give the vehicle exceptional resistance to shocks and vibrations, protects superstructures from torsion and stresses and allows to be driven fast on rough roads.

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 210

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 0.8/1.9. Speed reducing. Pneumatic control.

FRONT AXLE

TATRA steered and driven swing half-axle with independent wheel suspension, axle differential lock front-drive disconnection. Wheel hub reductions.

Air springs and telescopic shock absorbers, sway bar.

REAR AXLES

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

Air springs and telescopic shock absorbers, sway bars.

STEERING

Left/right hand drive, integral power steering.

BRAKES

Wedge type self-adjustable drum brake units, ABS.

Four separate brake systems: service, emergency, parking, and engine brake.

WHEELS

Single tactical tyres on all axles with CTIS.

Rims	20 -10.00V
Tyres	14.00 R20

Run flats

16.00R20 as option

CAB

The chassis is delivered without standard TATRA cab. A frame holding dashboard, pedals, steering and seat is mounted on the chassis instead of the cab. Other equipments delivered as loosing parts.

Cab tilting mechanism with hydraulic cylinder controlled electrically.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 180 Ah
Alternators	2x120 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	10,240 kg
Payload max.	18,760 kg
GVW max.	29,000 kg

PERFORMANCE

Top speed	110 km/h
Gradeability at GVW	60 %
Side slope	45 %
Turning circle diameter (curb to curb)	20±1 m
Fording capability	1,200 mm
Crossing ability - trench width	900 mm
Fuel tank	220 ltrs
Cruising range (on road)	cca 500 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-32°C to +49°C

WINCH

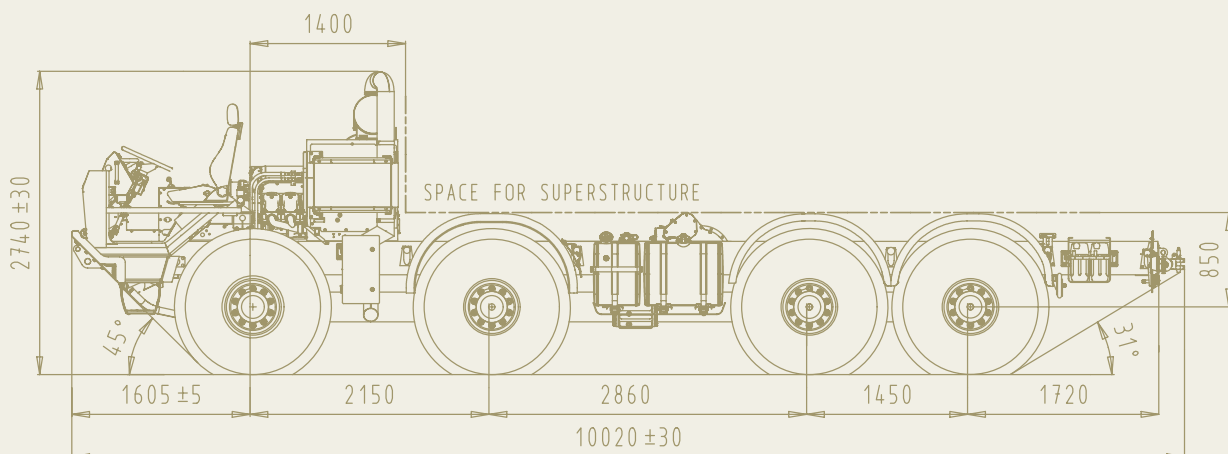
Optional self recovery winch, 100 kN max pulling force, 60 m rope length, front and rear rope pull.

T 815 - 7T3B41 8x8.1R



8x8 HIGH MOBILITY HEAVY DUTY CHASSIS

- INDEPENDENT SUSPENSION
- SOLID 3D STRUCTURE FRAME
- 25,000 kg PAYLOAD
- 8x8 DRIVE
- 300 kW



The TATRA 8x8 High Mobility Heavy Duty (HMHD) chassis is built as a platform for various kinds of special vehicles that need: • superior drive ability in difficult terrain • transport troops or sensitive material over difficult terrain • heavy armoured protection on the chassis • reliable chassis with low life cycle costs

Military chassis convenient for operation in the heaviest terrain and climatic conditions, in regions with extremely high and cold ambient temperatures, high humidity and in dusty environments.

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3-dimensional space solid frame created by connection of backbone tube and conventional ladder frame is exceptionally rigid against torsion and bending. In addition the backbone tube frame also protects driveline shafts from transfer case to the wheels and differentials that are placed inside, against dust, moisture and outer mechanical damages (service-free design without cardan shaft torque distribution).

The unique chassis and independent suspension design give the vehicle exceptional resistance to shocks and vibrations, protects superstructures from torsion and stresses, and allows to be driven fast in rough terrain or on damaged roads.

• C-130 transportable • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly

ENGINE TATRA T3C-928-90 EURO 3

Air cooled, four stroke turbo-charged and charge-aircooled 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 1430, 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. Electro-pneumatic shift.

FRONT AXLES

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

REAR AXLES

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

STEERING

Left/right hand drive, integral power steering.

BRAKES

Wedge type self-adjustable drum brake units, ABS. Four separate brake systems: service, emergency, parking, and engine brake.

WHEELS

Single tactical tyres on all axles with CTIS.	
Rims	20 -10.00V
Tyres	16.00 R20
Beadlocks / runflats as option	

CAB

The chassis is delivered without standard TATRA cab. Aframe holding dashboard, pedals, steering and seat is mounted on the chassis instead of the cab. Other equipment delivered as loosing parts. Cab tilting mechanism with hydraulic cylinder controlled electrically.

ELECTRIC EQUIPMENT

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

DIMENSION

Width	2,550 mm
Clearance adjustable	305 / 410 / 500 mm
Clearance can be temporarily raised/lowered by suspension on the fly.	

WEIGHTS

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

PERFORMANCE

Top speed	115 km/h
Gradeability	65 %
Side slope	45 %
Turning circle diameter (curb to curb)	24±1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,200 mm
Fuel tanks	540 ltrs
Cruising range (on road)	cca 800 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

EQUIPMENT

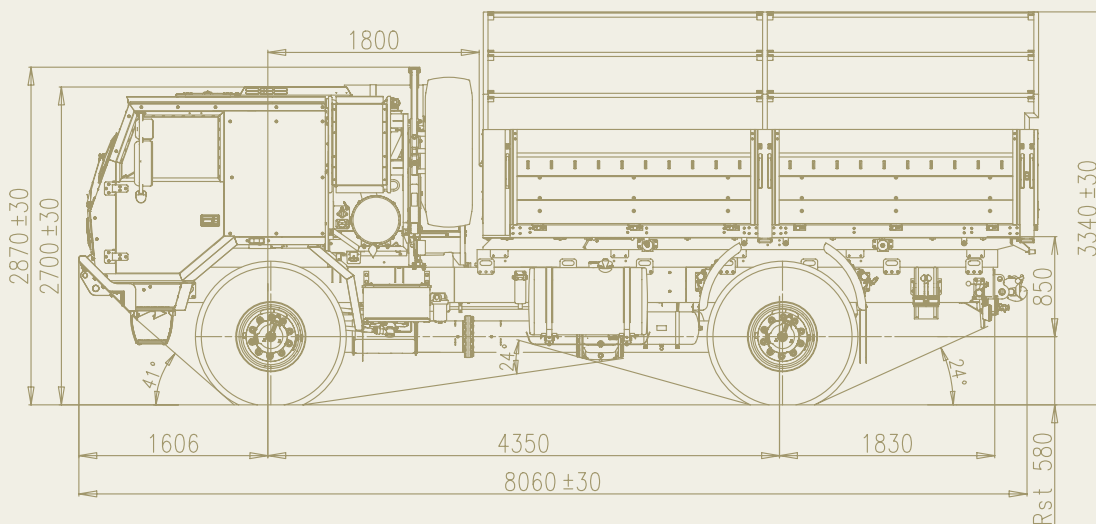
Winch (as optional device)	12t
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T 815 - 7M3R21 4x4.1R



4x4 HMHD CARGO/TROOP CARRIER

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
8,800 kg PAYLOAD
4x4 DRIVE
276 kW



The TATRA 4x4 High Mobility Heavy Duty (HMHD) Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks 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 90 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

ENGINE

Water cooled, direct injection, turbo-charged, charge air cooled, electronically controlled. EURO 3 emission level.

Make	CUMMINS
Model	ISLe 375
Numbers of cylinders	6 in-line
Bore/stroke	114/144,5 mm
Displacement	8,850 cm ³
Max. power output	276 kW (370 bhp)/2,100 RPM
Max. torque	1,550 Nm/1,200 RPM

TRANSMISSION

Model	Allison MD 3200 SP
Automatic, no. of gears forward/reverse	6/1

TRANSFER CASE

Type TATRA 2.30 TRK 0.9/2.4. 2-speed reducing.

FRONT AXLE

Steered, driven with swinging half-axes, front-drive disconnection, axle differential lock. Air springs and telescopic shock absorbers. Wheel hub reductions. Sway bar.

REAR AXLE

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

STEERING

Left/right 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 Jacobs engine brake.

WHEELS

Single tactical tyres on all axles with automatically controlled CTIS.

Tyres	14.00 R20 Tubeless
Discs	20 -10.00 V

Beadlocks, 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.

DIMENSIONS

Overall width	2,550 mm
Track - front/rear	2,072 mm
Ground clearance	380 mm
Clearance can be temporarily raised/lowered by suspension on the fly.	

WEIGHTS

Curb weight (w/body)	10,200 kg
Payload (chassis)	8,800 kg
Gross vehicle weight (max.)	19,000 kg
Max. trailer weight (max.)	18,000 kg
Max. gross combination weight	37,000 kg

ELECTRIC EQUIPMENT

Circuit voltage	24V, negative pole grounded
Battery	2 x 12 V, 180 Ah
Alternator	28 V/70A
Black-out electrical system and convoy lights.	

FUEL TANK

Capacity 320 ltrs, 220 and 420 ltrs as option.

