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FX520\*

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TX-520M Rated Capacity 52,000-lbs. (23,587 kg) TX-550M Rated Capacity 55,000-lbs. (24,948 kg) 48in. (1,219 mm) Load Center 170-in. (4,318 mm) Wheelbase

# *TX-520M TX-550M*

# Engine

Cummins QSC8.3-C240, 6-cylinder electronic turbocharged,charge air after cooled (air to air) diesel engine has 506 cu-in. (8.3 L) displacement, 4.49-in. (114 mm) bore x 5.31-in. (135 mm) stroke. Rated power 240-hp (179 kW) at 2200 rpm (all engine ratings are based on SAE standard ambient conditions). Maximum power of 260hp (194 kW) at 2000 rpm. Peak torque is 800 ft-lbs. (1,085 N-m) at 2000 rpm.

Emission certification: US EPA Tier III, Carb Tier III, EU Stage III. Standard features are electronic diagnostic, maintenance monitor, fuel/water separator, engine/transmission protection system, fuel economy and reduced emissions.

## Air Cleaner

The dry air cleaner has a safety element, restriction indicator, and vertical air intake extension.

# **Cooling System**

The conventional top / bottom tank radiator has wide fin spacing to reduce dirt build-up and provide optimum engine cooling. Cooling includes engine charge air cooler, engine coolant air cooler, transmission oil air cooler, and a separate wet disc and hydraulicoil air cooler. Each can be serviced separately.

## Electrical, Instrumentation, and Accessories

The one-piece instrument panel flips down for easy servicing and is pre-wired to accommodate heavy-duty accessories. All wiring is color coded. The unit has a 12-volt electrical system. Standard equipment includes a key-type anti-restart ignition system, 2 heavy-duty batteries, 160-amp alternator, reset circuit breakers, horn, work lights (two front, and two rear), key-switch actuated amber strobe light, reverseactuated warning alarm and tilt steering.

Display indicates functions for seat belt, engine oil pressure, parking brake, battery indicator, and Tier III engine electronic diagnostic light package.

All machine controls are Taylor Integrated Control Systems (TICS) using J1939 CANbus technology. This allows controllers and sensors to communicate with minimal wiring between the components. I/O modules are used to eliminate electromechanical relay devices and add reliability to the machine control system. J1939 CAN bus technology allows all machine data to be accessed through the main color display located in the cab. This display shows engine data along with warnings, and man/ machine interface data. The display allows service personnel to access data needed during troubleshooting (such as sensor status and controller outputs). Machine functions can be tuned through the main display in the cab. Tuning functions are password protected to prevent operator access.

## Transmission

The three-speed, fully reversing, fully electric, modulated powershift transmission has inching, electric roll shift control, and a separate airto-oil cooler. The filler pipe dipstick and large, heavy-duty oil filter are easily accessible. Filter is mounted to transmission. Automatic powershift (standard).

## **Drive Axle**

The heavy-duty planetary type drive axle housing is bolted to the frame.

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## **Steer Axle**

The single hydraulic cylinder design steer axle, with heavy-duty links from the cylinder ram directly to tapered roller bearing mounted spindles, has tapered wheel and kingpin bearings. All joints are sealed, can be lubricated, and never need adjusting.

#### **Brake System**

The internal force-cooled, air over hydraulic, wet disc, service brakes (and the hydraulic oil) are cooled by an air-to-oil cooler separate from the transmission cooler. The left pedal, combines actuation of service brakes and transmission inching; the right pedal actuates the service brakes only.

The parking brake control is mounted on the instrument panel.

#### Chassis

The all-welded frame has an integral counterweight. The hood slides on rollers. The cab is 2-door and includes one 40,000 BTU heater, one circulation fan, front and rear windshield wipers, front windshield washer, dome light, all glass tinted, door hold back latches with trip handles, gray insulation, and black floor mat inside cab. Cab color black only.

The adjustable, vinyl covered air suspension seat with arm rest and orange seat belt is standard. The seat has +/-15°/20° rotation.

## **Hydraulic System**

The high-capacity hydraulic tank has a spin-on tank breather, wiremesh strainers, and full-flow 10-micron return-line filters, with a replaceable element in the tank. Tank refill capacity is 82 gallons (310 L).

## Mast, Carriage, and Rollers

The 11-ft. (3.4 m) ULTRA-VU telescopic, nested-channel mast, with two nested, hidden multiple-leaf lift chains, is constructed of highstrength steel for minimum weight. The two lifting eyes and bolt-on caps permit safe, easy removal of the mast. The "C" type carriage has a high strength-to-weight ratio. The forks are pin-mounted and fully adjustable from 100-in. (2,540 mm) outside to 2-in. (51 mm) inside the center brace. Main rollers and chain rollers have shielded, tapered, roller bearings. The carriage side wear pads are adjustable to compensate for wear. All rollers can be lubricated.

## Forks

The forks are hammer forged from heat treated alloy steel. Standard size: 5-in. x 10-in. x 96-in. (127 mm x 254 mm x 2438 mm).

This vehicle is certified to meet the applicable design and performance criteria required for Powered Industrial Trucks in OSHA Safety and Health Standards, Title 29 CFR. Part 1910.178, and the applicable design and performance requirements in ANSI B56.1 that were in effect at the time of manufacture. These standards also apply to the user and should be adhered to while operating this vehicle.

All specifications are subject to change without notice. Some operating data may be affected by the condition of the operating area. If these specifications are critical, contact the factory.



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