



“Big Red”

X-520M / X-550M

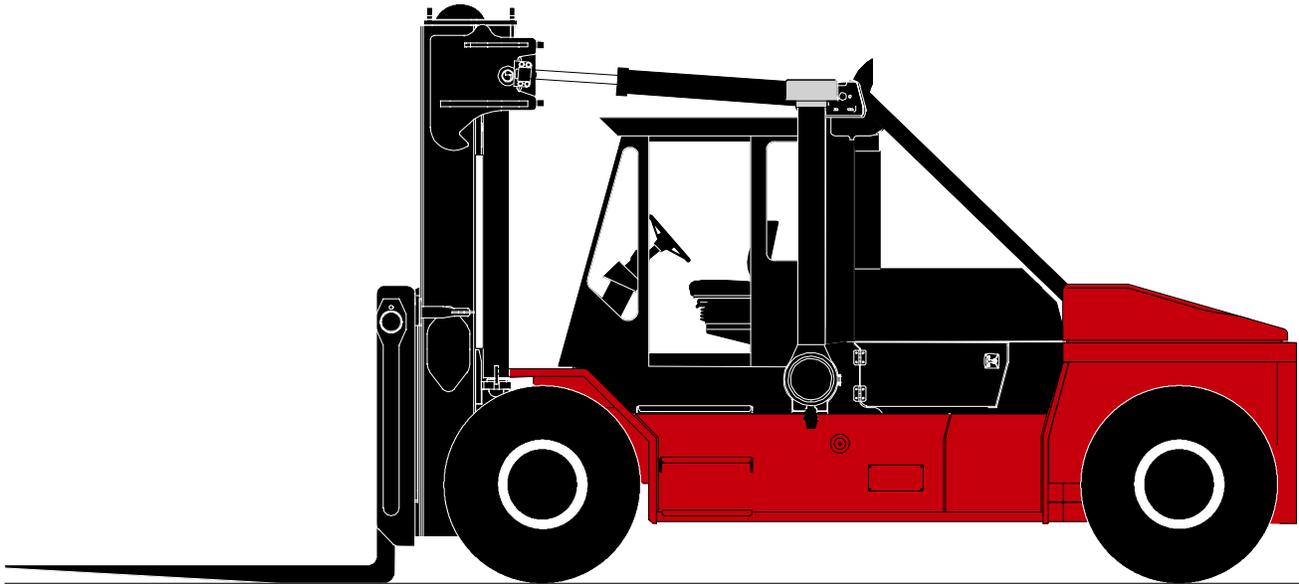
**Taylor Industrial Truck
Preliminary Specifications**

