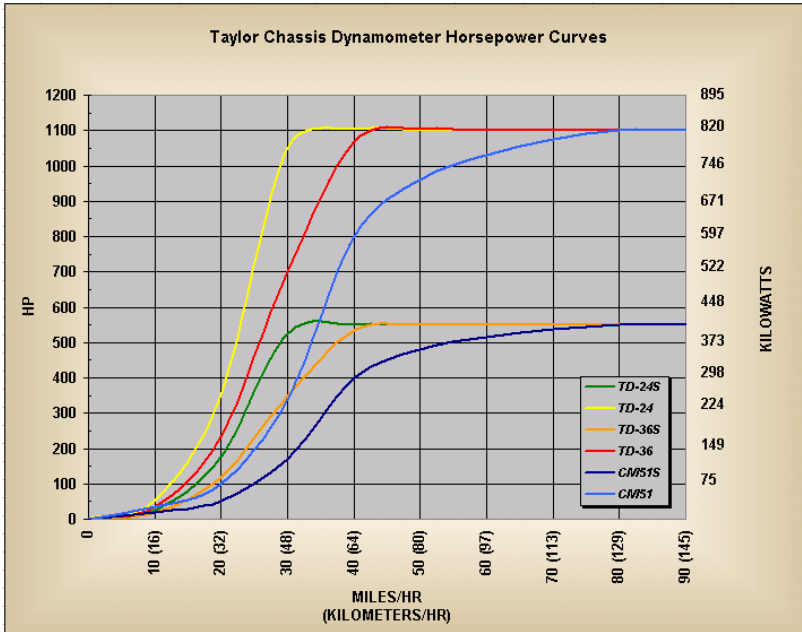


# Quality Meets Reliability: Taylor's Chassis Dynamometers.



## POWER ABSORPTION

Taylor has been manufacturing hydraulic dynamometers since the 1930's. Hydraulic dynamometers are commonly referred to as water-brake dynamometers. Water-brake dynamometers are particularly well suited for both steady state and transient testing and are known for low acquisition cost, limited maintenance, low inertia and durability.

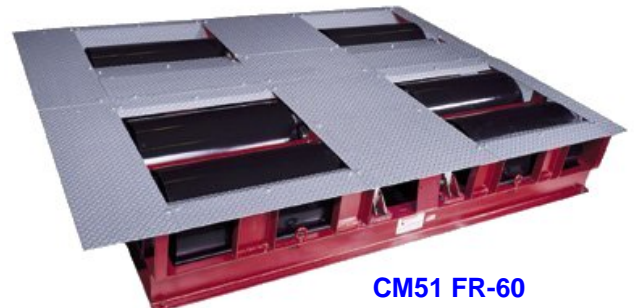
The power from the engine is absorbed by the turbulence and backpressure from the water within the dynamometer. This braking action or load is developed by a rotor that directs the water against a stator that in turn redirects the water back against the rotor thereby opposing the motion of the rotor. The greater the flow of water through the dynamometer the greater the braking action or load.

## TAYLOR'S HISTORY

Taylor manufactured its first chassis dynamometer in 1963. Today, Taylor has the largest world wide installed base of heavy-duty high horsepower chassis dynamometers and Taylor's dynamometers have become the industry standard. Why is Taylor the world wide leader in chassis dynamometers? Simply because Taylor has for over 35 years delivered exceptional value through superior product design, technical support and training. Taylor hasn't gotten to where it is today from hanging on to the past. Today, Taylor continues to develop new products and features to help keep its customers on the cutting edge of diesel technology.

## THE COMPLETE DIAGNOSTIC SYSTEM

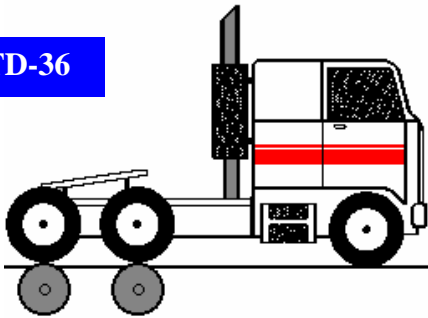
Chassis dynamometers serve to quickly identify service issues such as low horsepower, overheating, emissions compliance and speedometer accuracy. Once identified and repaired, the dynamometer verifies the problem is corrected and can be used to perform engine break-in after rebuild.