PERFORMANCE

Top speed	115 km/h
Gradeability (calculated)	65 %
Turning circle diameter (curb to curb)	18.5±1m
Fording capability	1,500 mm
Crossing ability - trench width	900 mm
Cruising range (on road)	cca 500 km
Climbing ability - vertical step	700 mm
Operating ambient temperature	-10 to +55 °C

EQUIPMENT

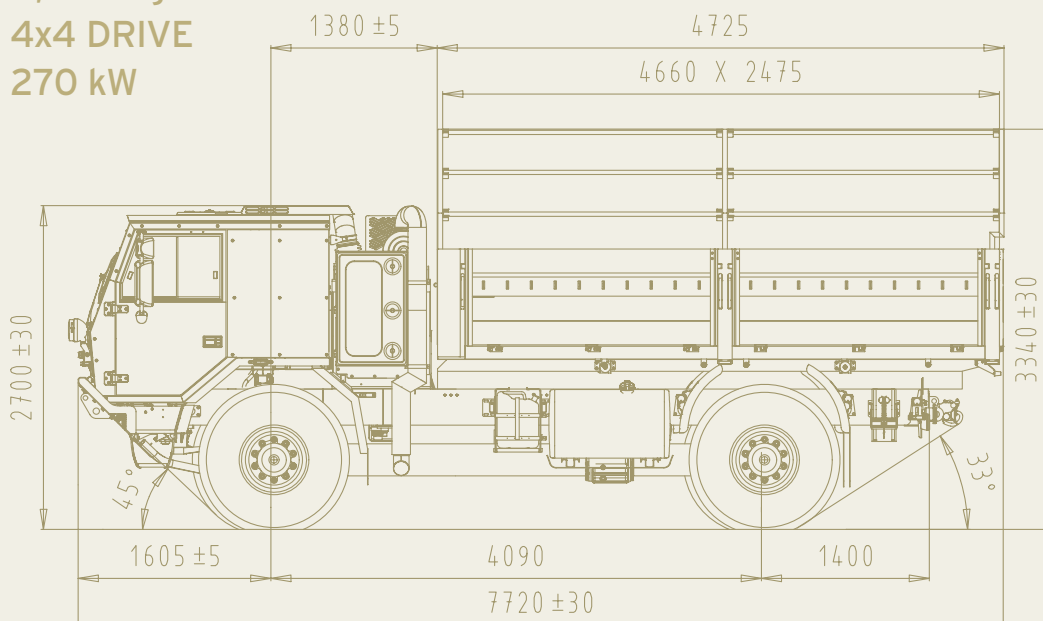
Trailer hook - automatic, incl. electrical and braking system coupling.
Platform, foldable benches for 16 soldiers, rolled up sides of tarp, access through the rear. Transport of 6 or 10 ft ISO containers.
Driver's tools for maintenance and common repairs. 2kg ABC Fire extinguisher, pioneer tools, jack, wheel chock, 4x 20L jerry cans.
Winch - pulling capacity 54 kN, rope length 30m - as option.

T 815 - 7T3R21 4x4.1R



4x4 HMHD CARGO/TROOP CARRIER

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
8,500 kg PAYLOAD
4x4 DRIVE
270 kW



The TATRA 4x4 High Mobility Heavy Duty (HMHD) Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks 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 90 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

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 0.8/1.9. Speed reducing. Pneumatic control.

FRONT AXLE

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

REAR AXLE

TATRA driven swing half-axle with independent wheel suspension, axle differential lock. Wheel hub reductions. Air springs and telescopic shock absorbers. Sway 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	16.00 R20
Beadlocks, run flats 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. Add-on armoring as option.

ELECTRIC EQUIPMENT

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

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,072 mm
Clearance	410 mm
Clearance can be temporarily raised/lowered by suspension on the fly.	

WEIGHTS

Curb weight	10,500 kg
Payload max.	8,500 kg
GVW max.	19,000 kg

PERFORMANCE

Top speed	115 km/h
Gradeability at GVW (calculated)	100 %
Side slope	45%
Turning circle diameter (curb to curb)	18.5±1 m
Fording capability	1,500 mm
Crossing ability - trench width	1,000 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 1,200 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

EQUIPMENT

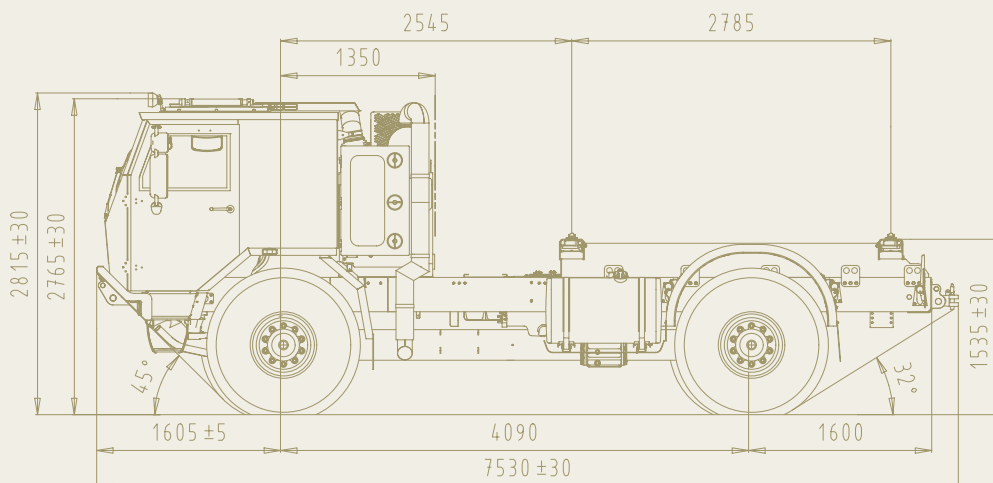
Trailer hook - automatic, incl. electrical and braking system coupling.
Platform, foldable benches for 16 soldiers, rolled up sides of tarp, access through the rear. Transport of 6 or 10 ft ISO containers.
Driver's tools for maintenance and common repairs. 2kg ABC Fire extinguisher, pioneer tools, jack, wheel chock, 4x 20L jerry cans.
Winch - pulling capacity 54 kN, rope length 30m - as option.

T 815 - 7T3R21 4x4.1R



4x4 HMHD UNIVERSAL CONTAINER CARRIER

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
8,130 kg PAYLOAD
4x4 DRIVE
270 kW



The TATRA 4x4 High Mobility Heavy Duty (HMHD) - Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks 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 90 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

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 0.8/1.9. Speed reducing. Pneumatic control.

FRONT AXLE

TATRA steered and driven swing half-axle with independent wheel suspension, axle differential lock and front drive disconnection. Wheel hub reductions.

Air springs and telescopic shock absorbers.

REAR AXLE

TATRA driven swing half-axle with independent wheel suspension, axle differential lock. Wheel hub reductions. Air springs and telescopic shock absorbers. Sway 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	16.00 R20

Beadlocks, run flats 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. 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, 180 Ah
Alternator	80 A/28 V

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,072 mm
Clearance	410 mm

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

WEIGHTS

Curb weight (w/ armoured cab)	10,870 kg
Payload max.	8,130 kg
GVW max.	19,000 kg

PERFORMANCE

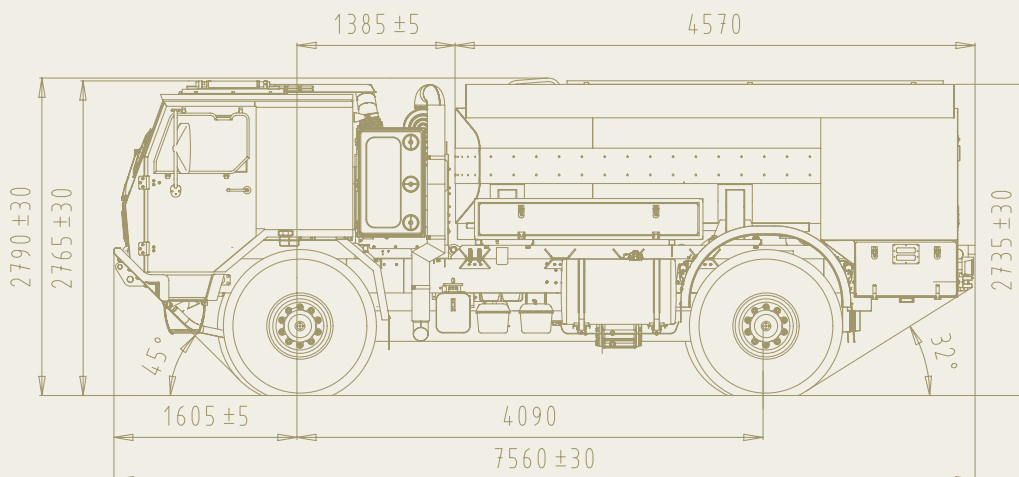
Top speed	115 km/h
Gradeability at GVW (calculated)	100 %
Side slope	45%
Turning circle diameter (curb to curb)	18.5±1 m
Fording capability	1,500 mm
Crossing ability - trench width	1,000 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 1,200 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

T 815 - 7T3R21 4x4.1R



4x4 HMHD REFUELER 5,300 Liters

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
4,500 kg PAYLOAD
4x4 DRIVE
270 kW



The TATRA 4x4 refueler 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 vehicle can be used for refuelling of vehicles, special military vehicles and other machines and equipment by diesel or gasoline. Design and equipment according international standard for transporting of danger liquid - ADR - code LGBF and other STANAG standards.

Aluminium alloy tank body, special design with one crossing baffle. One chamber, geometrical volume 6 060 l, pump output 40 - 500 l/min. Four hose reels hydraulically powered.

Equipment for discharging and loading: • Pump with flow from 60 to 500 lt/min • 4 hydraulic aluminium alloy drums with 15 m long hoses, DN 5/4" • automatic switch-off pistol DN 5/4" with tapping valve • mechanical counter with mechanical printer - maximum discharge capacity up to 500 l/min. • two bottom loading/discharge outlets, DN 2" and DN 3"

Filling/discharging abilities: • bottom and top loading • discharge through gauge with counter for all hoses wound on drums • direct pumping between two tanks, from one tank to other one without using tank on the truck • self filling

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

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 disconnection. Wheel hub reductions.

Air springs and telescopic shock absorbers, sway bar.

REAR AXLE

TATRA driven swing half-axle with independent wheel suspension, axle differential lock. Wheel hub reductions. Air springs and telescopic shock absorbers. Sway 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	16.00 R20
Beadlocks, run flats 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. Add-on armoring.

ELECTRIC EQUIPMENT

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

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,072 mm
Clearance	410 mm

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

WEIGHTS

Curb weight (w/ armoured cab)	12,800 kg
Payload max. (5,300 l of fuel)	4,500 kg
GVW	17,300 kg
Rated GVW	19,000 kg

PERFORMANCE

Top speed	110 km/h
Gradeability at GVW (calculated)	100 %
Side slope	45%
Turning circle diameter (curb to curb)	18.5±1 m
Fording capability	1,500 mm
Crossing ability - trench width	1,000 mm
Fuel tank	320 ltrs
Cruising range (on road)	cca 900 km
Climbing ability - vertical step	900 mm
Operating ambient temperature	-32°C to +49°C

EQUIPMENT

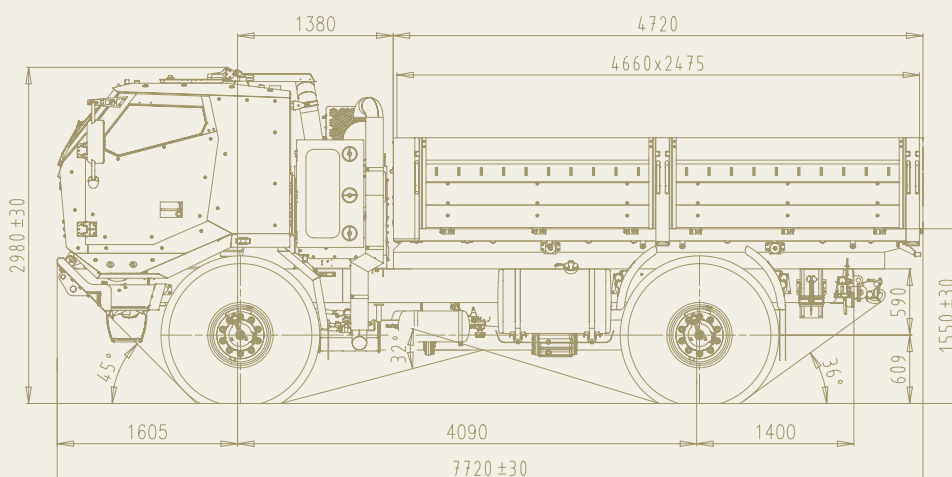
Two 6kg fire extinguishers in plastic boxes, hydraulic circuit including pump and hydraulic reservoir, rear door with lock, two cases for hoses, working light in rear technology part, grounding cable.

