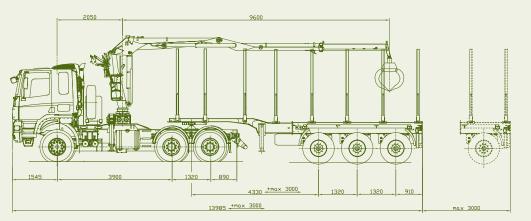
T 158-8P5R33.391 6×6.2







UNIVERSAL COMBINATION VEHICLE FOR TIMBER TRANSPORTATION

If you combine the outstanding performance of the 6×6 TATRA PHOENIX truck with an engageable drive of the front wheels, a superstructure, a telescopic Umikov semi-trailer and powerful EPSILON equipment, you will get a highly effective and universal combination vehicle for removing timber from the forest as well as for its subsequent transportation.

The TATRA PHOENIX truck offers the combination of a unique TATRA chassis with a spacious cab, modern PACCAR MX engines and ZF transmissions. TATRA PHOENIX trucks will thus take you further - to places which other trucks cannot reach. Moreover, due to their economic operation, TATRA PHOENIX trucks will also "take" you to higher profits.

The three-axle UMIKOV NPK 39T telescopic semi-trailer equipped with movable stakes is made of high quality materials produced by the renowned Swedish SSAB company. The hydraulic expansion of the frame of up to 3,000 mm and the adjustment of stakes can be smoothly controlled from the hydraulic crane seat without side locking; the stakes are secured by means of hydraulic locks. This system and a low kerb weight make the semi-trailer highly universal and highly effective.

The vehicle is equipped with an EPSILON Q170 Z96 hydraulic crane. The working radius of 9.6 m and the lifting capacity at the end of the arm of 1,600 kg make this equipment powerful and universal.

Compared to other equipment, these parameters result in shorter loading and unloading times of up to 60 per cent, which means more cost-effective work as well as lower operating costs.

HIGH PRODUCTIVITY

BOTH OFF-ROAD AND ON-ROAD EFFICIENCY UNIVERSAL TELESCOPIC SEMI-TRAILER HIGHLY POWERFUL LOADING EQUIPMENT COMFORT FOR DRIVERS

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TATRA TAKES YOU FURTHER

TATRA PHOENIX

T 158-8P5R33.391 6×6.2

UNIVERSAL COMBINATION VEHICLE FOR TIMBER TRANSPORTATION

ENGINE

| Туре | 🗩 n 🗆 PACCAR MX340, EUF | N OS |
|---------------------|--------------------------|-----------------|
| Cylinders | | 6 |
| Bore/stroke | 130/162 | mm |
| Swept volume | 12,900 | cm ³ |
| Net output | 340 kW/1,900 r | nin-1 |
| Net torque | 2,300 Nm/1,000 - 1,410 r | nin-1 |
| SCR exhaust fumes a | after-treatment | |
| Option | MX Engine B | rake |

TRANSMISSION

| Manual ZF 16S 2530 TO, option: built-in retarded - | |
|--|----|
| "intarder" | |
| Gears | |
| - forward | 16 |
| - reverse | 2 |
| Option 16-speed automated ZF 16AS 2630 AS Tron | ic |

TRANSFER CASE

FRONT AXLE

Type

| Steered, driven, swinging half-axles, engageable drive, |
|---|
| axle differential |
| Suspension - air bellows and telescopic shock |
| absorbers |
| Option anti-roll bar |

REAR AXLES

Driven, swinging half-axles, axle differential locks, interaxle differential lock Suspension - air bellows combined with coil springs, telescopic shock absorbers and an anti-roll bar on the last axle

STEERING

Left-hand, hydraulic power steering

BRAKES

Four independent brake systems - service, emergency, parking and engine

TIRES AND DISCS

| | Front | Rear |
|-------|--------------|--------------|
| Tires | 385/65 R22.5 | 315/80 R22.5 |
| Discs | 22.5×11.5 | 9.00×22.5 |

CAB

| COE, sleeper o | ab, hydraulic tilt-cab, engine-dependar | nt |
|----------------|---|----|
| heating | | |
| Option | air-conditioning, independent heatin | ıg |
| Seats | | 2 |

TANKS

TATRA 1.30 TRK

| Fuel tank | |
|-------------|--|
| AdBlue tank | |

WEIGHTS

| Gross vehicle weight |
|--------------------------|
| Gross combination weight |

ELECTRIC EQUIPMENT

| Voltage | 24 V |
|------------|----------------|
| Battery | 2×12 V, 170 Ah |
| Alternator | 24 V/80 A |

VEHICLE PERFORMANCE

| Climbing ability at 30,000 kg |
|----------------------------------|
| Maximum speed with speed limiter |
| Wall-to-wall diameter |
| Fording ability |

UMIKOV SEMI-TRAILER

Lifting capacity

steel, 300 l

30,000 kg

54,000 kg

451

24 V

100 %

85 kmph 19.5±1 m 800 mm

| Туре | NPK 39T | | | |
|---|-------------|--|--|--|
| Telescopic semi-trailer with movable stakes made | | | | |
| for transporting timber of 2 to 14 m; hydraulic frame | | | | |
| expansion by 3,000 mm; three BPW ECO P | LUS axles, | | | |
| two of them being liftable; air suspension: | BPW 30 air | | | |
| bellows | | | | |
| Semi-trailer kingpin JC | OST KZ 1010 | | | |
| Semi-trailer kerb weight from | 6,350 kg | | | |
| Max technically allowable axle load 3×9,000 kg | | | | |
| Gross semi-trailer weight | 42,000 kg | | | |
| | | | | |
| EPSILON HYDRAULIC CRANE | | | | |
| Туре | Q170 Z 96 | | | |
| Lifting class, group | H1 B4 | | | |
| Net lifting moment | 158 kNm | | | |
| Working radius | 9,600 mm | | | |
| Pump PARKER F | 2 - 53/53 R | | | |
| Grab type EPS | SILON FG 53 | | | |
| Crane weight incl. outriggers | 2,720 kg | | | |

| | | | 9,000 mm |
|------------|----------|-----|-----------|
| | PARKER F | 2 | - 53/53 R |
| | EPS | 5IL | ON FG 53 |
| outriggers | | | 2,720 kg |
| | 3, | 9 | 50 kg/4 m |
| | 3 | ,1 | 50 kg/5 m |
| | 2, | 6 | 00 kg/6 m |
| | 2 | ,2 | 10 kg/7 m |
| | 1 | ,9 | 10 kg/8 m |

1,670 kg/9 m

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