

# T 158-8P5R46.261 8×8.1R

# MINING



## 8×8 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 FURTHER - 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 a TATRA truck 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 mining operations. In addition, the TATRA unique chassis design together with air suspension on all axles enhances comfort of the TATRA PHOENIX. For GVW of 40 tons (6×6) and 50 tons (8×8), hub reduction gears are used.

The TATRA PHOENIX is an all-wheel drive truck; front drive is equipped with shift-on-the-fly capability without a need to stop. A possibility to operate also as a non-all-wheel drive truck results in additional fuel saving. The TATRA PHOENIX can also be equipped with a central tire inflation system (CTIS) saving fuel, reducing tire wear, and even improving off-road capabilities.

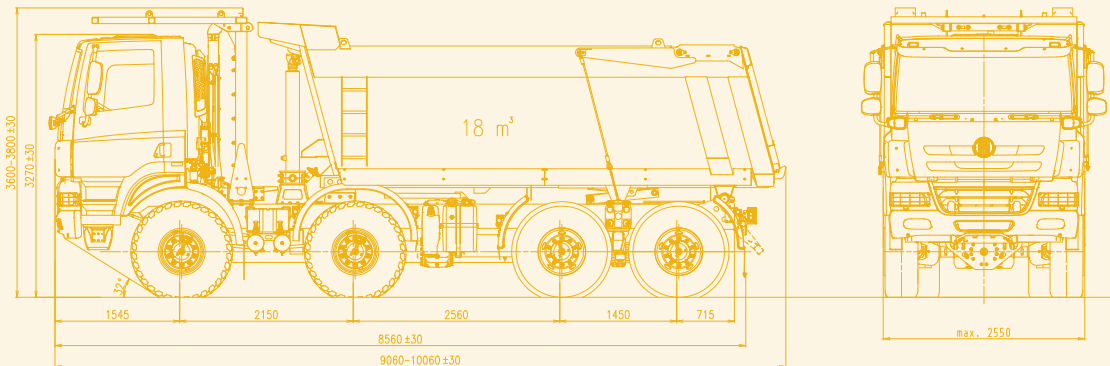
**EXCELLENT OFF-ROAD CAPABILITIES**

**HIGH TRANSPORTATION SPEED**

**HIGH PAYLOAD**

**LOW FUEL CONSUMPTION**

**COMFORT FOR THE DRIVER**



TATRA TAKES YOU FURTHER

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# TATRA PHOENIX



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## 8x8 ONE-WAY TIPPER

### ENGINE

Type	PACCAR MX 375
Nos. of cylinders	6
Bore/stroke	130/162 mm
Swept volume	12,900 cm <sup>3</sup>
Power	375 kW/1,500 min <sup>-1</sup>
Torque	2,300 Nm/1,000 - 1,400 min <sup>-1</sup>
Emission level	EURO V (SCR)
MX Engine Brake as a standard	

### CLUTCH

Type SACHS MFZ 1x430, single disc clutch

### TRANSMISSION

Type	manual, ZF 16S 2530 TO
Nos. of gears - forward	16
- reverse	2

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

### TRANSFER CASE

Type one-speed, TATRA 1.30 TR  
Option: two-speed, with shifting at standstill

### PTOs

Type NH/1C from transmission

### FRONT AXLE

Steered, driven with swinging half-axles, axle differential lock. Hub reduction. Disengageable front drive. Air bellows and telescopic shock absorbers, torsion bar on the 1<sup>st</sup> axle.

### REAR AXLES

Driven, with swinging half-axles, axles and interaxle differential lock. "Heavy combined TATRA suspension" - air bellows with leaf springs.

### STEERING

Left Hand Drive  
Integral power steering, ZF

### BRAKES

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

### TIRES, DISCS

	Front	Rear
Tires	14.00 R20	12.00 R24

Option: different tires available, central tire inflation system (CTIS)

### CABIN

Short, cab over engine, two seats  
Option: air conditioning and independent heating

### FUEL TANK

Steel, 300 l + 45 liters AD Blue

### DIMENSIONS

Wheelbase	2,150 + 2,560 + 1,450 mm
Width	2,550 mm
Track - front	1,942 mm
- rear	1,774 mm
Length	8,550 mm
Height	3,555 mm
Tipper body capacity	18 m <sup>3</sup>

### WEIGHTS

Curb weight (with tipper body)	16,900 kg
Payload	33,100 kg
GVW	50,000 kg
Front axle max. permissible load	2x9,000 kg
Rear axle max. permissible load	2x16,000 kg

### ELECTRIC EQUIPMENT

Nominal voltage	24 V
Battery	2x12 V 180 Ah
Alternator	24 V/80 A
FMS connector preparation	

### FEATURES

Top speed with a limiter	60 km/h
Turning circle diameter (curb to curb)	25±1,0 m

### COLD WEATHER PACKAGE

Coldstart device up to minus 40°C, pre-heated fuel filter with water separator, heated body as options.

### SAFETY OPTIONS

ROPS/FOPS protection frame behind the cab

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