T 815 - 7T3R21 4x4.1R



4x4 HMHD CHASSIS-CAB, ARMoured CAB PER STANAG 4569

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
6,300 kg PAYLOAD
4x4 DRIVE
270 kW



The TATRA 4x4 High Mobility Heavy Duty (HMHD) - Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks designed for rough terrain, difficult climatic and environment conditions.

The armoured cabin has been designed from the ground up with an integrated blast management system and multilayered scalable armour system. By placing the users at the centre of the development process and creating the protection system around them, the cabin offers very high levels of protection at low weight without compromising on comfort or usability. Equipped by power-assisted door opening and energy absorbing blast seats.

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 90 years.

Improved steering, and maximum tyre-to-ground contact, extreme resistance of the chassis against torsion and bending. Protection of all driveline components inside the backbone tube. Low service and maintenance costs.

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.

• Armoured cab per STANAG 4569 • Adjustable vehicle height and clearance • All-wheel drive • Differential locks • CTIS operated on the fly

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 0.8/1.9. Speed reducing. Pneumatic control.

FRONT AXLE

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

REAR AXLE

TATRA driven swing half-axle with independent wheel suspension, axle differential lock. Wheel hub reductions. Air springs and telescopic shock absorbers. Sway 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	16.00 R20
Beadlocks, run flats as option	

CAB

COE type, forward tilting, armoured, ballistic and mine blast protection per STANAG 4569. Two doors with power-assisted door opening. Three energy absorbing blast seats with safety belts. Flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit.

ELECTRIC EQUIPMENT

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

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,072 mm
Ground clearance	410 mm
Clearance can be temporarily raised/lowered by suspension on the fly.	

WEIGHTS

Curb weight (armoured cab)	12,700 kg
Payload max.	6,300 kg
GVW max.	19,000 kg

PERFORMANCE

Top speed	115 km/h
Gradeability at GVW (calculated)	100 %
Side slope	45%
Turning circle diameter (curb to curb)	18.5±1 m
Fording capability	1,500 mm
Crossing ability - trench width	1,000 mm
Climbing ability - vertical step	600 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 1,200 km
Operating ambient temperature	-32°C to +49°C

EQUIPMENT

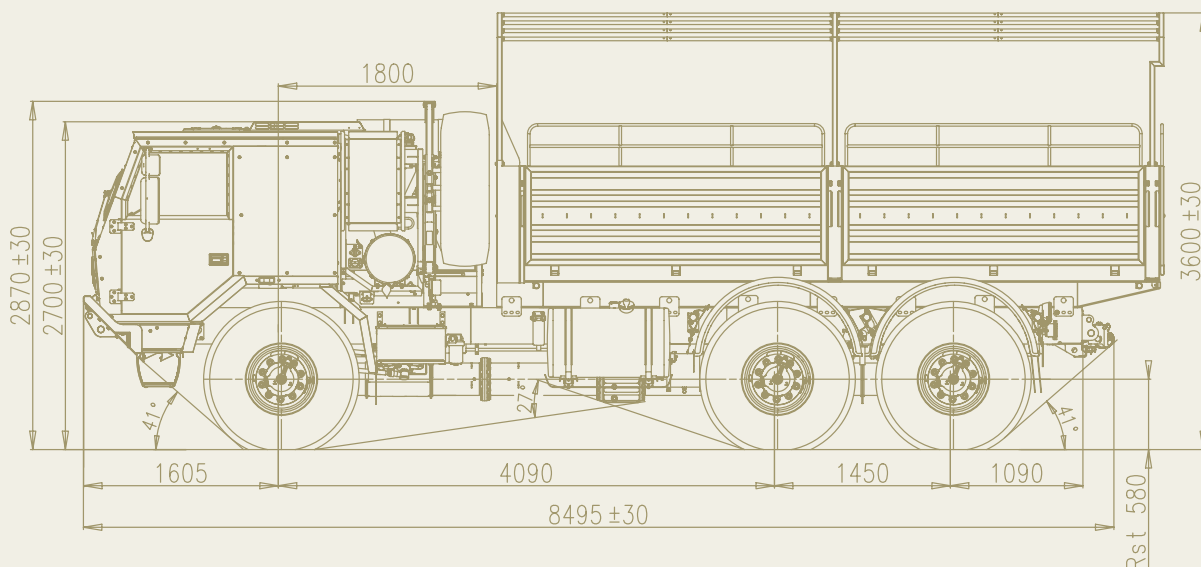
Trailer hook - automatic, incl. electrical and braking system coupling.
Platform, foldable benches for 16 soldiers, rolled up sides of tarp, access through the rear. Transport of 6 or 10 ft ISO containers.
Driver's tools for maintenance and common repairs. 2kg ABC Fire extinguisher, pioneer tools, jack, wheel chock, 4x 20L jerry cans.
Winch - pulling capacity 54 kN, rope length 30m - as option.
NBC protection kit - as option.

T 815 - 7M3R31 6x6.1R



6x6 HMHD CARGO/TROOP CARRIER

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
16,500 kg PAYLOAD
6x6 DRIVE
276 kW



The TATRA 6x6 High Mobility Heavy Duty (HMHD) Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks 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 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 90 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

ENGINE

Water cooled, direct injection, turbo-charged, charge air cooled, electronically controlled. EURO 3 emission level.

Make	CUMMINS
Model	ISLe 375
Numbers of cylinders	6 in-line
Bore/stroke	114/144,5 mm
Displacement	8,850 cm ³
Max. power output	276 kW (370 bhp)/2,100 RPM
Max. torque	1,550 Nm/1,200 RPM

TRANSMISSION

Model	Allison MD 3200 SP
Automatic, no. of gears forward/reverse	6/1

TRANSFER CASE

Type TATRA 2.30 TRK 0.9/2.4. 2-speed reducing.

FRONT AXLE

TATRA steered and driven swing half-axle with independent wheel suspension, axle differential lock, front-drive disconnection. Wheel hub reductions.

Air springs and telescopic shock absorbers, sway bar.

REAR AXLES

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

Air springs and telescopic shock absorbers, sway bars.

STEERING

Left/right hand drive, integral power steering.

BRAKES

Wedge type self-adjustable drum brake units, ABS.

Four separate brake systems: service, emergency, parking, and engine brake.

WHEELS

Single tactical tyres on all axles with CTIS.

Rims	20 -10.00V
Tyres	14.00 R20

Beadlocks, run flats as option.

CAB

COE type, forward tilting, all-steel, two doors, driver's adjustable seat with safety belt, 3 seats with safety

belts, flat 2-piece windscreen, right-left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable.

ELECTRIC EQUIPMENT

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

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,072 mm
Ground clearance	380 mm
Clearance can be temporarily raised/lowered by suspension on the fly.	

WEIGHTS

Curb weight (w/body)	12,500 kg
Payload max. (chassis)	16,500 kg
GVW max.	29,000 kg

PERFORMANCE

Top speed	105 km/h
Gradeability (calculated)	55 %
Turning circle diameter (curb to curb)	20.0±1 m
Fording capability	1,500 mm
Crossing ability - trench width	900 mm
Fuel tank	320 ltrs
Cruising range (on road)	cca 600 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-10°C to +55°C

EQUIPMENT

Trailer hook - automatic, incl. electrical and braking system coupling.

Platform, foldable benches for 22 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.

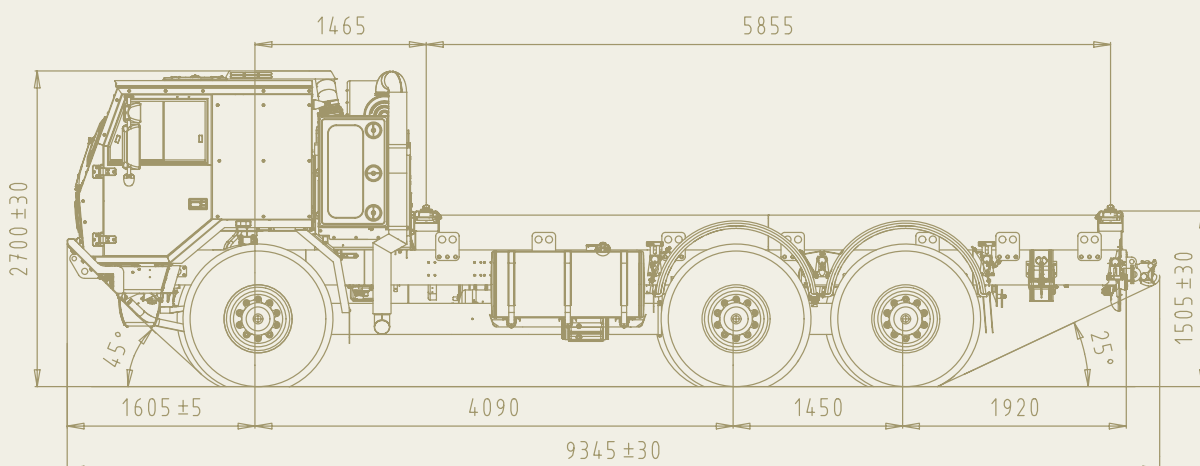
Winch - pulling capacity 100 kN, rope length 50m - as option.

T 815 - 7T3R31 6x6.1R



6x6 HMHD UNIVERSAL CONTAINER CARRIER

- INDEPENDENT SUSPENSION
- SOLID 3D STRUCTURE FRAME
- 15,900 kg PAYLOAD
- 6x6 DRIVE
- 300 kW



The TATRA 6x6 High Mobility Heavy Duty (HMHD) Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks. 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 90 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

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 AXLE

TATRA steered and driven swing half-axle with independent wheel suspension, axle differential lock, front-drive disconnection. Wheel hub reductions.

Air springs and telescopic shock absorbers.

REAR AXLES

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

Air springs and telescopic shock absorbers, sway bars.

STEERING

Left/right hand drive, integral power steering.

BRAKES

Wedge type self-adjustable drum brake units, ABS.

Four separate brake systems: service, emergency, parking, and engine brake.

WHEELS

Single tactical tyres on all axles with CTIS.

Rims	20 -10.00V
------	------------

Tyres	14.00 R20
Run flats, beadlocks as option.	

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. Prepared for add-on armoring.

