



ARMAX



TATRA ARMAX



The ARMAX range is designed for operation on difficult terrains and in adverse climatic conditions and carrying out and supporting peacekeeping missions.

The concept of these vehicles is based on successful commercial all-terrain versions especially adapted for military use. The standard equipment includes:

- All wheel drive
- Lockable axial and inter-axial differentials
- ABS
- System for maintaining tyre pressure while driving for operation on soft terrain
- 14.00 R20 military tactical tyres
- Engine can be operated with NATO standards fuel
- Combat engineering equipment
- Camouflage and convoy vehicle lighting
- NATO standards vehicle radio-shielding
- Special protective finish



Although the modular design of TATRA vehicles uses TATRA air-cooled diesel engines as standard, certain other foreign manufactured liquid-cooled engines can be installed as an option. All Armax vehicles comply with European EURO II or EURO III emission standards and in the case of TATRA engines without an electronic fuel injection system. The vehicles are produced in 4x4, 6x6 and 8x8 specifications with various modifications according to customer's requirements.

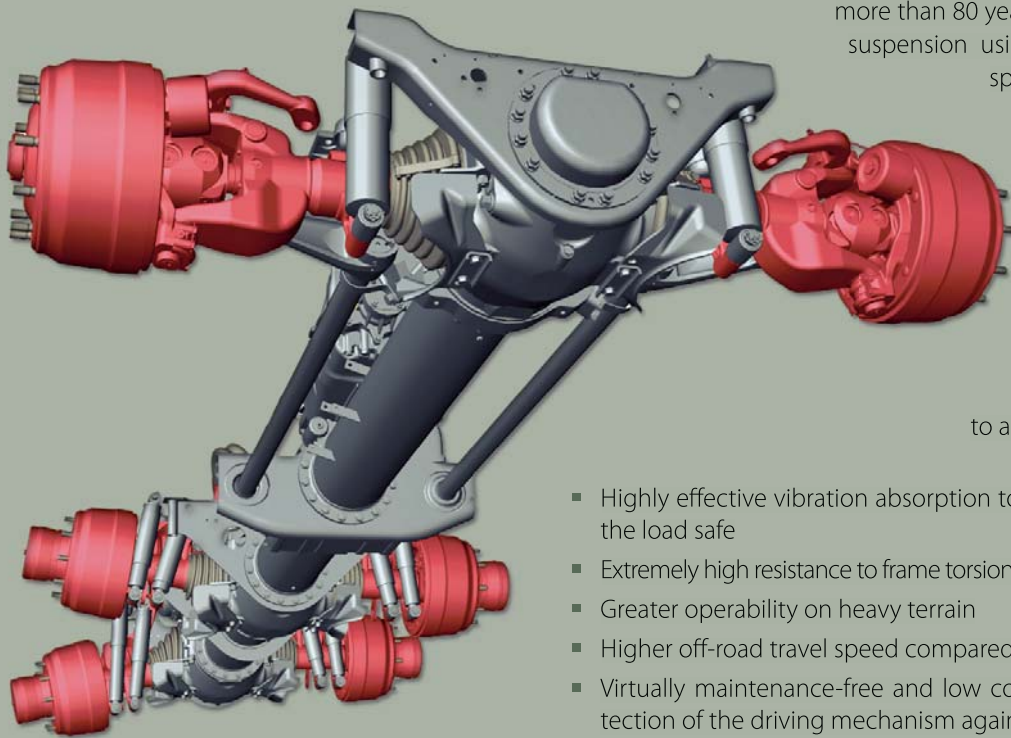


The outstanding driving characteristics of the Tatra chassis on difficult terrains and its resistance to torsion, flexion and vibrations makes TATRA vehicles extremely suitable for transporting not only people, but also special and sensitive military material and special-purpose truck bodies, such as ammunition transport containers, electronic equipment, radar and other special containers and box bodies. The chassis is also suitable for fire brigades and intervention forces.

