

# T 158-8P5R33.391 6x6.2

# AGRICULTURE



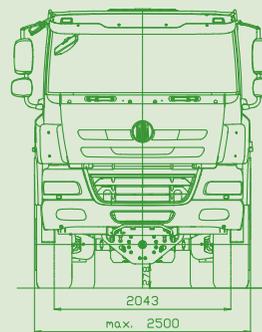
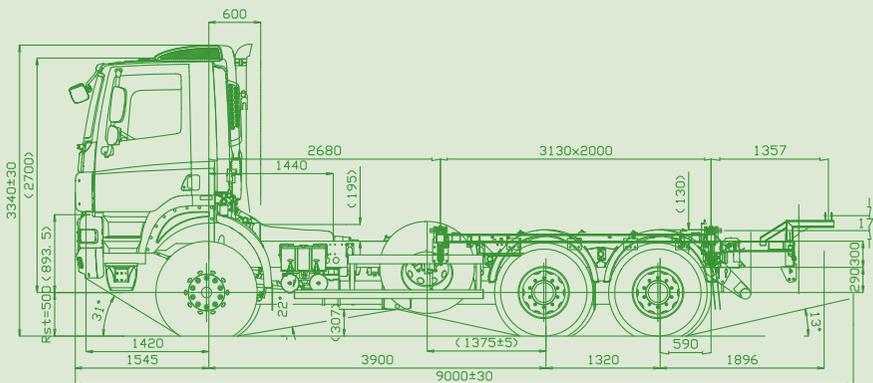
## 6x6 TATRA PHOENIX CHASSIS-CAB FOR AGRICULTURAL SWAP BODIES

TATRA PHOENIX is a combination of a unique TATRA chassis with a spacious and comfortable cab, modern, powerful and economical PACCAR MX engines, and ZF transmissions. Owing to this combination, TATRA takes you farther - to places which are inaccessible for other trucks. Moreover, due to high productivity and reasonable operating costs you will achieve higher profits.

The 6x6 TATRA PHOENIX chassis cab for swap bodies is used for various agricultural bodies and superstructures ranging from two-way tipping bodies, three-way tipping bodies, large-volume superstructures, over tanks to spreaders - for both on-road operation and operation in the fields.

The fixed auxiliary frame superstructure is designed for TATRA PHOENIX chassis with wheel bases of 3,440 mm and 3,900 mm + 1,320 mm. Among other features, the vehicle is equipped with one or two hydraulic cylinders for tipping, a rear frame extension (known as the triangle), where a trailer hitch system and accessories for pulling a trailer, with a fifth wheel, of a total maximum weight of 18,000 kg can be attached. Bigger weights depend on the vehicle configuration. Other parts of the vehicle's equipment include a two-level PTO from the transmission with a hydraulic pump and outlet splined shaft for driving agricultural bodies (a tank or a spreader) and pneumatic regulation of the front and rear axle suspension, enabling rising/lowering of the vehicle to swap bodies.

The system of swap bodies (on pictures) is produced by company PARMA servis s.r.o. incl. global homologation.



- GREAT OFF-ROAD MOBILITY
- VARIABILITY FOR USERS
- HIGH TRANSPORTATION SPEED
- HIGH PAYLOAD
- LOW FUEL CONSUMPTION
- COMFORT FOR DRIVER
- ALL-YEAR-ROUND USE OF THE VEHICLE WITH VARIOUS BODIES

# TATRA PHOENIX



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# T 158-8P5R33.391 6x6.2

## 6x6 TATRA PHOENIX CHASSIS-CAB FOR AGRICULTURAL SWAP BODIES

### ENGINE

Type	PACCAR MX, EURO V	
No. of cylinders	6	
Bore/stroke	130/162 mm	
Swept volume	12,900 cm <sup>3</sup>	
	Net output <sup>1</sup> (kW)	Net torque <sup>2</sup> (Nm)
MX265	265	1,775
MX300	300	2,000
MX340	340	2,300