ELECTRIC EQUIPMENT

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

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,072 mm
Clearance	380 mm

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

WEIGHTS

Curb weight	13,100 kg
Payload max.	15,900 kg
GVW max.	29,000 kg

PERFORMANCE

Top speed	105 km/h
Gradeability at GVW (calculated)	90 %
Side slope	45 %
Turning circle diameter (curb to curb)	20,5±1 m
Fording capability	1,500 mm
Crossing ability - trench width	900 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 900 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-32°C to +49°C

T 815-7M3RB1 6x6.1R

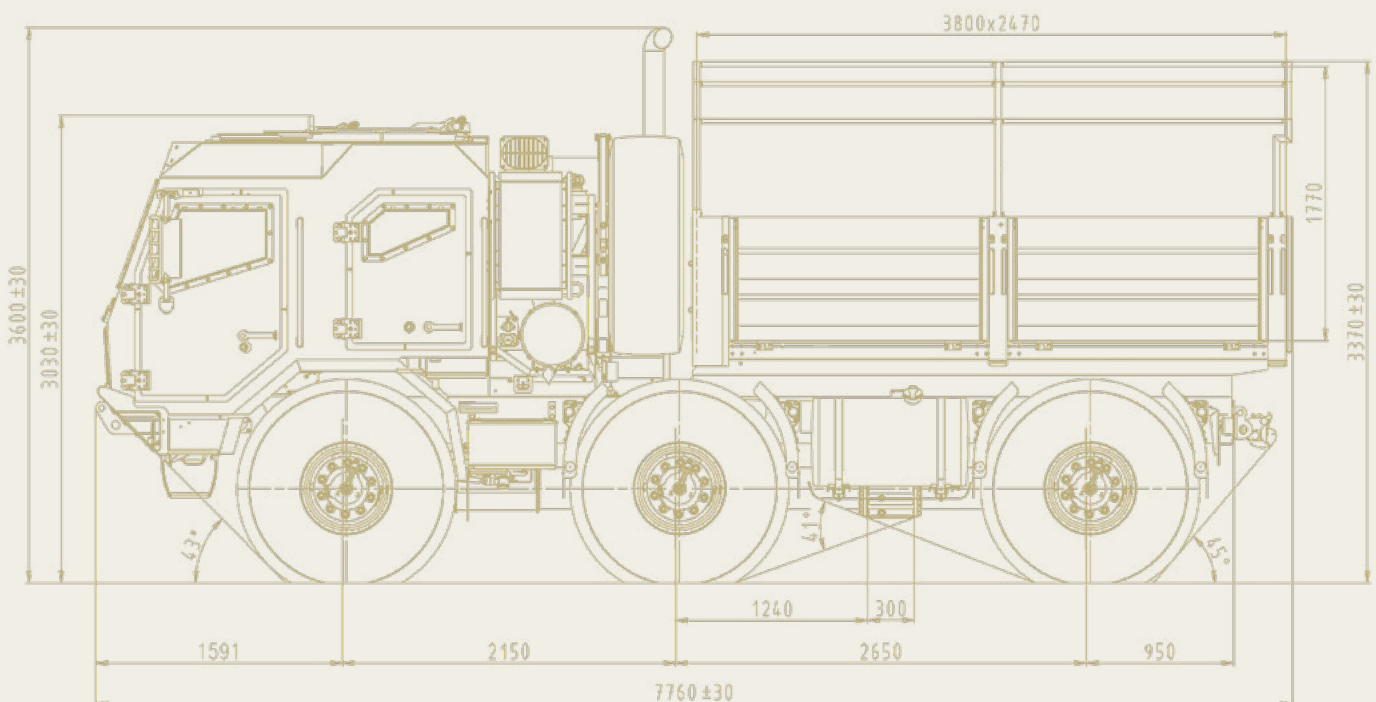


6x6 HEAVY DUTY OFF-ROAD LOGISTICS TRUCK

ARMOURED CAB

2 FRONT AXLES STEERABLE

CTIS SYSTEM



The 6x6 cargo/troop carrier is designed for high mobility operations in very difficult terrain and climatic conditions. The unique TATRA backbone tube chassis gives excellent mobility at low Life Cycle Cost.

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 of sophisticated electronics or other sensitive loads. The 6x6 all-wheel drive chassis employs independent suspension and backbone tube frame, which are unique characteristics of the TATRA concept chassis. 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 of the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube also protects all driveline components, which are placed inside, 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.

Armoured double cab is able to protect and accommodate six troops including their arms and gears. Cargo body capacity is up to 13 000 kg with space for 8 NATO standard pallets per STANAG 2828 (two layers) or for 16 troops seating on benches. Electronically controlled engine and automatic transmission. CTIS controlled from cab, operated on the fly. Axle and inter axle differential locks on all wheels. Two front axles are steerable.

ENGINE

Cummins ISLe 375, Euro3, water cooled, direct injection, turbo-charged, charge air cooled, electronically controlled.

No. of cylinders	6 in line
Swept volume	8.85 litre
Power	276 kW (296 BHP)/ 2,100rpm
Torque	1,550 Nm/ 1,200rpm

TRANSMISSION

Allison series 3200, 6-speed fully automatic, electronically controlled.

Gear shifts, forward/reverse	6/1
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FRONT AXLE 1st and 2nd

Steered, driven tandem with swinging half-axes. Front-rear torque divider, axle and interaxle differential locks, wheel hub reductions. Air springs and telescopic shock absorbers, sway bar.

REAR AXLE

Driven, with swinging half-axes. Axle differential lock, wheel hub reductions. Air springs and telescopic shock absorbers, sway bar.

STEERING

LHD, adjustable steering wheel, power steering, ground driven back up steering pump.

WHEELS

Single mounting with central tyre inflation system (CTIS) and beadlocks.

Tires	16.00R20
Rims	10V

BRAKES

Wedge type self-adjustable drum-brake units. ABS. Four separate brake systems: service, emergency, parking, and compression engine brake.

CAB

COE type long cab, tiltable, 1+5 seats, HVAC unit, sunshades. Armoured, Level 1 STANAG 4569, gun mount preparation for 7.62mm MG. Fixation kit for radio.

ELECTRIC EQUIPMENT

Circuit voltage	24V
Battery	2x 12V, 180Ah
Alternator	28V/ 70A

DIMENSIONS

Width	2,500 mm
Clearance	410 mm

WEIGHTS

Kerb weight (cab L1 STANAG 4569)	15,010 kg
Payload max.	12,990 kg
GVW max.	28,000 kg
Front axle rated load (5 or 6t)	2 x 9,000 kg
Rear axle rated load	10,000 kg

PERFORMANCE

Top speed	105 kph
Gradeability (calculated)	60%
Trench width	1,000 mm
Vertical step	600 mm
Fording capability	1,200 mm
Cruising range approx.	500 km
Operating ambient temperature	-12 °C to +55 °C

EQUIPMENT

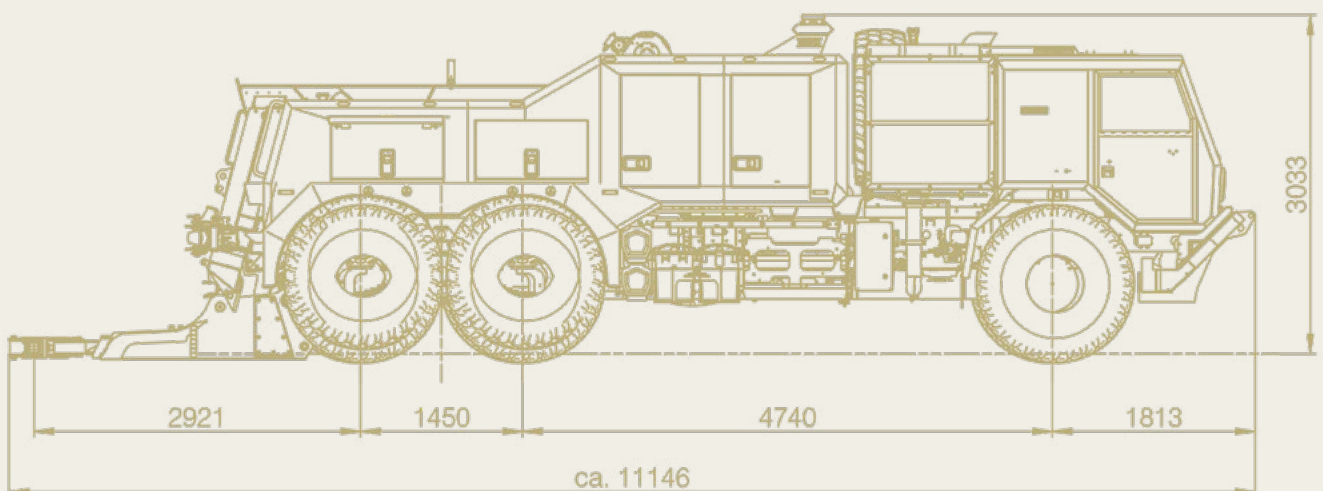
Tools for basic repair in a field, fire extinguisher, wheel chocks, 2 pcs, warning triangle, first aid kit spare wheel with holder, cargo body with tarpaulin, loading area 3,800 x 2,470 mm.

T 815-7MOR34 6x6.1R



6x6 RECOVERY VEHICLE, EMPL EH/W BISON

- HYDRAULIC UNDERLIFT
- CAN BUS CONTROL SYSTEM
- FORDING UP TO 1.200 mm



Special designed fully hydraulic underlift for recovering and transporting of stranded vehicles like passenger cars, buses, heavy trucks, tractor-trailer combinations, semi-trailers a.s.o.

The all-wheel drive TATRA chassis (wheelbase: 4,740 + 1,450 mm) employs independent suspension and backbone tube frame, the unique features of the TATRA-concept chassis proven more than 95 years, that allow each wheel to move independently with improved steering and maximum tire to ground contact. There is a space solid frame created by connection of backbone tube and conventional ladder frame in the TATRA-concept chassis, which is exceptionally rigid against torsion and bending. In addition the backbone tube frame also protects driveline shafts from transfer case to the wheels and differentials that are placed inside, against dust, moisture and outer mechanical damages (service-free design without cardan-shaft torque distribution).

Product highlights:

• suitable for operation in temperature range A1, A2, A3, B1, B2, B3, C0 according STANAG 2895 • fording ability up to 1,200 mm • CAN Bus Control System • EMPL „OSS“ - Operator Safety System • „Power-Tilt“ function of folding boom • lifting fork in swing type execution for „off-road“ operation • proportional radio remote control • special adapter for NATO eyes • rubber coated storage compartments • two hydraulic rear stabilisers with spades for ground anchoring

ENGINE

Cummins ISM 500, EPA1999, water cooled, direct injection, turbo-charged, charge air cooled.
No. of cylinders 6 in line
Displacement 10,823 cm³
Power 373 kW (500 BHP)/ 1,800 rpm
Torque 2,102 Nm/ 1,200 - 1,600 rpm

TRANSMISSION

Fully automatic, electronically controlled, Allison type 4500 SP, PTO output. Gear shifts, forward/reverse 6/1, 2-speed transfer case.

AXLES

TATRA independent swing semi-axles. Front axles with air springs and shock absorbers. Rear axles with combined suspension, air and leaf springs. Sway bar at the front axle. CTIS.

STEERING

LHD/RHD, adjustable steering wheel, power steering.

WHEELS

Number of wheels 6 + 1 (spare)
Disc and rims 20 - 10.00 V, single
Tires 16.00 R20 XZL, tubeless

BRAKES

Two circuit drum air brakes with wedge type actuator, and self-adjustment feature.

