

T 815-7T3B21 4x4.1R



DEFENCE

4x4 HIGH MOBILITY HEAVY DUTY CHASSIS

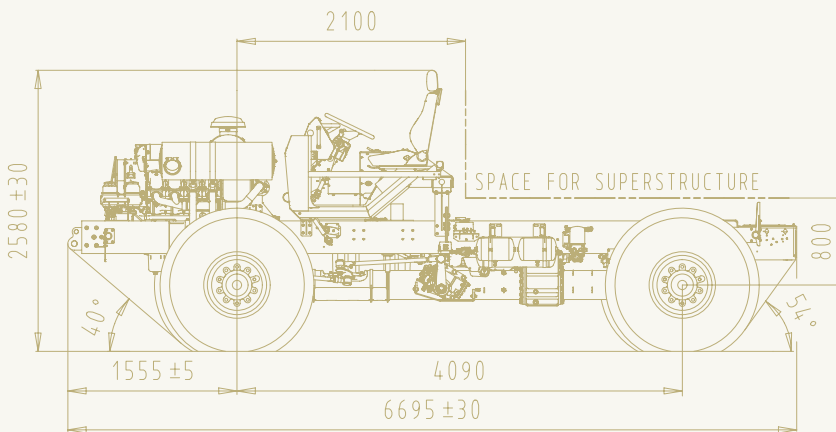
The TATRA 4x4 High Mobility Heavy Duty (HMHD) chassis is built as a platform for various kinds of special vehicles that need:
• superior drive ability in difficult terrain • heavy armoured protection on top of the chassis • reliable chassis with low life cycle costs

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 tyre to ground contact.

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

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



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

TATRA TAKES YOU FURTHER

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TATRA FORCE

T 815-7T3B21 4x4.1R

4x4 HIGH MOBILITY HEAVY DUTY CHASSIS

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 losing parts.

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x12V, 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

3985±30 (ISO1C)

1605±5

2150

3660

10400±30

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