CM51 FR-60

## CHASSIS DYNAMOMETER MODELS

**TD-36**



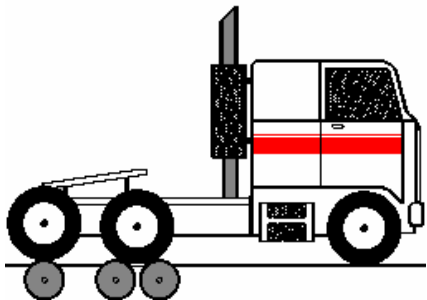
**Capacity:** 1100 HP (820 kw) at 45 MPH (72 Km/H). Separate water-brake absorbers for each axle.  
**Rolls:** 36 inch (915 mm) diameter by 36 inch (915 mm) long, 4 fixed rollers for 48 inch to 74 inch (1219 to 1880 mm) tandem centers.  
**Weight Capacity:** 30,000 lbs. (13,640 kg) per axle. Structural steel frame.  
**Roll Brakes:** Pneumatically-actuated disc.  
**Shipping Weight:** 13,200 lbs. (6000 kg)

**TD-36S**



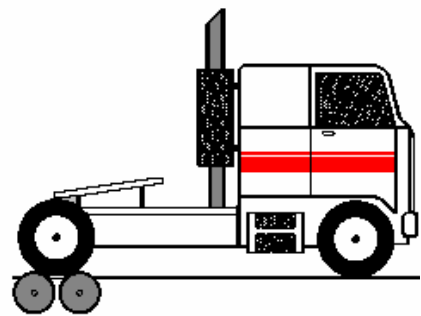
**Capacity:** 550 HP (410.3 kw) at 45 MPH (72 Km/H). Water-brake absorber.  
**Rolls:** 36 inch (915 mm) diameter by 36 inch (915 mm) long.  
**Weight Capacity:** 30,000 lbs. (13,640 kg) per axle. Structural steel frame.  
**Roll Brakes:** Pneumatically-actuated disc.  
**Shipping Weight:** 6,600 lbs. (2995 kg)

**TD-24**



**Capacity:** 1100 HP (820 kw) at 35 MPH (56 Km/H). Separate water-brake absorbers for each axle.  
**Rolls:** 24 inch (610 mm) diameter by 36 inch (915 mm) long, 4 front rolls fixed, 2 rear rolls fixed for 48 inch to 66 inch (1219 to 1676 mm) tandem centers.  
**Weight Capacity:** 30,000 lbs. (13,640 kg) per axle. Structural steel frame.  
**Roll Brakes:** Pneumatically-actuated disc  
**Shipping Weight:** Approximately 16,000 lbs. (7264 kg)

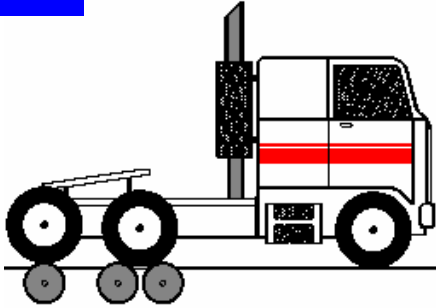
**TD-24S**



**Capacity:** 550 HP (410.3 kw) at 35 MPH (56 Km/H). Water-brake absorbers.  
**Rolls:** 24 inch (610 mm) diameter by 36 inch (915 mm) long.  
**Weight Capacity:** 30,000 lbs. (13,640 kg) per axle. Structural steel frame  
**Roll Brakes:** Pneumatically-actuated disc  
**Shipping Weight:** Approximately 8,000 lbs. (3632 kg)

## MORE CHASSIS DYNAMOMETER MODELS

### CM51 FR-60



**Capacity:** 1100 HP (820 kw) at 80 MPH (129 Km/H). Separate water-brake absorber for each axle.

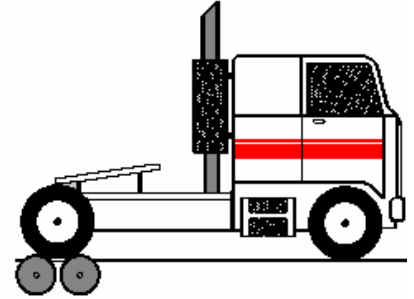
**Rolls:** 20 inch (508 mm) diameter by 36 inch (915 mm) long, 4 front rolls fixed, 2 rear rolls fixed for 48 inch to 60 inch (1219 to 1524 mm) tandem centers.