CAB

TATRA military, low profile all-steel cab, two doors, rectangular roof hatch, 1 + 1 seats configuration, HVAC - heating ventilation air conditioning unit.

ELECTRIC EQUIPMENT

Voltage 24 V, battery 2x 12 V, 180 Ah, alter. 28 V/70 A

DIMENSIONS

Width chassis/superstructure 2,550/2,600 mm
Ground clearance 410 mm

WEIGHTS

Curb weight 23,400 kg
GVW rated 36,000 kg
GCW rated 43,000 kg
Front axle rated load 10,000 kg
Rear axle rated load 2x 13,000 kg

PERFORMANCE (at GVW)

Top speed (with speed limiter) 85 kph
Gradeability (calculated) 65 %
Trench width 900 mm
Vertical step 500 mm
Cruising range approx. 500 km

EQUIPMENT

Multi-purpose lifting yoke, lifting yoke extensions with fixing bolts, adjustable wheel grids, bracket for lifting yoke extensions and wheel grids, ratchets inkl. lever, different wheel fixation belts, lifting fork adapters, lashing belts, towing set & rope guide pulley for winch rope pulling.

WINCH CAPACITY

Main winch 30 t
Second winch (mounted on main boom) 10 t

BOOM

Main boom, folding boom - hydraulically foldable and extendable.

LIFTING CAPACITY

Underlift retracted - folding boom approx. 20 t
Underlift retracted - main boom approx. 16 t
Folding boom extended - capacity approx. 10 t
Min. recovery capacities while driving 18 t GVW

T 815-7MOR41 8x8.1R

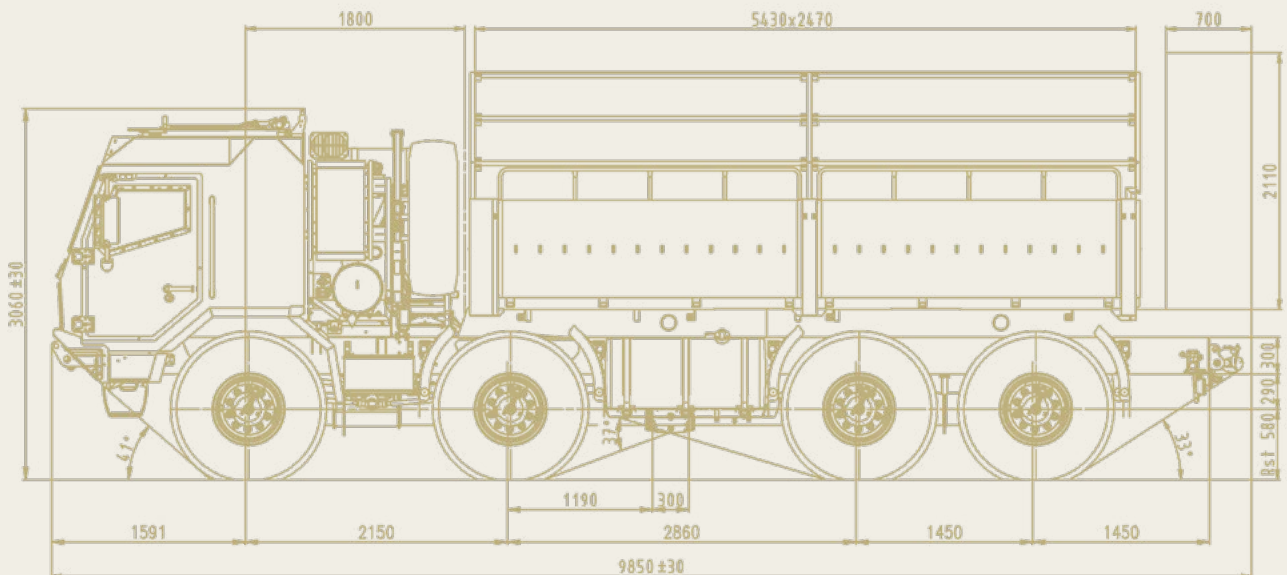


8x8 HEAVY DUTY OFF-ROAD AMMUNITION TRUCK

ARMOURED CABIN

CARBO BODY WITH TARPAULIN

HYDRAULIC CRANE



The 8x8 ammunition carrier is designed for high mobility operations in very difficult terrain and climatic conditions. The unique TATRA backbone tube chassis gives excellent mobility at low Life Cycle Cost.

The 8x8 all-wheel drive chassis employs independent suspension and backbone tube frame, which are unique characteristics of the TATRA concept chassis proven for almost 100 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 of the backbone tube with a conventional ladder frame via several cross-members. In addition, the backbone tube also protects all driveline components, which are placed inside, 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.

Cargo body with tarpaulin. Loading area 5 430 x 2 470 mm, 8 NATO pallets. Optional foldable benches for 24 troops. Hydraulic crane capacity max. 5 700 kg, max. lifting moment 10.3 mt, hydraulic outreach 12 m, manual outreach 15.9 m. Electronically controlled engine and automatic transmission. CTIS controlled from cab, operated on the fly. Axle and inter axle differential locks on all wheels. Two front axles are steerable.

ENGINE

Cummins ISM 425, EPA 1999, water cooled, direct injection, turbo-charged, charge air cooled, electronically controlled.

No. of cylinders	6 in line
Swept volume	10.8 l
Power	324 kW (434 BHP)/ 1,600 - 1,900 rpm
Torque	2,102 Nm/ 1,200 - 1,300 rpm

TRANSMISSION

Allison series 4500, 6-speed fully automatic, electronically controlled, PTO output.

Gear shifts, forward/reverse	6/1
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FRONT AXLES

Steered, driven with swinging half-axles. Front drive disconnection, axle and interaxle differential locks, wheel hub reductions. Air springs and telesc. shock absorbers, sway bar.

REAR AXLE

Driven, with swinging half-axles. Axle and inter-axle differential locks, wheel hub reductions. Air springs and telescopic shock absorbers, sway bars.

STEERING

LHD, adjustable steering wheel, power steering, ground driven back up steering pump.

WHEELS

8+1 spare wheel in holder. Single mounting with CTIS.

Bead locks.	
Tires	14.00 R20
Rims	10.00-20 V

BRAKES

Wedge type self-adjustable drum-brake units. ABS. Four separate brake systems: service, emergency, parking, and compression engine brake.

CAB

COE type, 2-doors, 1 + 1 seats, HVAC unit, sunvisors, roof hatch.

ELECTRIC EQUIPMENT

Circuit voltage	24V
Battery	2x 12V, 180Ah
Alternator	28V/ 70A

DIMENSIONS

Width	2,550 mm
Clearance	380 mm

WEIGHTS

Kerb weight (chassis + platform + crane)	18,580 kg
Payload max.	19,420 kg
GVW max.	38,000 kg
Front axle load capacity	2 x 9,000 kg
Rear axle load capacity	2 x 10,000 kg

PERFORMANCE

Top speed	90 kph
Grade ability (calculated)	60 %
Trench width	2,000 mm
Vertical step	500 mm
Fording capability	1,200 mm
Cruising range approx.	650 km
Operating ambient temperature	-5 °C to +45 °C

EQUIPMENT

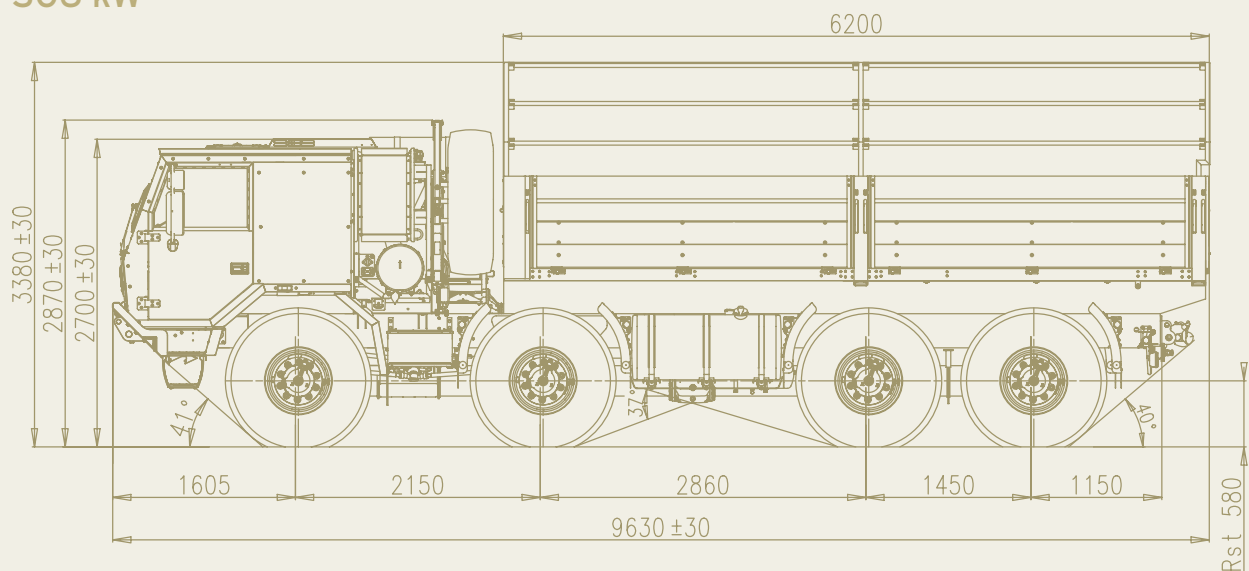
Platform for ammo containers, tarpaulin, w/folding side walls (walked upon), ladder to reach side walls. NATO type towing hook, Ringfeder RUwg K4D. Front and rear NATO emergency towing/lugs. Central tyre inflation system (CTIS), 420l fuel tank. Tools for basic repair in a field, fire extinguisher, wheel chocks (2 pcs), warning triangle, first aid kit.

T 815 - 7M3R41 8x8.1R



8x8 HMHD CARGO/TROOP CARRIER

- INDEPENDENT SUSPENSION
- SOLID 3D STRUCTURE FRAME
- 23,500 kg PAYLOAD
- 8x8 DRIVE
- 306 kW



The TATRA 8x8 High Mobility Heavy Duty (HMHD) Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks. 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. 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.

Cargo body with tarpaulin, foldable benches for 28 troops. Rear foldable access. Container locks in floor for one 20' container and two 10' containers.

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

ENGINE

Water cooled, four stroke turbo-charged and charge-air-cooled direct injection diesel, electronically controlled. Euro 3 emission level.

Model	Cummins ISMe 420 30
Number of cylinders	6
Bore/stroke	125/147 mm
Displacement	10.8 ltrs
Power output	306 kW/1,900 RPM
Max. torque	2,010 Nm/1,200 RPM

TRANSMISSION

Model	Allison 4500 SP
Number of speeds: - forward	6
- reverse	1

Fully automatic, electronically controlled.

TRANSFER BOX

Type TATRA 2.30 TRK 0.9/2.4. Two speeds. Pneumatic control.

FRONT AXLES

TATRA steered and driven swing half-axes with independent wheel suspension, axle differential locks and front drive disconnection. Wheel hub reductions.

Air springs and telescopic shock absorbers.

REAR AXLES

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

Air springs and telescopic shock absorbers, sway bars.