TATRA chassis concept

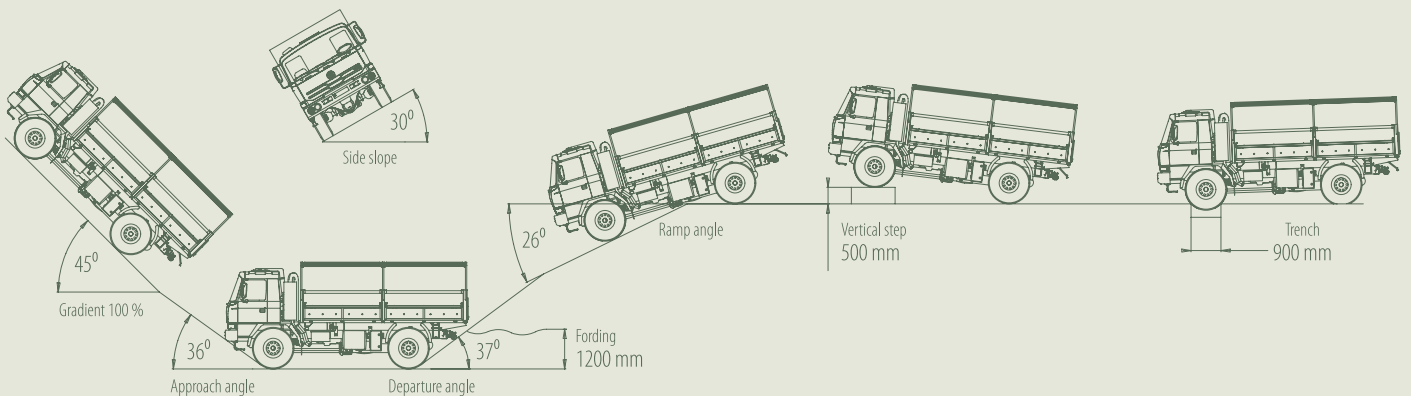


The chassis is a state-of-the-art version of the proven, more than 80 year-old concept with independent suspension using swing half-axles and a rigid space frame with a central tube.



The unique chassis concept gives the vehicle excellent driving characteristics particularly on heavy terrain. The design is based on swinging half-axles with independent suspension and a space frame comprising a central tube connected to a ladder-type frame.

- Highly effective vibration absorption to keep the crew comfortable and the load safe
- Extremely high resistance to frame torsion and flexion when on rough terrain
- Greater operability on heavy terrain
- Higher off-road travel speed compared to conventional vehicles
- Virtually maintenance-free and low cost chassis operation due to protection of the driving mechanism against mechanical damage and weather effects provided by the central tube



Cabin:

Over-engine, all-metal, two-seat cabin with curved windshield, hydraulic folding system. The cabin can be fitted with an integrated oil heater and an independent diesel heater and air conditioning. The cabin has been designed so that engines with a liquid cooling system can be installed. The cabin can be short, medium or long depending on the type of vehicle. It has a universal skeleton for both left-hand and right-hand steering. Special equipment for the cabin includes filtered ventilation, weapon holders, convoy vehicle lighting system, emergency seat and a fixed bed.

TATRA engine:

Diesel, air-cooled, turbocharged V8 engine with direct fuel injection and charged air intercooler. The engine meets EURO II and EURO III emission limits without an electronic fuel injection system.

Clutch:

A single-disc clutch with a membrane spring and hydraulic control with air operated booster.

Transmission:

Ten-gear + two reverse gears, synchronised clutch with spur wheels. Mechanical gear change with pneumatic booster, electro-pneumatic selection of standard and reduced operation with pre-selection. Fourteen-gear transmission is available as an option.

Additional gearbox:

Single or two-speed transmission activated while stationary.

Booster drive:

Available:

- From the clutch
- From the transmission
- From the additional gearbox

Steering:

Left-hand or right-hand compact servo steering.

Brakes:

Drum brakes with a PERROT brake expander, automatic brake shoe adjustment, ABS anti-lock braking system and AZR automatic load regulation. The braking system is fitted with noise dampeners. **Service brake** – dual circuit, overpressure braking system on all wheels. **Emergency brake** – spring braking system on both rear axle wheels with a link to the trailer brake. **Parking brake** – spring braking system on both rear axle wheels. **Continuous service retarder** – engine braking.

Axles:

Independent suspension swing axles with lockable axial or inter-axial differential. All wheel drive with front drive that can be disengaged, with wheel hubs without reduction.