**Weight Capacity:** 25,000 lbs. (11,340 kg) per axle. Structural steel frame.

**Roll Brakes:** Hydraulic disc.

**Shipping Weight:** 8,340 lbs. (3783 kg)

### CM51 S



**Capacity:** 550 HP (410 kw) at 80 MPH (129 Km/H). Water-brake absorber.

**Rolls:** 20 inch (508 mm) diameter by 36 inch (915 mm) long.

**Weight Capacity:** 25,000 lbs. (11,340 kg). Structural steel frame.

**Roll Brakes:** Hydraulic disc.

**Shipping Weight:** 5,100 lbs. (2312 kg)

### AN UNBEATABLE VARIETY

Taylor Dynamometer's line of chassis dynamometers accommodates horsepower ranges from 50 HP to 1100 HP at 40 mph, single or tandem axle trucks and axle spreads from 48 to 74 inches. All told, Taylor's variety is unbeatable. Taylor offers six different chassis dynamometer models which means you won't make any compromises with a Taylor chassis dynamometer. With a full line of accessories available, Taylor provides one-stop shopping for all your dynamometer needs.

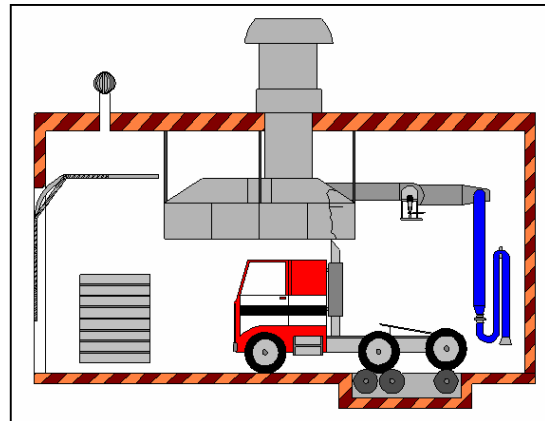


**TD-36, Without Deckplates**

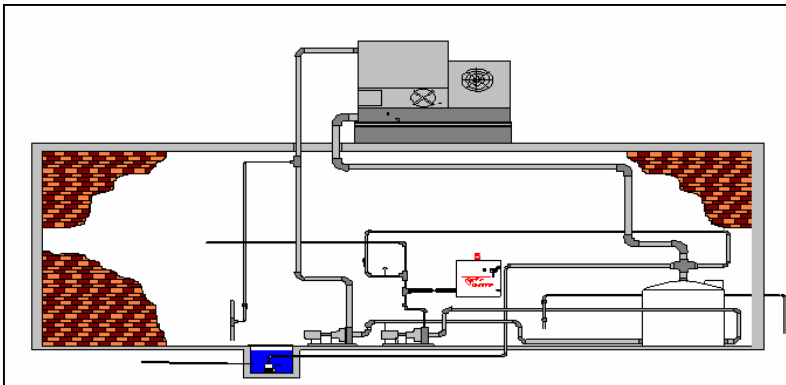
## ACCESSORIES

### EXHAUST SYSTEMS

Taylor offers Exhaust Systems for a cleaner testing environment. The canopy-style exhaust hood includes a 40,000 cfm roof-mounted fan. There is also an optional horizontal stack for “under belly” exhaust with the roof-mounted centrifugal fan.



Exhaust Hood with Underbelly Exhaust



Evaporative Cooling Tower Water Recirculation System

### WATER RECIRCULATION SYSTEMS

Taylor’s Water Recirculation Systems are environmentally friendly, cost effective, and assure your dynamometers performance. Water Recirculation Systems are pre-engineered for moderate to high volume users, and require a below grade sump or an above ground tank. For low volume shops, Taylor offers a Water Recycling Kit for an economical alternative.

### THE TAYLOR BOTTOM LINE

A Taylor chassis dynamometer is a profitable investment in your business, that will produce dividends for decades. Why not join the growing ranks of engine distributors and truck dealers that improve their bottom line through the sale of dynamometer services. Customers want their vehicles to have a dynamometer test and are willing to pay for the service.

Purchasers of used vehicles often rely on the results of a dynamometer test in order to finalize their decision. Fleet operators value the diagnostic capabilities of a dynamometer for managing and controlling operating costs including fuel economy. Owner operators understand that a dynamometer test is a cost effective means to trouble shoot a problem engine and thereby eliminate repeat visits or unnecessary repairs. The reasons are varied, but the customer demand for dynamometer services is consistent.