STEERING

Left/right hand drive, integral power steering.

BRAKES

Wedge type self adjustable drum brake units, ABS.

Four separate brake systems: service, emergency, parking, and engine brake.

WHEELS

Single tactical tyres on all axles with CTIS.

Rims	20 -10.00V
Tyres	14.00 R20

Beadlocks, run-flats as option

CAB

COE type, medium size, forward tilting, all-steel, two doors, 2 adjustable seats with safety belts, firm 3rd

seat with safety belt, flat 2-piece windscreen, right left design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable.

ELECTRIC EQUIPMENT

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

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,072 mm
Ground clearance	380 mm
Clearance can be temporarily raised/lowered by suspension on the fly.	

WEIGHTS

Curb weight (chassis)	14,500 kg
Payload max. (rated)	23,500 kg
GVW (rated)	38,000 kg

PERFORMANCE

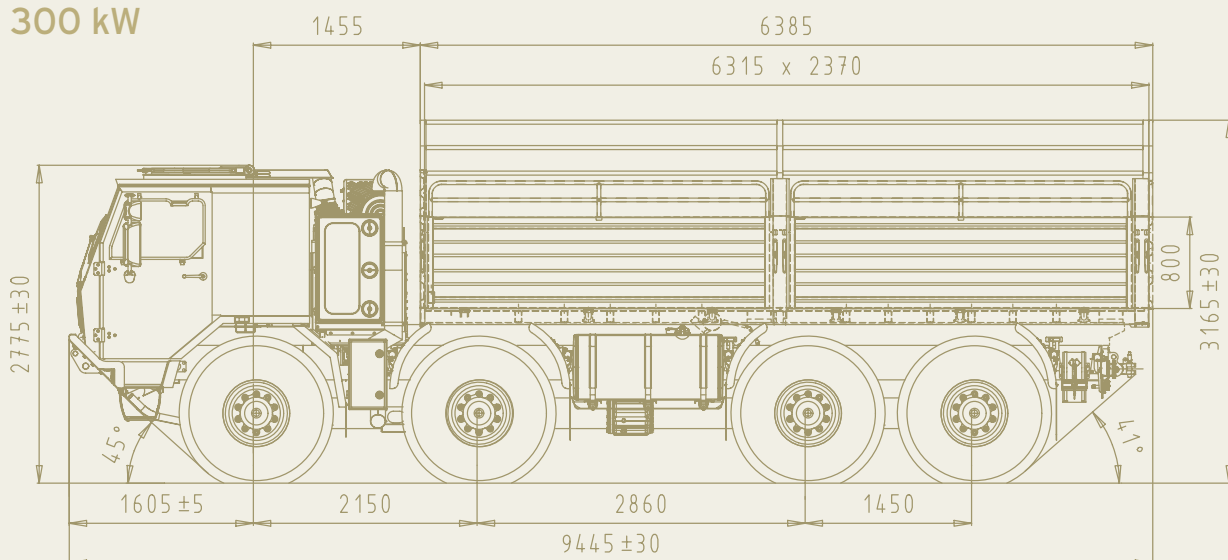
Top speed	105 km/h
Gradeability at GVW	65 %
Side slope	45 %
Turning circle diameter (curb to curb)	26.5±1 m
Fording capability (with preparation)	1,500 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 650 km
Climbing ability - vertical step	500 mm
Operating ambient temperature	-10°C to +55°C

T 815 - 7T3R41 8x8.1R



8x8 HMHD CARGO/TROOP CARRIER

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
21,100 kg PAYLOAD
8x8 DRIVE
300 kW



The TATRA 8x8 High Mobility Heavy Duty (HMHD) Tactical Truck is a member of the most recent development of the latest military family of TATRA trucks. 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. 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.

Cargo body with tarpaulin, foldable benches for 24 troops. Rear foldable access. Container locks in floor for one 20' container and two 10' containers.

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

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-axes with independent wheel suspension, axle differential locks and front drive disconnection. Wheel hub reductions.

Air springs and telescopic shock absorbers, sway bar.

REAR AXLES

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

Air springs and telescopic shock absorbers, sway bars.

STEERING

Left/right hand drive, integral power steering.

BRAKES

Wedge type self adjustable drum brake units, ABS.

Four separate brake systems: service, emergency, parking, and engine brake.

WHEELS

Single tactical tyres on all axles with CTIS.

Rims	20 -10.00V
Tyres	16.00 R20

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. 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, 180 Ah
Alternator	80 A/28 V

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,072 mm
Clearance	410 mm
Clearance can be temporarily raised/lowered by suspension on the fly.	

WEIGHTS

Curb weight (w/armored cab)	16,900 kg
Payload max. - chassis	21,100 kg
GVW max.	38,000 kg

PERFORMANCE

Top speed	110 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	2,100 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 750 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

WINCH

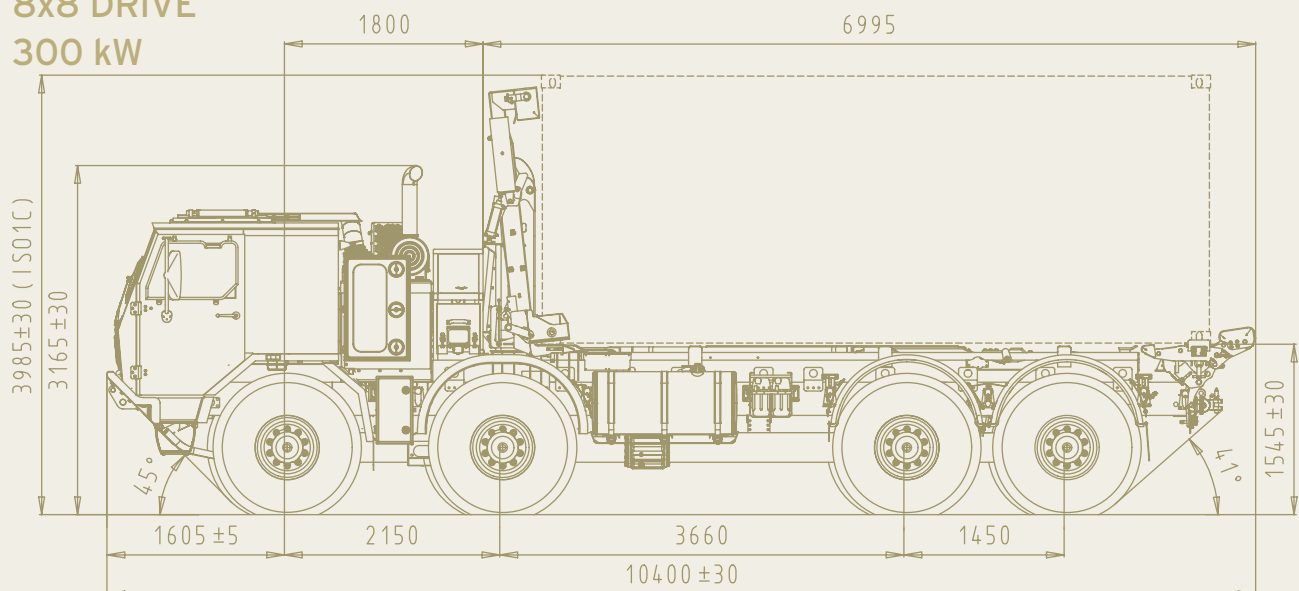
as optional device	
Pulling force	150 kN
Rope length	60 m
Front/rear output direction	

T 815 - 7T3R41 8x8.1R



8x8 HMHD CHASSIS-CAB WITH LOAD HANDLING SYSTEM

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
18,100 kg PAYLOAD
8x8 DRIVE
300 kW



The TATRA 8x8 High Mobility Heavy Duty (HMHD) Tactical Truck integrated with military Load Handling System interfaces with NATO STANAG 2413 flatracks, bodies and existing in-service military flatracks and bodies (even with non-standard side rails). System installed height with ISO1C container is minimised under 4m to meet European road regulations.

The container lifting frame stowage assembly is mounted at the front of the subframe. It is used to store the container lifting frame when the vehicle is empty or in flatrack mode. Complete Flatrack Loading or Unloading cycle takes approximately 2 minutes. Flatracks and bodies are locked/unlocked automatically, all operations carried out from the driving position. Complete ISO container Loading or Unloading cycle takes 5 minutes. ISO containers require external manual lock/unlock operations to attach/detach the lifting frame to the container and to engage/disengage the ISO twistlocks. Load Handling System can handle full payload up to 300mm below ground level. Use of a suitable trailer with a load handling system doubles the load carrying capacity of the unit.

The configuration enables the load handling system to handle the following equipment up to 16,500 kg: • ISO 668 20' IC (8 ft) and 1CC (8,5 ft) freight containers • NATO standard Flatracks/Bodies according STANAG 2413 • PLM Flatracks with and without tilt according STB 07-37209-A1 • PLM EMAT 20 70 10 Flatracks • IFR MARS Flatracks • WLP 14t and WLP 14t-2 Flatrack/Bodies according to DIN 30722 Pt1 and Pt2.

• 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.

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 crawler and reverse gears, all gears are synchromeshed.

TRANSFER BOX

Type TATRA 2.30 TRS 0.8/1.9. Speed reducing. Pneumatic control.

FRONT AXLES

TATRA steered and driven swing half-axles with independent wheel suspension, axle differential locks and front drive disconnection. 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, sway bars.

STEERING

Left/right hand drive, integral power steering.

BRAKES

Wedge type self adjustable drum brake units, ABS.

Four separate brake systems: service, emergency, parking, and engine brake.

WHEELS

Single tactical tyres on all axles with CTIS.

Rims 20 -10.00V

Tyres	16.00 R20
Beadlocks, run-flats as option	

CAB

COE type, medium size, forward tilting, all-steel, two doors, 2 adjustable seats with safety belts, firm 3rd 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
Batteries	2x 12V, 180 Ah
Alternator	80 A/28 V

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,072 mm
Clearance	410 mm
Clearance can be temporarily raised/lowered by suspension on the fly.	

