

RT50

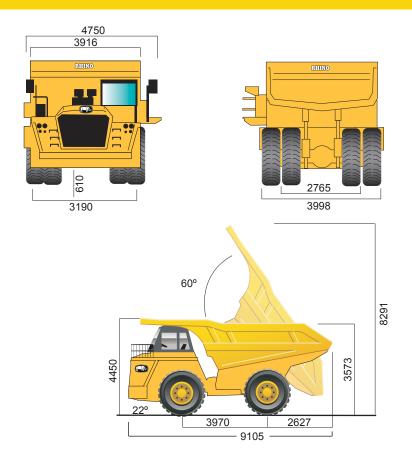


Engine Make/ Engine Model Cummins / QSX15-C525 or Rhi Bore x Stroke mm 137x1 Displacement L (cu. In) 1569 Gross Power kW (Hp) @ 2.100 rpm 392(5) Max Torque Nm (ft-lb) @ 1.400 rpm 2,440(1,8) Net Torque Rise 3 Asspiration Turbocharg Type 6 cylinders. 4 stroke, in It DIFFER AXLE 9 Central reduction Heavy duty single stage spiral bevel get get place and get	ENGINE	
Bore x Stroke mm	Emission Rating (optional)	Tier 2 (Tier 3, Tier 4)
Displacement L (cu. In) 15(9) Gross Power kW (Hp) @ 2.100 rpm 392(5) Max Torque Nm (if-lb) @ 1.400 rpm 2.440(1.81) Net Torque Rise 3 Aspiration Turbocharg Type 6 cylinders, 4 stroke, in li DRIVE AXLE Central reduction Heavy duty single stage spiral bevel ge Differential Ratio 10 3.381 Planetary Gear reduction in Wheel Hub Ratio 3.381 Half Shaft 5164 Ratio of Rear Axle 19.2 TRANSMISSION Allison H5610AR: electronically controlled automatic transmission with CEC 2 Shift Manager Program, with integral TC8 torque converter, integrated hydraulic retarder and planetary gearing. Automatic lock up in all ranges Speed Forward Ratio: 1st, 2nd, 3rd, 4th, 5th, 6th, reverse 4.00, 2.68, 2.01, 1.35, 1.00, 0.67, 5, MAINTENANCE WORK VOLUME Cooling System It Finging Crankcase It Hydraulic System It Axle It Stream Sission and Torque Converter It Axle It Stream Sission Sissi	Engine Make/ Engine Model	Cummins / QSX15-C525 or Rhino
Gross Power kW (Hp) @ 2,100 rpm 392,65 Max Torque Nm (ift-lb) @ 1,400 rpm 2,4401,81 Net Torque Rise 3 Aspiration Turbochard Type 6 cylinders, 4 stroke, in 16 DRIVE AXLE Heavy duty single stage spiral bevel get Central reduction Heavy duty single stage spiral bevel get Differential Ratio 3,38 Planetary Gear reduction in Wheel Hub Ratio 5,88 Half Shaft Full float Total Ratio of Rear Axle 19,2 TRANSMISSION Turbus Axterious and the strong and s	Bore x Stroke mm	137x169
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Net Torque Rise 3 Aspiration Turbocharg Type 6 cylinders, 4 stroke, in It DRIVE AXLE Central reduction Heavy duty single stage spiral bevel ge Differential Ratio 3.38 Planetary Gear reduction in Wheel Hub Ratio 5.68 Half Shaft Full floati Total Ratio of Rear Axle 19,22 TRANSMISSION Allison H5610AR: electronically controlled automatic transmission with CEC 2 Shift Manager Program, with integral TC8 torque converter, integrated hydraulic retarder and planetary gearing. Automatic lock up in all ranges Speed Forward Ratio: 1st, 2nd, 3rd, 4th, 5th, 6th, reverse 4,00, 2.68, 2.01, 1.35, 1.00, 0.67, 5. MAINTENANCE WORK VOLUME Cooling System It Engine Crankcase It Hydraulic System It Transmission and Torque Converter It Axle It Fuel Tank It XEEERING Type Full Hydraulic power steering system of the system of the system is touchion shocks loads on the system is touching hydraulic cylinders and shock absorbers to cushion shocks loads on the system is touching hydraulic cylinders and shock absorbers to cushion shocks loads on the system is touching hydraulic cylinders and shock absorbers to cushion shocks loads on the system is touching hydraulic cylinders and shock absorbers to cushion shocks loads on the system is the spiral transmission and the system is the spiral transmission and the system is the spiral transmission and transmiss	Gross Power kW (Hp) @ 2,100 rpm	392(526)
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Allison H5610AR: electronically controlled automatic transmission with CEC 2 Shift Manager Program, with integral TC8 torque converter, integrated hydraulic retarder and planetary gearing. Automatic lock up in all ranges Speed Forward Ratio: 1st, 2nd, 3rd, 4th, 5th, 6th, reverse 4.00, 2.68, 2.01, 1.35, 1.00, 0.67, 5, MAINTENANCE WORK VOLUME Cooling System It Engine Crankcase It Hydraulic System It Transmission and Torque Converter It Axle It Fuel Tank It STEERING Type Full Hydraulic power steering system Actuation Two double acting hydraulic cylinders and shock absorbers to cushion shocks loads on the system and the system of	Total Ratio of Rear Axle	19.24:1
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Speed Forward Ratio: 1st, 2nd, 3rd, 4th, 5th, 6th, reverse 4.00, 2.68, 2.01, 1.35, 1.00, 0.67, 5.50 MAINTENANCE WORK VOLUME Cooling System It Engine Crankcase It Hydraulic System It Transmission and Torque Converter It Axle It Fuel Tank It STEERING Type Full Hydraulic power steering system Actuation Two double acting hydraulic cylinders and shock absorbers to cushion shocks loads on the system and shock absorbers to cushion shocks loads on the s	torque converter, integrated hydraulic retarder and planetary gearing.	
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Transmission and Torque Converter It Axle It Fuel Tank It STEERING Type Full Hydraulic power steering system Actuation Two double acting hydraulic cylinders and shock absorbers to cushion shocks loads on the system and shock absorbers loads and s	Engine Crankcase It	45
Axle It Fuel Tank It STEERING Type Full Hydraulic power steering system Actuation Two double acting hydraulic cylinders and shock absorbers to cushion shocks loads on the system and shocks loads on the s	Hydraulic System It	450
Fuel Tank It STEERING Type Full Hydraulic power steering system Actuation Two double acting hydraulic cylinders and shock absorbers to cushion shocks loads on the system and shock absorbers and sh	Transmission and Torque Converter lt	68
Type Full Hydraulic power steering system Actuation Two double acting hydraulic cylinders and shock absorbers to cushion shocks loads on the system of the s	Axle It	210
Type Full Hydraulic power steering system Actuation Two double acting hydraulic cylinders and shock absorbers to cushion shocks loads on the system of the s	Fuel Tank It	480
Actuation Two double acting hydraulic cylinders and shock absorbers to cushion shocks loads on the syste	STEERING	
	Туре	Full Hydraulic power steering system
Emergency Steering Accumulator provides now	Actuation Two double acting hydraulic cylinders and shock absor	rbers to cushion shocks loads on the system
general accommodation provides pow	Emergency Steering	Accumulator provides power
Min. turning radius m(ft) 10.5(34	Min. turning radius m(ft)	10.5(34.4)
SUSPENSION	SUSPENSION	
Front Suspension: independent self-contained nitrogen/oil suspension units. Front suspension cylinders bolted and key	Front Suspension: independent self-contained nitrogen/oil suspension units. F	Front suspension cylinders bolted and keyed
directly to main frame members. Pistons act as front wheel king pins maintaning correct degree of camber.	directly to main frame members. Pistons act as front wheel king pins maintan	ning correct degree of camber.
Rear Suspension: variable rate nitrogen /oil cylinders with A-frame and lateral stabilizer bar.	Rear Suspension: variable rate nitrogen /oil cylinders with A-frame and latera	al stabilizer bar.
Front suspension: stroke mm(in)/pressure Mpa(psi) 275(11)/2.13(30		275(11)/2 12(200)

