

T 815-790RK9 29 300 6x6.1R



DEFENCE

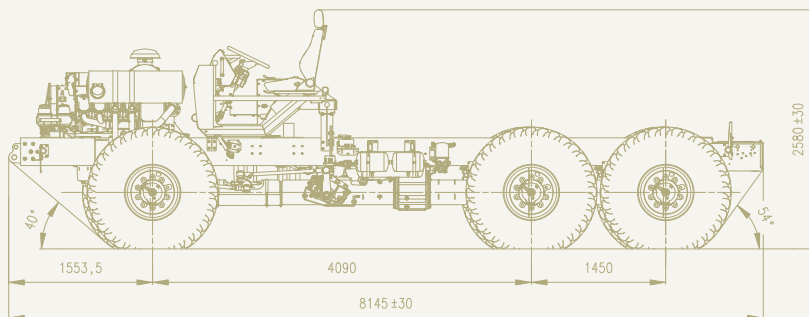
6x6 HIGH MOBILITY HEAVY DUTY CHASSIS

The TATRA 6x6 High Mobility Heavy Duty (HMHD) chassis is built as a platform for various kinds of special vehicles that need:
• superior drive ability in difficult terrain • heavy armoured protection on top of the chassis • reliable chassis with low life cycle costs
Military chassis convenient for operation in the heaviest terrain and climatic conditions, in regions with extremely high and cold ambient temperatures, high humidity and in dusty environments.

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

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

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



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

TATRA IS THE SOLUTION



T 815-7

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ENGINE

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

Model	TATRA T3C-928-90 EURO 3
Number of cylinders	8
Bore/stroke	120/140 mm
Displacement	12.7 ltrs
Power output	300 kW/1,800 RPM
Max. torque	2,100 Nm/1,000 RPM

CLUTCH

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

TRANSMISSION

Model	TATRA 14 TS 210 N
Number of speeds:	- forward 14
	- reverse 2

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

TRANSFER BOX

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

FRONT AXLE

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

REAR AXLES

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

STEERING

Left/right hand drive, integral power steering.

BRAKES

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

WHEELS

Single tactical tyres on all axles with CTIS.

Rims	20 -10,00V
Tyres	16,00 R20
Run flats	

CAB

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

ELECTRIC EQUIPMENT

Nominal voltage	24 V
Batteries	2x12V, 180 Ah
Alternators	120 A/28 V

DIMENSIONS

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

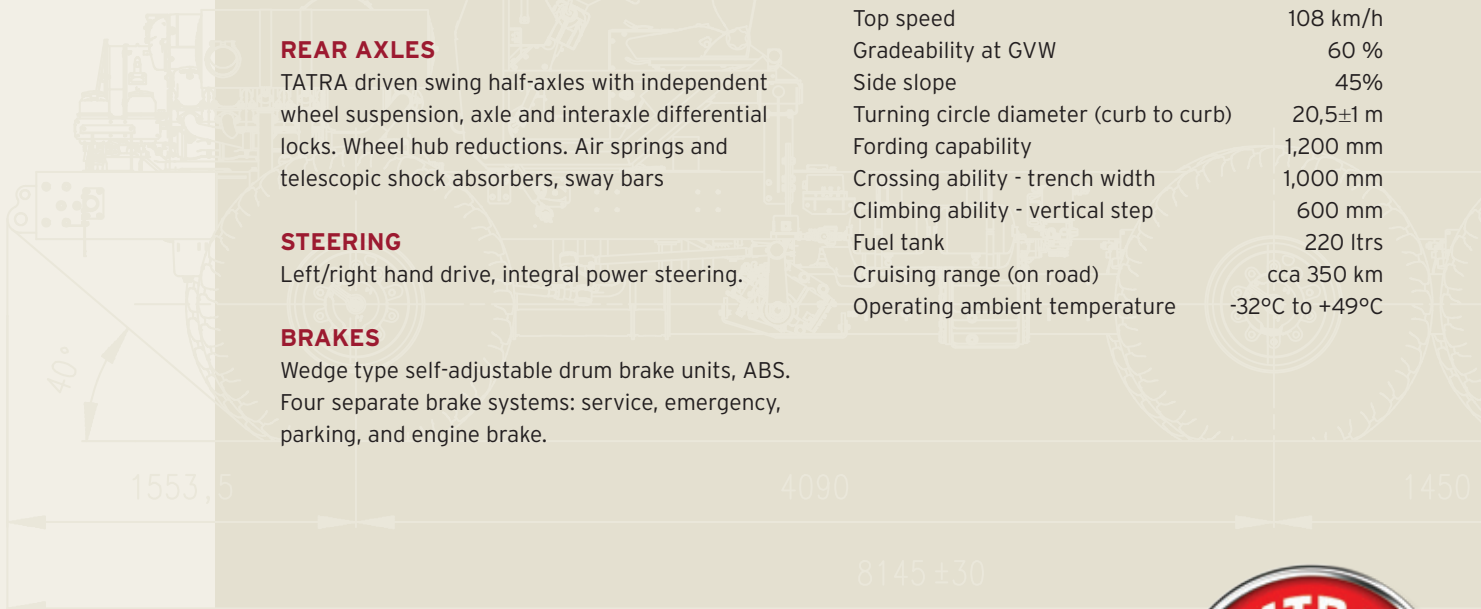
Clearance can be temporarily raised/lowered by suspension on the fly.

WEIGHTS

Curb weight	10,200 kg
Payload max.	18,800 kg
GVW max.	29,000 kg

PERFORMANCE

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



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