Suspension:

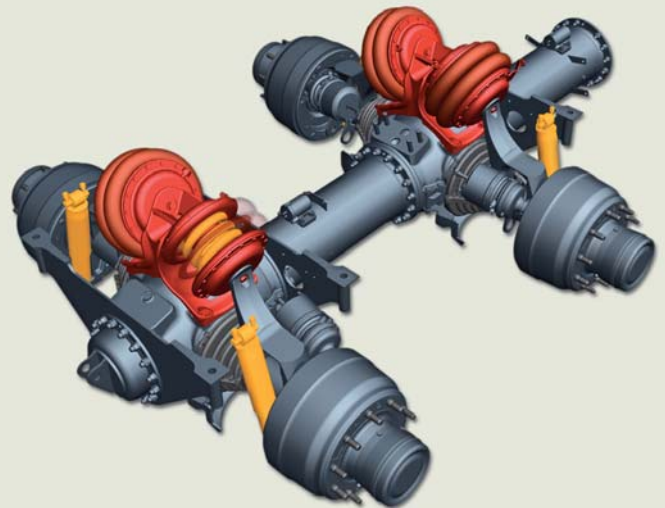
Front axle

- Leaf springs and telescopic dampers
- Torsion rods and telescopic dampers

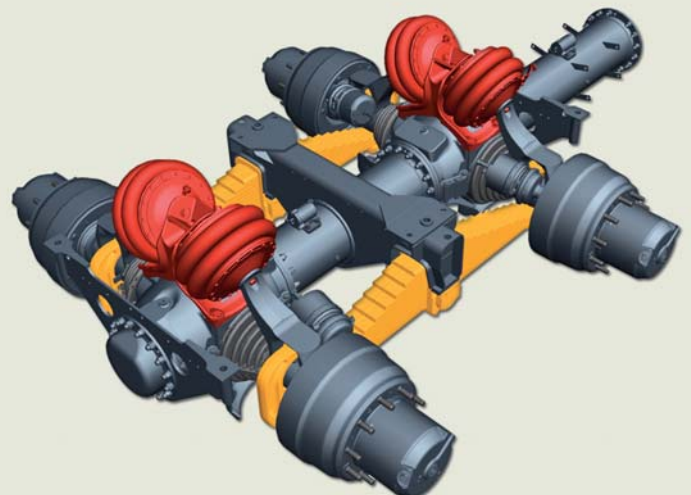
Rear axles

- Combined
 - light version up to 11.5 tons per axle
(KING FRAME - light version)
 - heavy duty up to 15 tons per axle
(KING FRAME - heavy duty version)
- Leaf springs – up to 11.5 tons per axle

KING FRAME - light version



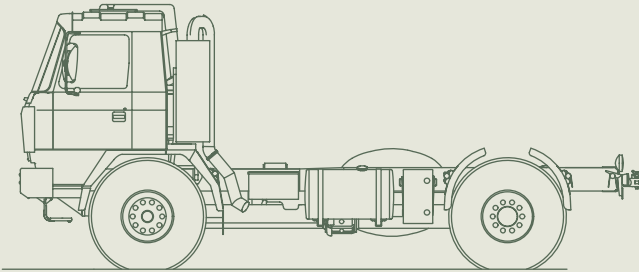
KING FRAME - heavy duty version



ARMAX - product range

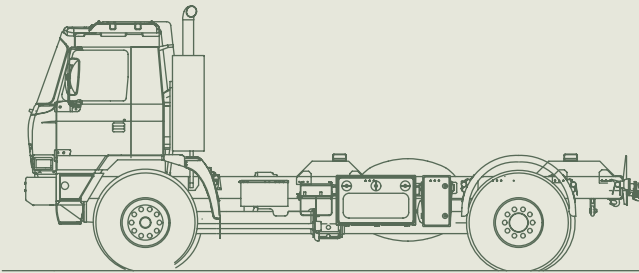
4x4

25RR45/50T



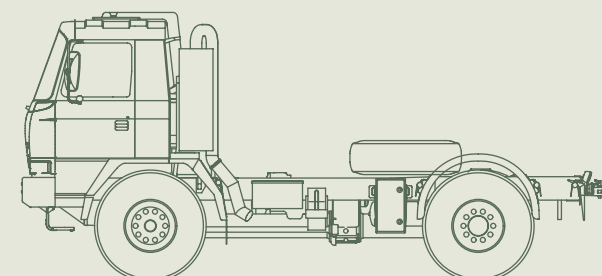
Payload	7,200 kg
Max. gross vehicle weight	16,500 kg
Max. gross train weight	32,500 kg
Engine output	230 kW

