

# T 158-8P5R44.231 8x8.2

# COMMERCIAL



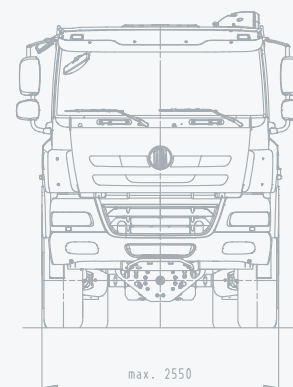
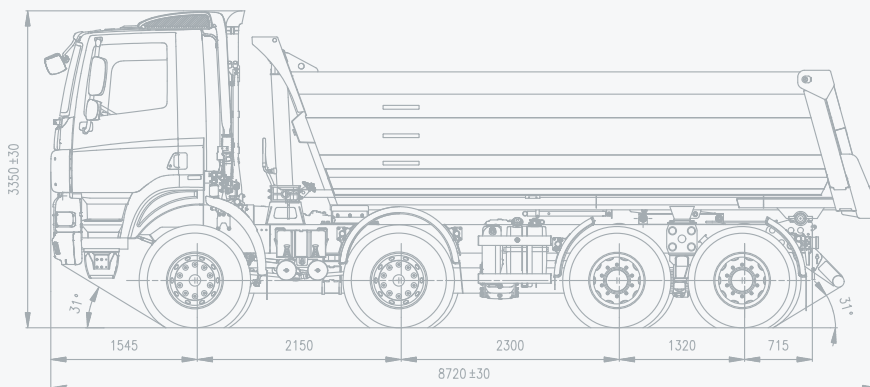
## 8x8 ONE-WAY TIPPER

The TATRA PHOENIX is a combination of a unique TATRA chassis with a spacious and comfortable cab, modern PACCAR MX engines, and ZF transmissions. Thanks to these features, TATRA TAKES YOU FARTHER - to places which other trucks cannot reach, and also to higher profits thanks to great efficiency and productivity.

The excellent productivity of the TATRA PHOENIX is a result of high payload and high speed that you can achieve in off-road conditions. With TATRA trucks you can transport more material faster.

Efficient PACCAR MX engines offer reasonable operating costs even on hard terrain. The TATRA PHOENIX achieves higher speed and lower fuel consumption compared to competitors' rigid or articulated dump trucks used in e.g. mining operations. In addition, the TATRA unique chassis design together with air suspension on all axles enhances comfort of the TATRA PHOENIX. For GVW over 40 tons (6x6) and 50 tons (8x8), wheel-hub reduction gears are used.

TATRA PHOENIX 8x8 chassis is universal solution for your efficient and productive works off-road and on-road. Thanks to the fact that front drive is equipped with shift-on-the-fly capability without a need to stop, driver has a possibility to operate it also as a 8x4 non-all-wheel drive truck with additional fuel savings.



- EXCELLENT OFF-ROAD CAPABILITIES
- HIGH TRANSPORTATION SPEED
- HIGH PAYLOAD
- LOW FUEL CONSUMPTION
- COMFORT FOR DRIVER

TATRA TAKES YOU FURTHER

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# TATRA PHOENIX



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## 8x8 ONE-WAY TIPPER

### ENGINE

Type	PACCAR MX300 EURO V
Nos. of cylinders	6
Bore/stroke	130/162 mm
Swept volume	12,900 cm <sup>3</sup>
Power (netto)	300 kW/ 1,500 min <sup>-1</sup>
Torque (netto)	2,000 Nm/ 1,000 - 1,410 min <sup>-1</sup>
Exhausted gas adjustment	SCR

### CLUTCH

Type SACHS MFZ 1x430, single disk clutch.

### TRANSMISSION

Manual, type ZF 16S 2230 TO.

nos. of forward	- gears	16
	- reverse	2

Option: automated, with an electronically controlled clutch, transmission retarder (intarder).

### TRANSFER CASE

Type TATRA 1.30 TR 1,28 downward, one-speed.

### PTOs

Type NH/1b from gearbox (1000 Nm).

### FRONT AXLES

Steered, driven with swinging half-axles, disengageable front drive, axle differential lock.

Air bellows and telescopic shock absorbers.

### REAR AXLES

Driven, with swinging half-axles, axle differential locks, interaxle differential lock.

Air bellows and leaf springs.

### STEERING

Left Hand Drive, Integral power steering.

### BRAKES

Wedge type self-adjustable drum brake units, EBS

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

### TYRES, DISCS

Tyres	315/80 R22.5
Discs	9.00x22.5

### CABIN

Cab over engine, short, tilting, dependent water heater.

Two seats.

### FUEL TANK

Steel, 300 l + 45 litres ADBLue.

### DIMENSIONS

Width	2,550 mm
Track	- front 1,942 mm
	- rear 1,774 mm
Clearance	280 mm

### WEIGHTS

Curb weight	12,400 kg
Front axles load	2x4,400 kg
Rear axles load	2x4,000 kg
Payload	29,600 kg
GVW	42,000 kg
Front axles max. permissible load	2x8,000 kg
Rear axles max. permissible load	2x13,000 kg

### ELECTRIC EQUIPMENT

Circuit voltage	24 V
Battery	2x12V 180 Ah
Alternator	24 V/80 A

### FEATURES

Climbing capacity at 42,000 kg	46.0 %
Top speed with a limiter	85 km/h
Turning circle diameter (outside)	20.0±1.0 m


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