X-520M Rated Capacity 52,000-lbs. **(23,587 kg)**

X-550M Rated Capacity 55,000-lbs. **(24,948 kg)**

48-in. **(1,219 mm)** Load Center

170-in. **(4,318 mm)** Wheelbase

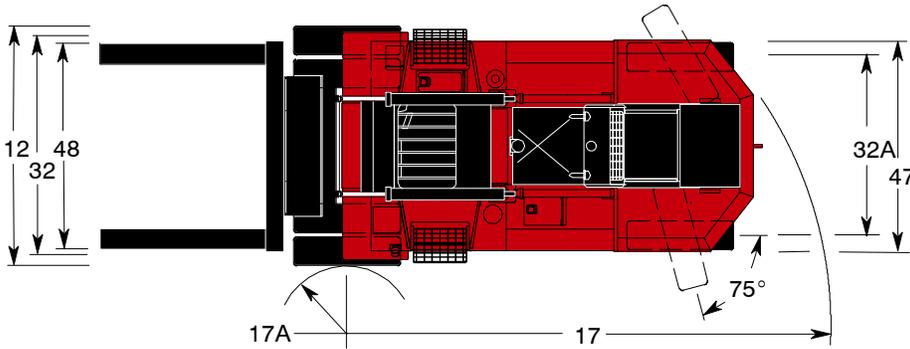


"Big Red" X-520M / X-550M

GENERAL	1	Manufacturer	Manufacturer's Name	TAYLOR		TAYLOR		
	2	Model	Manufacturer's Designation	X-520M		X-550M		
				English	Metric	English	Metric	
	3	Capacity	Rated Capacity	lb (kg)	52,000	23,587	55,000	24,948
	4	Load Center	Distance	in (mm)	48	1,219	48	1,219
	5	Power Type	Gas, LPG, Or Diesel		Diesel		Diesel	
	6	Tire Type	Cushion, Pneumatic Front / Rear		Pneumatic / Pneumatic		Pneumatic / Pneumatic	
	7	Wheels	Number (X = Driven) Front / Rear		4X / 2		4X / 2	
DIMENSIONS	8	Upright Lift	Standard Lift (Top Of Fork)	in (mm)	137	3,480	137	3,480
	9	Forks	Thickness	in (mm)	5	127	5	127
	9A		Width	in (mm)	10	254	10	254
	9B		Length	in (mm)	96	2,438	96	2,438
	10		Tilt Angle	Standard Upright - Forward / Backward	deg. °	15 / 10		15 / 10
	11	Overall Dimensions	Length To Face Of Forks	in (mm)	242.1	6,150	242.1	6,150
	12		Width (Standard Tires)	in (mm)	121	3,073	121	3,073
	13		Height, Standard Upright Lowered	in (mm)	155	3,937	155	3,937
	14		Height, Standard Upright Extended	in (mm)	221	5,613	221	5,613
	15		Height To Top Of Counterweight	in (mm)	79.5	2,019	79.5	2,019
	16		Height To Top Of A-Frame	in (mm)	133.5	3,391	133.5	3,391
	17	Turning Radius	Minimum Outside	in (mm)	230	5,842	230	5,842
	17A		Minimum Inside	in (mm)	26	660	26	660
	18	Load Distance	Center of Wheel To Face Of Forks	in (mm)	42.25	1,073	42.25	1,073
	19	Aisle Width	(Add Load Length For 90° Stacking)	in (mm)	272.25	6,915	272.25	6,915
PERFORMANCE	20	Stability	Comply With ANSI?		Yes		Yes	
	21	Speeds	Travel Speed - Maximum Forward	mph (km/h)	17.6	28.3	17.6	28.3
	22		Lift Speed - No Load	fpm (m/s)	53	0.27	53	0.27
	22A		Lift Speed - With Load	fpm (m/s)				
	23		Lowering Speed - No Load / With Load	fpm (m/s)	62	0.32	62	0.32
	24	Drawbar Pull	Powershift (Maximum At Stall)	lb (kN)	45,000	200	47,000	209
25	Gradeability	Powershift (Maximum At Stall) No Load	%	32		32		
25A		Powershift (Maximum At Stall) With Load	%	37		35		
WEIGHT	26	Ttl. Apprx. Wt.	Standard Truck	lb (kg)	74,000	33,636	78,700	35,698
	27	Axle Loading	Static With Rated Load - Front	lb (kg)	114,100	51,864	121,200	54,975
	27A		Static With Rated Load - Rear	lb (kg)	11,900	5,409	12,500	5,670
	27B		Static With No Load - Front	lb (kg)	34,500	15,682	37,000	16,782
	27C		Static With No Load - Rear	lb (kg)	39,500	17,955	41,700	18,915
WHEELS / TIRES	28	Tires	Number - Front / Rear		4 / 2		4 / 2	
	29		Size - Front		14.00 x 25 - 20 PR		14.00 x 25 - 20 PR	
	30		Size - Rear		14.00 x 25 - 20 PR		14.00 x 25 - 20 PR	
	31	Wheelbase	Distance	in (mm)	170	4,318	170	4,318
	32	Tread	Center Of Outside (Dual) Tires - Front	in (mm)	105.5	2,680	105.5	2,680
	32A		Center Of Tires - Rear	in (mm)	97	2,463	97	2,463
	33	Ground Clearance	No Load At Lowest Point	in (mm)	11.5	292	11.5	292
	34		No Load At Center Of Wheelbase	in (mm)	16	406	16	406
35	Brakes	Service / Parking - Method Of Control		Foot / Hand		Foot / Hand		
36		Service / Parking - Method Of Operation		Hydraulic / Spring		Hydraulic / Spring		
POWER UNITS / XMSN	37	Battery	Volts / Ampere Hours (2 Batteries)	V/Ah	24 / 2300		24 / 2300	
	38	Internal Combustion Engine	Make / Model		Cummins QS9L-C250 Tier 4 Final		Cummins QS9L-C250 Teir 4 Final	
	39		Output - Intermittent Per SAE Standards	hp (kW)	250	172	250	172
	40		Governed Speed - With Load	rpm	2200		2200	
	41		Cycle / Number Of Cylinders / Displacement	cu in (L)	4 / 6 / 543	4 / 6 / 8.9	4 / 6 / 543	4 / 6 / 8.9
	42	Clutch	Type		Declutch		Declutch	
	43	Gear Change	Type		Hand		Hand	
	44	Transmission	Number Of Speeds - Forward / Reverse		3 / 3		3 / 3	
	45		Type		Powershift		Powershift	
	46	Relief Press.	For Attachments	psi (bar)	1,500	103	1,500	103
47		Width Across Counterweight	in (mm)	116	2,950	116	2,950	
48		Standard Fork Spread	in (mm)	100	2,540	100	2,540	
49		Ground To Top Of Carriage	in (mm)	79	2,007	79	2,007	
50		Load Moment	in-lbs (m-kg)	4,693,000	54,070	4,963,750	57,189	