<sup>1</sup> At nominal revs of 1,500 - 1,900 rpm

<sup>2</sup> At nominal revs of 1,000 - 1,410 rpm  
SCR exhaust fumes treatment

### CLUTCH

Single-plate dry ZF SACHS, diameter of 430 mm

### TRANSMISSION

Manual, ZF 16S 2230 TO for 265kW and 300kW engines

Manual, ZF 16S 2530 TO for 340kW engines

No. of gears: forward 16  
reverse 2

Automated ZF 16AS 2630 AS Tronic 16 gears  
Option: built-in retarder

### TRANSFER CASE

TATRA 1.30 TR, 1.28, one-speed

Option:

- one-speed with gear ratios of 1.12 and 1.46
- two-speed with the gear ratio of 0.95/1.44

### FRONT AXLE

Steered, driven, with swinging half-axes, engageable drive, axle differential

Suspension: air-bellows and telescopic shock absorbers

### REAR AXLES

Driven, with swinging half-axes, axle differential locks, inter-axle differential lock

Suspension: air bellows in combination with coil springs and telescopic shock absorbers (2 x 11.5 t)

### STEERING

Left-hand, hydraulic power steering

### BRAKES

Four independent brake systems:

- service
- emergency
- parking
- engine

Option: compression MX Engine Brake

### TIRES AND DISCS

Tires 315/80 R22.5  
Discs 9.00 x 22.5  
Dual rear axle tires - admissible total weight 26,000 kg  
Option:  
Tires 445/65 R22.5  
Discs 14.00 x 22.5  
Single tires on all axles - admissible total weight 25,000 kg

### CAB

COE, short, tilt-cab, two seats

Option: automatic air-conditioning

### TANKS

Fuel steel tank, 300 l  
Option: 220 l, 340 l, 390 l  
AdBlue 45 l

### DIMENSIONS

#### Chassis

Width 2,550 mm  
Ground clearance (315/80 R22.5 tires) 280 mm  
Ground clearance (445/65 R22.5 tires) 304 mm

### SUPERSTRUCTURE/BODY

Two tipping hydraulic cylinders - distance of pins of 3,130 x 200 mm, 3,660 mm x 2,100 mm or 4,120 mm x 2,100 mm for carrying swap bodies

Two tipping hydraulic cylinders - distance of pins of 3,130 mm x 2,000 mm or 4,120 mm x 2,100 mm for carrying swap bodies

### WEIGHTS

Vehicle curb weight 10,800 kg  
Front axle load 6,200 kg  
Rear axles load 2x2,300 kg  
Chassis payload 19,200 kg

### Maximum technical admissible total weight:

- for 315/80 R22.5 tires on front axle 29,000 kg
- for 445/65 R22.5 tires on front axle 30,000 kg

### Maximum technical admissible total weight

of loaded truck-trailer combination: 65,000 kg

### Maximum technical admissible weight on front axle:

- for 315/80 R22.5 tires on front axle 8,000 kg
- for 445/65 R22.5 tires on front axle 9,000 kg

### ELECTRIC EQUIPMENT

Voltage 24 V  
Batteries 2 x 12 V, 180 Ah  
Option: 2 x 12 V, 225 Ah  
Alternator 24 V/80 A  
Option: 24 V/110 A

### VEHICLE PERFORMANCE

#### Climbing ability at 29,000 kg

- for 315/80 R22.5 tires 78,0 %
- for 445/65 R22.5 tires 64,0 %

#### Climbing ability at 47,000 kg

- for 315/80 R22.5 tires 40,3 %
- for 445/65 R22.5 tires 37,5 %
- Maximum speed with limiter 85 km/h
- Wall-to-wall diameter 20,5±1,0 m
- Fording ability 800 mm

### STANDARD EQUIPMENT

- rear frame extension (known as the triangle)

### OPTIONAL EQUIPMENT

- chassis equipped with hydraulic circuits to drive swap bodies according to manufacturer's specifications
- rear frame extension (triangle) with a hitch system and accessories for towing a trailer, with a fifth wheel, of the maximum total weight of 18,000 kg



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