WEIGHTS

Curb weight	17,700 kg
Payload max.	18,100 kg
GVW max.	35,800 kg
Rated GVW	38,000 kg

PERFORMANCE

Top speed	115 km/h
Gradeability at GVW	60 %
Side slope	45 %
Turning circle diameter (curb to curb)	27±1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,100 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 750 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

LOAD HANDLING SYSTEM

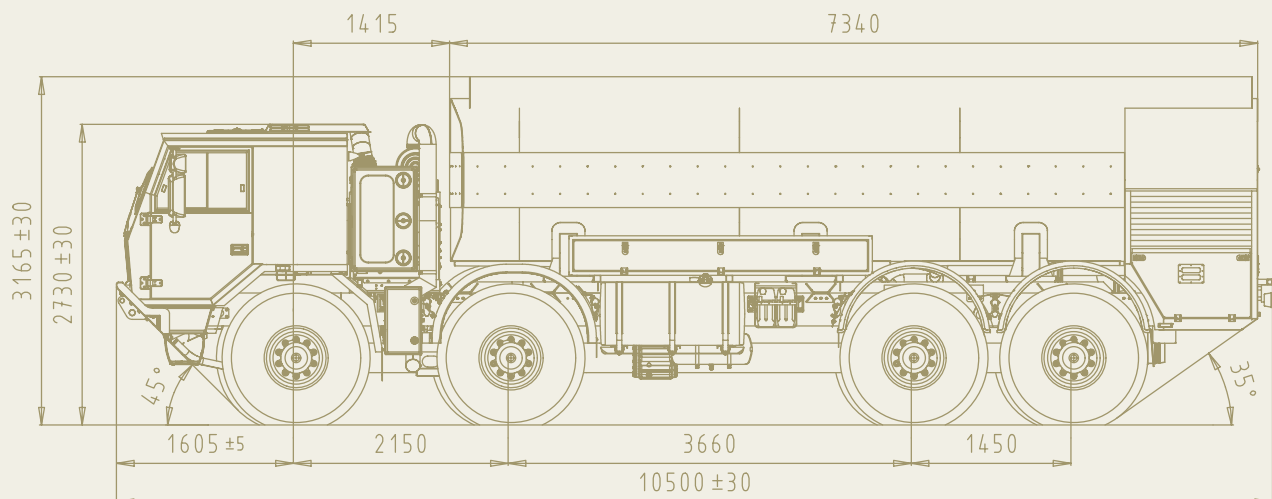
Rated lift capacity 16,500 kg (even 300 mm below ground), and 10% useable overload capacity is available. Interfaces with NATO STANAG 2413 flatracks and bodies. Integrated Stowable ISO Container Handling Unit. Minimised height to meet European road regulations.

T 815 - 7T3R41 8x8.1R



8x8 HMHD REFUELER 18,000 Liters

- INDEPENDENT SUSPENSION
- SOLID 3D STRUCTURE FRAME
- 15,300 kg PAYLOAD
- 8x8 DRIVE
- 300 kW



The TATRA 8x8 fuel tanker is suitable for operation in the most difficult off-road or cross-country conditions. The vehicle can be used for transporting of fuel to different reservoirs or for direct filling of smaller refuelling tankers. Design and equipment according international standard for transporting of danger liquid - ADR - code LGBF and other STANAG standards.

Steel tank body, special design with one crossing baffle. Two chambers, geometrical volume 12 500 + 6 300 l, pump flow 700 and 1100 l/min.

Equipment for discharging and loading: • pump with two-speed pumping capacity, 700 and 1100 l/min. • mechanical gauge with mechanical printer, maximum discharge capacity up to 1000 l/min. • one bottom loading/ discharge outlet DN 3"

Filling/discharging abilities: • bottom and top loading • gravitation and forced discharge through or without gauge • direct pumping between two tanks, from one tank to other without using tank on the truck • self filling

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.

• 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

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 0.8/1.9. Speed reducing. Pneumatic control.

FRONT AXLES

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

Air springs and telescopic shock absorbers, sway bars.

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, sway bars.

STEERING

Left/right hand drive, integral power steering.

BRAKES

Wedge type self adjustable drum brake units, ABS.

Four separate brake systems: service, emergency, parking, and engine brake.

WHEELS

Single tactical tyres on all axles with CTIS.

Rims	20 -10.00V
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Tyres	16.00 R20
Beadlocks, run-flats 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

3D structure, torsion-resistant, bending-resistant, vibration-proof.

ELECTRIC EQUIPMENT

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

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,072 mm
Clearance	410 mm
Clearance can be temporarily raised/lowered by suspension on the fly.	

WEIGHTS

Curb weight	18,850 kg
Payload - fuel	15,300 kg
GVW	34,150 kg
Rated GVW	38,000 kg

PERFORMANCE

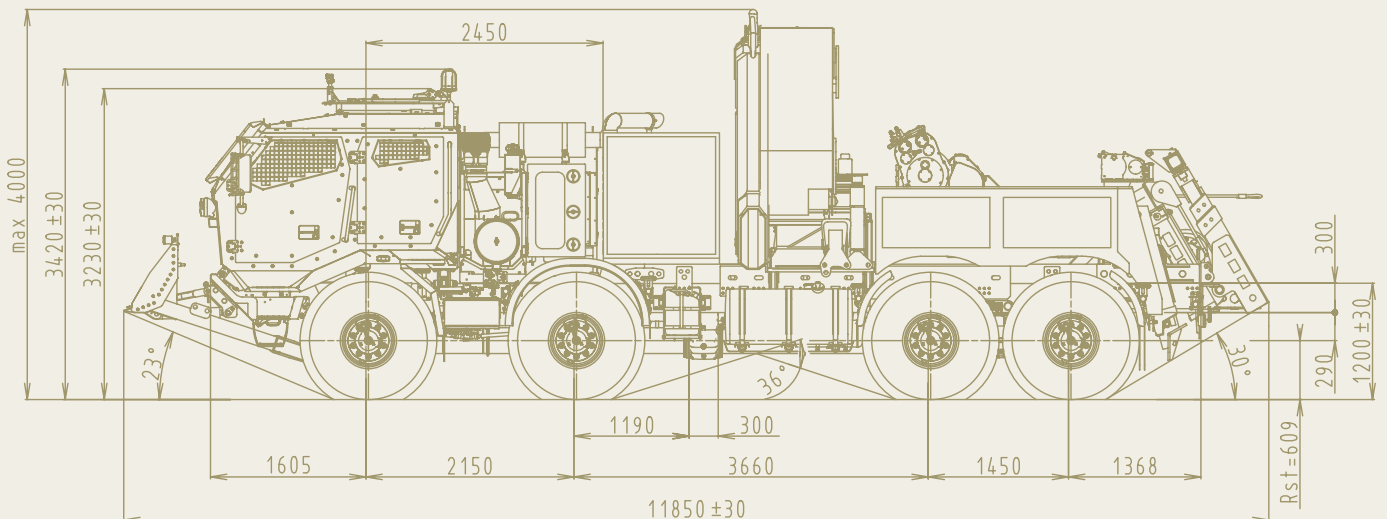
Top speed	110 km/h
Gradeability at GVW	60 %
Turning circle diameter (curb to curb)	27±1 m
Fording capability	1,500 mm
Crossing ability - trench width	2,100 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 700 km
Climbing ability - vertical step	600 mm
Operating ambient temperature	-32°C to +49°C

T 815 - 7M3RC4 8x8.1R



8x8 HMHD RECOVERY VEHICLE

- INDEPENDENT SUSPENSION
- SOLID 3D STRUCTURE FRAME
- 77 tm CRANE
- 8x8 DRIVE
- 447 kW



The High Mobility Heavy Duty (HMHD) Recovery Vehicle is able to recover armoured vehicles very quickly and efficiently in a tactical environment. The vehicle capability and payload enabling to recover heavy armoured vehicles and it is capable of towing most types of current and future wheeled vehicle systems and their variants. The vehicle is able to overturn crashed vehicles, perform slope recovery and make an access to unapproachable places.

This vehicle can be also engaged into a high mobility recovery trailer for evacuation of completely immobilized vehicles.

Rear lifting fork is controlled either from a fixed control panel or by the remote control. The recovery vehicle is able to tow vehicles, with front axle load up to 14,000 kg.

The recovery vehicle is equipped by 77 tm Hiab crane with a remote control, thus crane operator can be positioned at the best possible location when operating the crane. The crane provides the most advanced control system on the truck-crane market today, delivering unrivalled speed, precision and safety, which maximize productivity by ensuring super smooth operation in an instant.

The recovery vehicle is equipped by one main winch with constant pull 25 t, 100 m rope, and 0.6-ton additional winch with 220 m rope. Front dozer blade is removable and it can be used for engineering works like digging of trenches, making roads and removing obstacles or barriers. All-wheel drive. ADM (Automatic Drivetrain Management), a fully automatic differential lock operating system for managing locks. CTIS operated on the fly. Armoured cab in Level 2/2b STANAG 4569 - ballistic add on armouring and anti-mined floor.

ENGINE

Euro3, water cooled, direct injection, turbo-charged, charge air cooled, electronically controlled.

Model	Cummins ISXe600 30
Number of cylinders	6 in line
Displacement	14.9 ltrs
Power output	447 kW (600 bhp)/2,000 RPM
Max. torque	2,508 Nm/1,200 RPM

TRANSMISSION

Model	Allison 4700SP
Gear shifts, forward/reverse	7/1

Fully automatic with torque convertor, electronically controlled.

TRANSFER BOX

Type TATRA 2.30 TRK 1/2.
Two-speed, electro-pneumatic shift control at halt.

FRONT AXLES

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

REAR AXLES

TATRA driven swing half-axes with independent wheel suspension, axle differential locks and inter-axle differential lock. Wheel hub reductions.
Combined suspension of air springs and leaf springs.

STEERING

Left/right hand drive, integral power steering.

BRAKES

Wedge type self adjustable drum brake units, ABS.
Four separate brake systems: service, emergency, parking, and engine brake.

WHEELS

Single tactical tyres on all axles with CTIS.	
Rims	20 -10.00V
Tyres	16.00 R20
Run-flats	

CAB

COE type, medium size, forward tilting, all-steel, two doors, driver's adjustable seat with safety belt, firm 4 seats with safety belts, flat 2-piece windscreen, rightleft design, roof manhole. Rifle racks, sun visors, HVAC unit. C-130 transportable. Add on armouring - Level 2 STANAG 4569 (ballistic and antimined).

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 225 Ah
Alternator	100 A/28 V

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,074/2,018 mm
Ground clearance	410 mm

WEIGHTS

Curb weight (w/ armoured cab)	35,500 kg
Fork load from suspended towing max.	14,000 kg

PERFORMANCE

Top speed (with speed limiter)	85 km/h
Gradeability at GVW (calculated)	60 %
Side slope	40 %
Turning circle diameter (curb to curb)	27±1 m
Fording capability	1,200 mm
Crossing ability - trench width	2,100 mm
Climbing ability - vertical step	450 mm
Fuel tank	420 ltrs
Cruising range (on road)	cca 500 km
Operating ambient temperature	-32°C to +49°C

EQUIPMENT

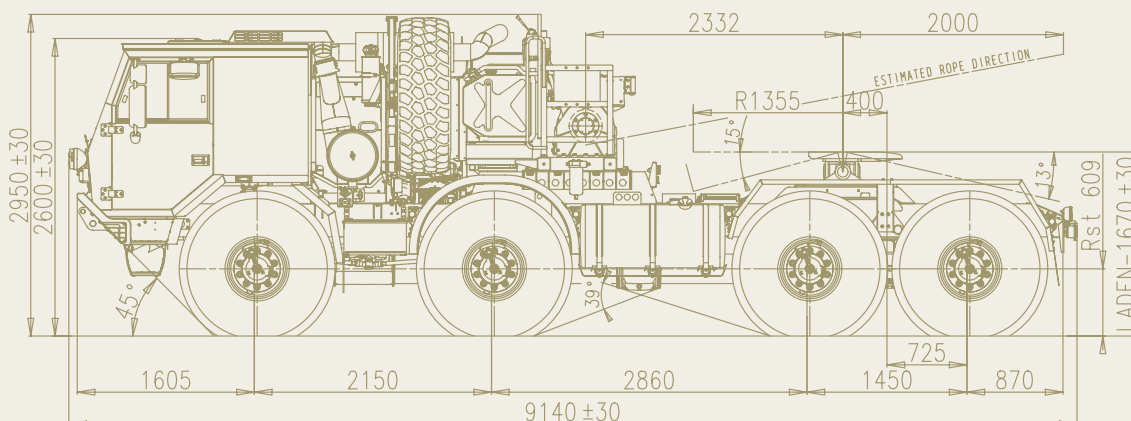
Crane - capacity 77 tm, outreach 8.4 m, outreach lifting capacity 9,500 kg/8.1 m to 17,320 kg/4.3 m, remote control.
Main winch 25 t (constant pull), rope 100 m.
Additional winch 0.6 t, rope 220 m.
Dozer blade (optional equipment).
Rear fork with capacity 14,000 kg.
CTIS - automatic.
Trailer hook - automatic, incl. electric and braking system coupling.