† NOTE: Performance specifications are for trucks equipped as described on the back page of this specification sheet. Performance specifications are affected by the condition of the vehicle, its components, and the nature and condition of the operating area. If these specifications are critical, the proposed application should be discussed with your Taylor sales representative.

“Big Red” X-520M / X-550M



Standard Engine For USA and Canada only

Cummins QS9L-C250 HP engine Tier 4F, Tier 4 Final electronic turbo-charged, charge air after cooled (air to air) diesel, 6-cylinder diesel engine has 543 cu-in. (8.9 L) displacement. Rated power of 250 (172 kw) horsepower at 2200 RPM. Maximum power of 230 horsepower (172 kw) at 2200 rpm. Peak torque 675 ft-lbs. (915 N-m) at 1500 rpm. (SAE J1995 Conditions).

Engine equipped with a Donaldson Air Cleaner, **Attention: a Taylor Max Air Intake Precleaner must be added by the Sales person.**

The Tier 4F Final engines require the following. Urea (DEF) Diesel Exhaust Fluid, tank capacity 10 gallons with level gauge, quality sensor. Engine also has (SCR), Selective Catalytic Reduction, (DR) Decomposition Reactor, and (CC) Compact Catalyst cooled exhaust gas recirculation, diagnostic and maintenance monitor, fuel/water separator and engine/transmission protection systems, fuel economy, and reduced emissions. Emission certification: Tier 4F Final.

These engines have Tier 4 Final engine exhaust systems which have DOC, Diesel Oxidation Catalyst, SCR, Selective Catalytic Exhaust Reduction and DEF, Diesel Engine Fluid.

Warning:

The Tier 4F Final engines require the following fluids. Ultra Low Sulfur diesel fuel
API CJ-4 Low Ash engine oil

Warning:

Ultra Low Sulfur Diesel Fuel
See Service Manuals for detailed Diesel

fuel requirements for storage and usage.

Antifreeze required Maintain 50/50 Soft Water **

Ethylene Glycol (Low Silicate) (GM 6038-M or ASTM D3306 & D 6210)

**Soft water - Cannot contain more than 300 parts per million hardness or 100 parts per million of either chloride or sulfide. (These fluids will also work in existing units with Tier II and Tier III engines.)

Warning:

The use of any fluids, in TIER 4F Final engines, other than those specified above may result in engine damage and could effect emissions and result in fines by the E.P.A.

Electrical system is 24 volt with a 95 Amp Alternator.

