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Home Trucks Product catalog TACTIC A customer project for an all-wheel drive medium off-road truck available in a 6x6 version with a ladder frame and unique TATRA Rigid portal axles. The vehicle is equipped with a liquid-cooled six-cylinder engine, manual transmission, a transfer case and a modern three-seat cab with a reinforced armoured floor with Level 1 ballistic protection, a modified roof for a gun carriage system, a roof hatch and other partial modifications for special or military purposes. The vehicle has a winch and a central tyre inflation system. The front axle is mechanically suspended by coil springs. Rear axles are suspended by rocker leaf springs. Since 2010, the T 810 has also been offered in a civilian version as a universal chassis-cab. Three-axle all-wheel drive COE truck Liquid-cooled engine from a foreign producer Unique chassis design with TATRA Rigid portal axles Level 1 reinforced floor Armored cab as an option TATRA TACTIC [T 810] Photos Find a closest TATRA dealer in your area: show all dealers and services Hundreds of thousands of vehicles manufactured with payload capacities from 10 t to 33 t and with 4x4, 6x6, 8x8, 10x10 and 12x12 drive systems serve in armies around the world. 116 . . - 810 Tatra 810 Tatra, a s. 7490mm2550mm3320mm UK 59 - 810 (-Tatra 810) Tatra a.s. 2008 - 810 2002 237hp (Renault) 106 800 320 13000 - 810 2010 810 MIC 0 ratings0% found this document useful (0 votes)241 views20 pagesThe document summarizes the key features and benefits of the Tatra 810 truck. It has a 3-axle chassis, optional all-wheel drive, high ground clearance from its rigid portal axles, and payloadAI-enhanced title and descriptionSaveSave Tatra t810 Commercial En For Later0%0% found this document useful, undefined0 ratings0% found this document useful (0 votes)241 views20 pagesThe document summarizes the key features and benefits of the Tatra 810 truck. It has a 3-axle chassis, optional all-wheel drive, high ground clearance from its rigid portal axles, and payload capacity. It can handle off-road conditions well due its design and three driving axles. Safety features include disc brakes on all axles and stability is provided by its powerful engine and ability to tow heavy trailers. It is available in different configurations to suit various applications and comes in two wheelbase options.0 ratings0% found this document useful (0 votes)241 views20 pagesThe document summarizes the key features and benefits of the Tatra 810 truck. It has a 3-axle chassis, optional all-wheel drive, high ground clearance from its rigid portal axles, and payloadAI-enhanced title and description Tatra T 810 is a medium truck made by Czech company Tatra. Unlike other Tatra trucks, it doesn't use the traditional Tatra conception of backbone chassis and swinging half-axles, but the customary truck architecture with conventional frame.History[] In early 1990s the Czech Army was aiming to replace its aging fleet of medium trucks, which was represented by the Praga V3S model introduced into production as early as in 1953. The selection procedure was won the Roudnick slvrny a strojirny (Foundries And Machine-Works of Roudnice) with its ROSS R210 project. The R210 was outsourcing many components from Renault. Since 1996 the company delivered 15 vehicles for the testing purposes, after which the delivery of serial vehicles was supposed to start, however in 1998 the Czech Army canceled the contract. The company has invested a lot into the development of the truck and subsequently it bankrupted.[1][2] In 2002 the Tatra company bought the documentation and rights to the R210 truck in order to enter the market of medium trucks (from 3.5 tons to 12 tons), as all the models the company offered were in the class of heavy trucks. It intended to modernize the original project, and it also hoped that the Czech Army will finally undertake the replacement of its fleet of 4000 Praga V3s (while Tatra was supplying the Army with heavy trucks since World War I). Tatra closed alliance with other companies to work on the project together; for example the Praga was supposed to deliver gear boxes and portal axle. Other components were to be delivered by Renault (engine, cab).[3]In 2005 the Czech government approved acquisition of the T810 trucks in August 2005, while deliveries were scheduled to start in April 2008.[4] The civilian version of T810 was introduced in 2010, with Tatra claiming it is the only truck with maximum weight of 15.5 tons that has three driven axles, which together with its portal architecture is supposed to give it advantage over the competition in terrain.[3] References[] The Tatra T 810 (Tactic) is a medium truck made by Czech company Tatra; it replaced the popular Praga V3S which was introduced in the 1950s and served in the Army of the Czech Republic until 2008. Unlike other Tatra trucks, it does not use classic Tatra air-cooled engine and the traditional Tatra conception of backbone chassis and swinging half-axles, but the customary truck architecture with conventional frame. It is mainly intended for difficult terrain conditions. The civilian version T 810-C was introduced in 2010.HistoryIn early 1990s the Czech Army was aiming to replace its aging fleet of medium trucks, which was represented by the Praga V3S model introduced into production as early as in 1953. The selection procedure was won the Roudnick slvrny a strojirny (Foundries And Machine-Works of Roudnice) with its ROSS R210 project. The R210 was outsourcing many components from Renault. Since 1996 the company delivered 15 vehicles for the testing purposes, after which the delivery of serial vehicles was supposed to start, however in 1998 the Czech Army canceled the contract. The company has invested a lot into the development of the truck and subsequently it bankrupted.[1][2]In 2002 the Tatra company bought the documentation and rights to the R210 truck in order to enter the market of medium trucks (from 3.5 tons to 12 tons), as all the models the company offered were in the class of heavy trucks. 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Other components were to be delivered by Renault (engine, cab).[3]In 2005 the Czech government approved acquisition of the T810 trucks in August 2005, while deliveries were scheduled to start in April 2008.[4]The civilian version T 810-C was introduced in 2010, with Tatra claiming it is the only truck with maximum weight of 15.5 tons that has three driven axles, which together with its portal architecture is supposed to give it advantage over the competition in terrain.[5]In 2017, Tatra 810 44 has created the world record, the vehicle crossed the highest artificially created obstacle by the truck, artificial barrier called Brut Monster is one of the most extreme artificial barriers of its kind. Tatra has managed to climb and descent 146%, respectively to surpass inclination of 55, of 7.5-meter-high obstacle.[6][7] Tatra 810 of the Czech Army Civilian version Tatra 810-C Operators Army of the Czech Republic Armed Forces of Saudi Arabia[8] Armed Forces of UAE[8]Civilian users (T 810-C)References

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