T 815 - 7M3N46 8x8.1R



8x8 HMHD SEMITRAILER PRIME MOVER

- INDEPENDENT SUSPENSION
- SOLID 3D STRUCTURE FRAME
- 25,500 kg 5th WHEEL LOAD
- 8x8 DRIVE
- 447 kW



The TATRA Tank Transporter (TTT), 8x8 high mobility heavy duty (HMHD) semitrailer prime mover comes from the FORCE family, range of heavy tactical wheeled vehicles.

The TTT is designed to haul semitrailers transporting latest heavy combat tanks, armoured personnel carriers and other heavy vehicles up to Gross Combination Weight of 110,000 kg, approximately 70,000 kg payload, on/off roads in the heaviest terrain and climate conditions, in regions with extremely high ambient temperatures, high humidity and in dusty environments.

With the 8x8 all-wheel drive, the unique TATRA independent suspension, powerful engine and 7-speed fully automatic transmission, CTIS, the TTT achieves levels of performance never before realized in a tractor-semitrailer unit, enabling the TTT to traverse terrain previously regarded as impassable by this unit.

The TATRA combined suspension ensures also to keep the fifth wheel height independent on the load.

The loading and unloading operations can be realized by a double winch system of 2 x 240 kN pulling capacity.

The TATRA tractor-semitrailer unit will ensure rapid and safe transport whenever and wherever military action dictates.

ENGINE

Euro3, water cooled, direct injection, turbo-charged, charge air cooled, electronically controlled.

Model	Cummins ISXe600 30
Number of cylinders	6 in line
Displacement	14.9 ltrs
Power output	447 kW (600 bhp)/2,000 RPM
Max. torque	2,508 Nm/1,200 RPM

TRANSMISSION

Model Allison 470OSP
Gear shifts, forward/reverse 7/1
Fully automatic with torque convertor, electronically controlled.

TRANSFER BOX

Type TATRA 2.30 TRK 1/2.
Two-speed, electro-pneumatic shift control at halt.

FRONT AXLES

TATRA steered and driven swing half-axes with independent wheel suspension, axle and interaxle differential locks, wheel hub reductions.
Air springs and telescopic shock absorbers, sway bar.

REAR AXLES

TATRA driven swing half-axes with independent wheel suspension, axle and interaxle differential lock. Wheel hub reductions.
Combined suspension of air springs and leaf springs.

STEERING

Left/right hand drive, adjustable steering wheel, power steering, ground driven back up steering pump.

BRAKES

Wedge type self adjustable drum brake units, ABS.
Four separate brake systems: service, emergency, parking, compression engine brake and retarder inside transmission.

WHEELS

Single mounting, CTIS, one 16R20 spare wheel in a holder.
Rims - front/ rear 10-20W/ 18.00/1.5"
Tyres - front/ rear 16.00R20/ 24R21

CAB

COE type, tiltable, 1+1 seats, HVAC unit, sun visors, bunk.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x 12V, 180 Ah
Alternator	100 A/28 V

DIMENSIONS

Width	2,550 mm
Ground clearance	410 mm

WEIGHTS

Curb weight	18,800 kg
5th wheel load	25,500 kg
GVW (rated)	48,000 kg
Front axles load capacity (rated)	2x 9,000 kg
Rear axles load capacity (rated)	2x 15,000 kg
GCW (rated)	110,000 kg

PERFORMANCE

Top speed (GCW = 110 t)	75 km/h
Gradeability (GCW = 110 t)	28 %
Turning circle diameter (curb to curb)	24±1 m
Fording capability	1,200 mm
Crossing ability - trench width	2,100 mm
Climbing ability - vertical step	600 mm
Fuel tank	2x420 ltrs
Cruising range (on road)	cca 900 km
Operating ambient temperature	-9°C to +49°C

EQUIPMENT

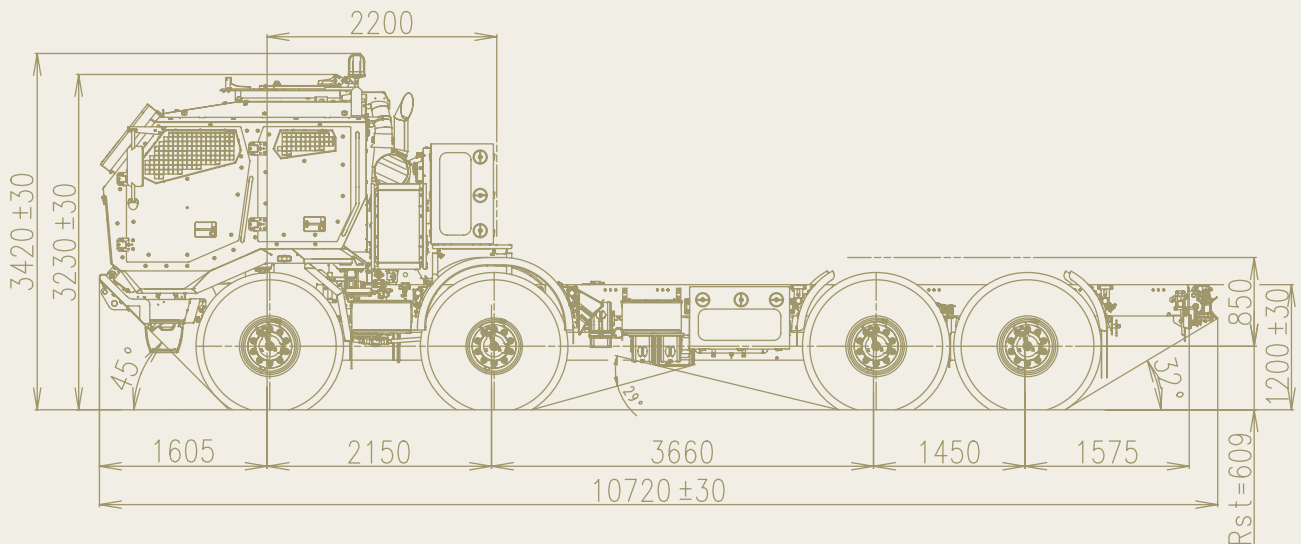
2x 240 kN hydraulic winches, 50 m rope, 10m cable remote control, and pull-out winch 10 kN, 120 m rope.
5th wheel 3.5"
Central tyre inflation system (CTIS) with manual control
Tools for basic repair in a field
Wheel chocks 2 pcs
Fire extinguisher
Warning triangle
First aid kit

T 815-7T3RC1 8x8.1R



8x8 HMHD CHASSIS-CAB, ARMoured 4 DOOR CAB

INDEPENDENT SUSPENSION
SOLID 3D STRUCTURE FRAME
21,200 kg PAYLOAD
8x8 DRIVE
300 kW



The TATRA 8x8 High Mobility Heavy Duty Tactical Truck is a member of the TATRA FORCE family, heavy-duty vehicles designed for rough terrain, difficult climatic and environment conditions. The 8x8 all-wheel drive chassis employs independent suspension and backbone tube frame, unique characteristics of the TATRA-concept chassis proven for more than 90 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 which also protects all driveline components against impacts, dust, and humidity. Low maintenance costs and service-free design.

Armoured double cabin (4 doors) COE type tiltable with up to 5 attenuating seats, complies with ballistic and antimine protection per STANAG 4569.

- Adjustable vehicle height and clearance
- All-wheel drive
- Differential locks
- CTIS operated on the fly

ENGINE - TATRA T3C-928.90

Air-cooled, V-type, 4-stroke, turbocharged, charge air-cooled, direct injection Diesel engine. Electronically controlled cooling. EURO 3 emission standards.

Numbers of cylinders	8 V
Bore/stroke	120/140 mm
Swept volume	12.7 litres
Max. power output	300 kW/ 1,800 rpm
Max. torque	2,100 Nm/ 1,000 + 200 rpm

CLUTCH

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

TRANSMISSION - TATRA 14TS210N

Manual 14-speed transmission with semiautomatic split, 14 forward and 2 reverse gears. Electronic shift control with semiautomatic and manual mode. Except of the first and reverse gears, all gears are synchromeshed. PTO output.

TRANSFER CASE TATRA 2.30 TRS 0.8/1.9

Two-speed, shifting in coordination with transmission.

FRONT AXLES

Steered, driven with swinging half-axles, front-drive disconnect, axle and inter-axle differential locks. Hub reductions. Air springs, telescopic shock absorbers, sway bar.

REAR AXLES

Driven, with swinging half-axles, axle and inter-axle differential locks. Hub reductions. Air springs, telescopic shock absorbers sway bars.

STEERING

Left/right hand drive, integral power steering, backup circuit.

BRAKE SYSTEM

Wedge type self-adjustable brake units, ABS. Four separate brake systems: service, emergency, parking and engine brake.

WHEELS

Radial Tyres 16.00 R20 TL with runflats, CTIS
Discs 20 -10.00 V

CAB

Double cab, four doors, COE type, forward tilting, armoured per STANAG 4569, driver's and co-driver's seats adjustable,

firm rear seats with 5-point safety belts, left-right design, roof manhole. HVAC unit, independent heating, NBC kit, rifle racks, sun visors, gun mount, antiriot protection.

ELECTRIC EQUIPMENT

Circuit voltage	24V
Battery	180 Ah
Alternator	28 V/80A
Blackout electrical system and convoy lights.	

DIMENSIONS

Width	2,550 mm
Track - front/rear	2,072 mm
Ground Clearance	400 mm
Clearance can be temporarily raised/lowered (+90/-125 mm) by suspension on the fly.	

WEIGHTS

Curb weight	16,800 kg
Payload	21,200 kg
Gross vehicle weight	38,000 kg
Trailer weight	18,000 kg
Gross combination weight	56,000 kg

PERFORMANCE

Max. speed	105 kph
Speed w/limiter	85 kph
Gradeability calculated at 38 t	80 %
Climbing ability - vertical step	600 mm
Crossing ability - trench width	2,100 mm
Fording capability	1,500 mm
Turning circle diameter (curb to curb)	271 m
Cruising range - on road approx.	700 km
Operating ambient temperature	-32 to +49 °C

EQUIPMENT

Tool boxes, tools for maintenance and common repairs. Fire extinguisher, pioneer tools, jack, wheel chocks, 20L jerry cans, 420L fuel tank, tow bar, snow chains. Axle hang-up kit for suspended towing.

Special superstructures installed on various types of TATRA chassis







TATRA TAKES YOU FURTHER

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