260R45/451



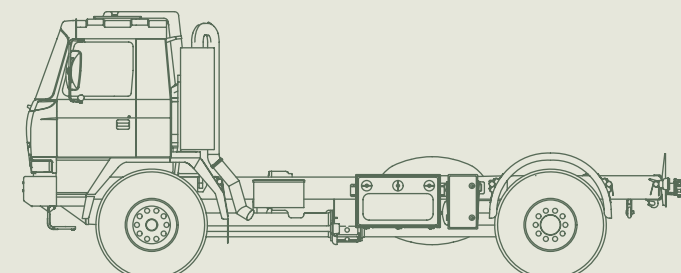
Payload	8,600 kg
Max. gross vehicle weight	17,000 kg
Max. gross train weight	41,000 kg
Engine output	255 kW

26WR45/10T



Payload	9,200 kg
Max. gross vehicle weight	17,000 kg
Max. gross train weight	41,000 kg
Engine output	255 kW

26WR45/11T

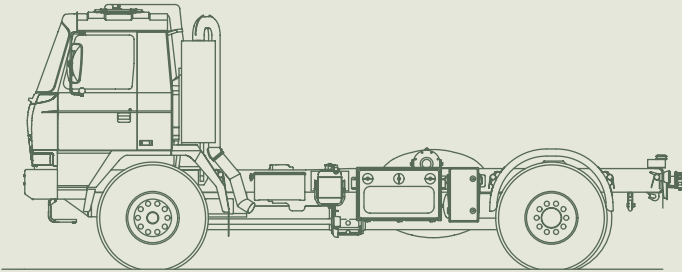


Payload	9,200 kg
Max. gross vehicle weight	17,000 kg
Max. gross train weight	41,000 kg
Engine output	255 kW

ARMAX - product range

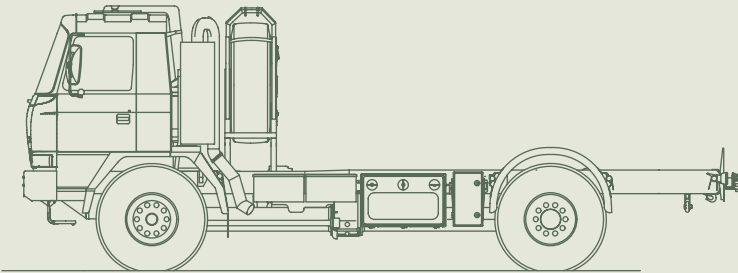
4x4

26WR45/12T



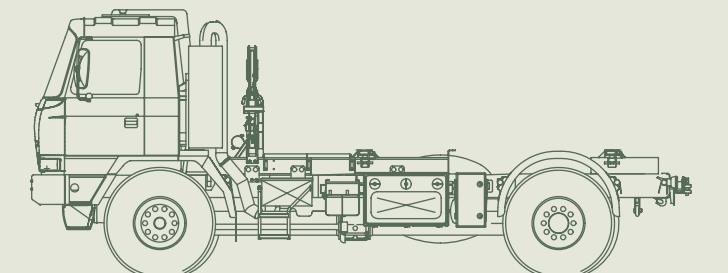
Payload	8,400 kg
Max. gross vehicle weight	17,000 kg
Max. gross train weight	41,000 kg
Engine output	255 kW

26WR45/13T



Payload	8,700 kg
Max. gross vehicle weight	17,000 kg
Max. gross train weight	41,000 kg
Engine output	255 kW