OR

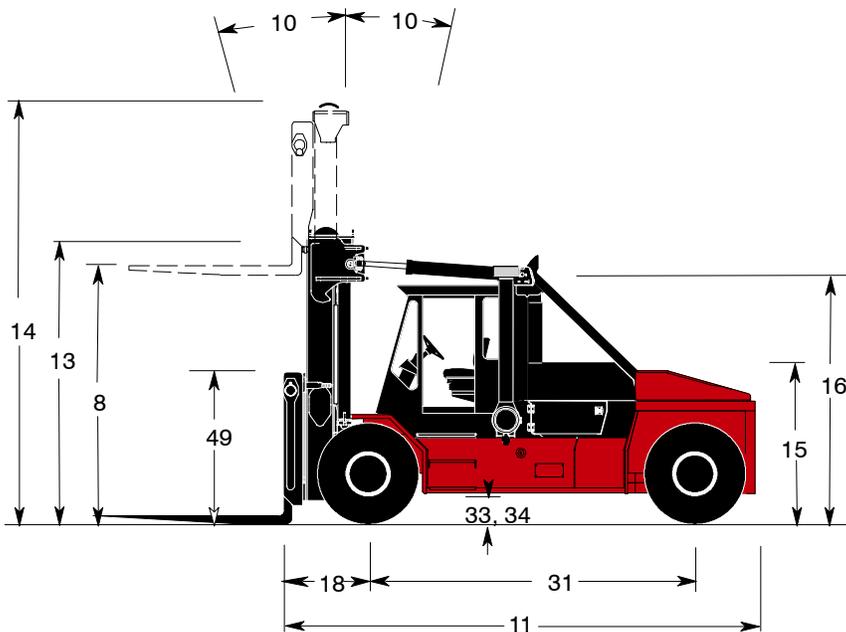
Optional Engine For International shipment only. Not for USA and Canada. Check with Sales Coordinator on this engine for availability.

Cummins QSC8.3-C240 Tier III TPEM, 6-cylinder electronic turbo-charged, charge air after cooled (air to air) diesel engine has 506 cu-in. (8.3 L) displacement. Rated power 240-hp (179 kW) at 2200 rpm (all engine ratings are based on SAE standard ambient conditions). Maximum power of 260-hp (194 kW) at 2000 rpm. Peak torque is 800 ft-lbs. (1,085 N-m) at 1500 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.

Attention: Taylor models equipped with U.S. EPA Tier 3 certified engines are available for sale outside of the highly regulated countries of North America, Europe and Japan. Refer to the off-road diesel engine emission regulations of the specific country in question for verification.

Fuel tank capacity is 83 gallons (314 L).



“Big Red” X-520M / X-550M

Mast Dimensions (inches / millimeters)						
2-Stage ULTRA-VU Telescopic Mast	Optional Lift Height (8)		OAHL (13)		OAGR (14)	
	English	Metric	English	Metric	English	Metric
	137	3,480	155	3,937	221	5,613
	161	4,089	167	4,242	245	6,223
	185	4,699	179	4,547	269	6,833
	221	5,613	197	5,004	305	7,747

Air Cleaner

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

Attention: a Taylor Max Air Intake Precleaner must be added by the Sales person.

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 hydraulic oil 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 electrical system is 24 volt with a 95 amp alternator. Standard equipment includes a key-type anti-restart ignition system, 2 heavy-duty batteries, reset circuit breakers, horn, 4 LED work lights total 8, 2 at front of each side of cab, total 4, 2 at rear of cab mounted on or “A” frame or back of cab depending on model, 2 front on mast, one low and one high, (two front, and two rear), key-switch actuated amber strobe light, reverse-actuated warning alarm and tilt steering.

Display indicates functions for seat belt, engine oil pressure, parking brake, battery indicator, and Tier 4 Final 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 7-in. diagonal touch screen 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.

Dual USB ports located in cab.

Transmission

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

Direction controls, push button on joystick.

Drive Axle

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

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, 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 32,000 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, grey insulation, and black floor mat inside cab. Cab color black only. The adjustable, black vinyl covered air suspension seat with arm rest and orange seat belt is standard. The seat has $\pm 15^\circ / 20^\circ$ rotation.

Hydraulic System

The high-capacity hydraulic tank has a spin-on tank breather, wire-mesh 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 high-strength 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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