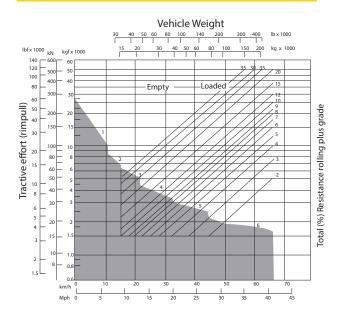
178(7)/1.09(158)

Rear suspension: stroke mm(in)/pressure Mpa(psi)

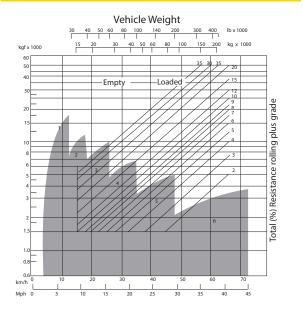
BRAKES	
Service	All hydraulic brake system
Front	Dry disc
Rear	Oil cooled, multiple disc, completely sealed from dirt and water
Parking	Rear brakes, sprigs loaded opposing piston on disc pack, hydraulic released
Retarder	Transmission integrated
TYRES	
Standard	21.00 - 35 (36PR)-4
Rim Size	15.00 - 35 in
BODY	
V-type structure, body wear surface are	high hardness abrasion resistant steel of yield strength.
Thickness: Floor, Side, Front mm	16,10,12
Capacity Struck m3	22
Capacity Headped (2:1) m3	28
ELECTRICAL SYSTEM	
Single Cable, negative ground voltage ra	ating 24V.
FRAME	
Fabricated from high tensile steel and c	ast iron members at critical points
HOIST	
Twin three stage double acting cylinders	s mounted on the outer chassis frame
Max. Pressure Mps(psi)	25(3,626
Max. Raising Angle	60'
Raising Time	13s
Lowering Time	99
CAB	
All steel construction, mounted at the le	eft hand side with adjustable seat, thermal and noise insulated. Instrument panel
with gauges, warning and indicator for	ease of operation, automotive safety glass all round for maximum opertor protecti
OPERATING WEIGHTS	
Nominal Vehicle Weight kg (lbs)	35,890(79,124
Gross Vehicle Weight kg (lbs)	82,000(180,779
Payload kg (lbs)	45,000(99,208)
Chassis, with hoists kg (lb)	27,080(59,701)
Body standard kg (lb)	8,810(19,422)
Weight Distribution:	
Empty Front Axle	49%
Loaded Front Axle	33%
Empty Rear Axle	51%
Loaded Rear Axle	67%



Gradeability



Retardation



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