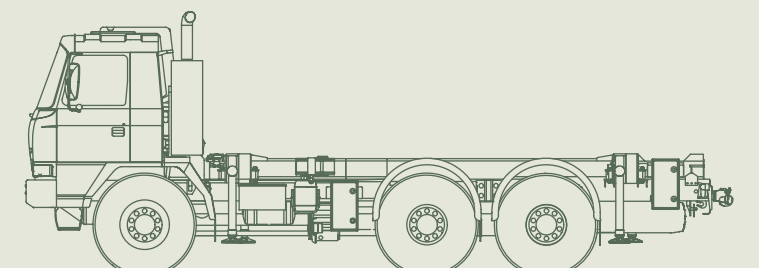
26WR45/14T



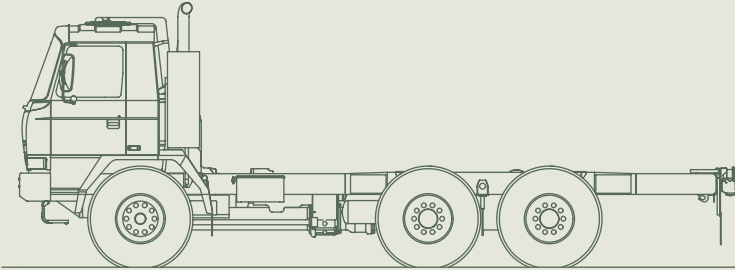
Payload	9,200 kg
Max. gross vehicle weight	17,000 kg
Max. gross train weight	41,000 kg
Engine output	255 kW

6x6

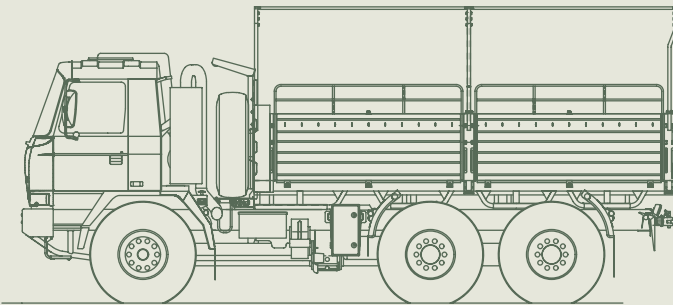
26MR25/31T



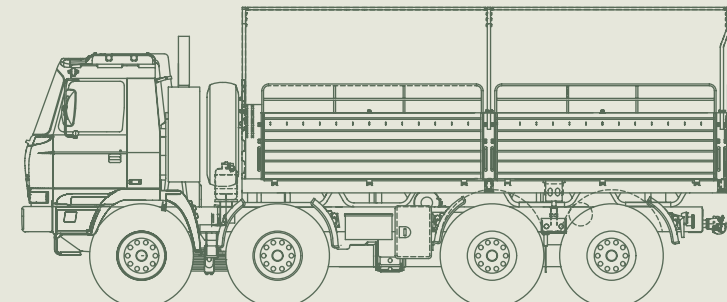
Payload	16,000 kg
Max. gross vehicle weight	26,000 kg
Max. gross train weight	48,000 kg
Engine output	255 kW

6x6**26WR25/10T**

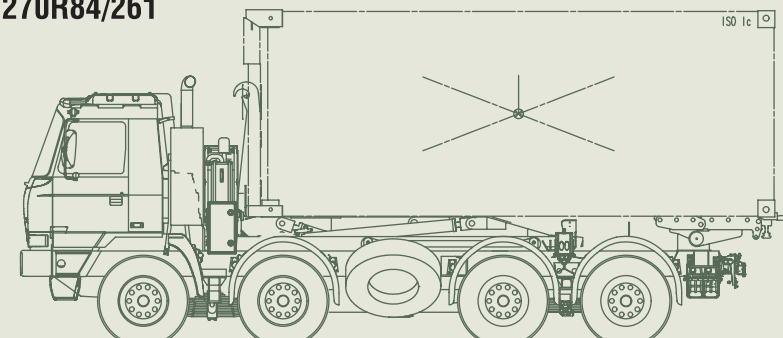
Payload	16,000 kg
Max. gross vehicle weight	26,000 kg
Max. gross train weight	48,000 kg
Engine output	255 kW

26WV25/10T

Payload	14,500 kg
Max. gross vehicle weight	26,000 kg
Max. gross train weight	48,000 kg
Engine output	255 kW

8x8**260R84/269**

Payload	20,400 kg
Max. gross vehicle weight	34,000 kg
Max. gross train weight	55,000 kg
Max. trench width	1,900 mm
Engine output	255 kW

270R84/261

Payload	17,000 kg
Max. gross vehicle weight	41,000 kg
Max. gross train weight	60,500 kg
Max. trench width	1,900 mm
Engine output	300 kW

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February 2008, the manufacturer reserves the right to make changes.



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