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TAYLOR-DUNN[®]



Models:

SS5-34 serial number starting 94506

SS5-36 serial number starting 90400

SS5-46 serial number starting 161403

MX6-00 serial number starting 113227

MANUAL MS-534-08

Operation, Troubleshooting
Manual

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How To Use This Manual

This manual is organized into four main sections:

- Section 1: “Safety Rules and Operational Information,” outlines the safety issues and operational issues of the vehicle. Including the location and operation of controls, the operational checks that are to be performed, and various subjects that should be included in any operator and service training programs implemented by the owner.
- Section 2: “Maintenance and Repair,” gives specific information on the maintenance and repair of the vehicle and a schedule for maintenance checks.
- Section 3: “Electrical and Charger Troubleshooting,” gives the troubleshooting procedures for testing the electrical system and battery charger.
- Section 4: “Parts,” gives an illustrated view of various assemblies and a table listing the part numbers and quantities needed.

On the next page you will find a list of conventions that are used throughout this manual. (Conventions are symbols and/or words that are used to define warnings, cautions or notes.)



Vehicle Controls

The following text describes the use and location of each of the controls available on this vehicle:

Key-Switch

For the SS5-36, 5-46 and SS5-34 the key-switch, located on the right side of the instrument panel, turns on the vehicle. On the MX-600, the key switch is located on the instrument panel to the right of the seat. Rotate the key clockwise to turn the vehicle on, counterclockwise to turn the vehicle off.

The key-switch should be in the off position whenever the operator leaves the driver's seat. This switch is also designed to secure and disable the vehicle. You can remove the key ONLY when the key-switch is in the OFF position.

Forward/Reverse Lever

The forward-reverse rocker switch is located on the dash on the SS5-34, 5-36 and 5-46 and on the panel to the right of the seat on the MX-600. It determines the direction of travel of the vehicle. Push the top of the switch to make the vehicle go forward. Push the bottom of the switch to go in reverse. DO NOT SHIFT from forward to reverse or vice-versa while the vehicle is in motion. Make sure the vehicle is completely stopped before shifting. The forward-reverse switch has a neutral position. The switch should be in the neutral position with the park brake set whenever the operator leaves the driver's seat.

Accelerator Pedal

The accelerator pedal is located to the right of the brake pedal. It controls the speed of the vehicle, is designed for right foot operation only and operates the same way as the accelerator pedal in an automobile. Depress the pedal to speed the vehicle up. Release the pedal to slow down.

Seat Interlock Switch

A switch located under the driver's seat disables the vehicle when the driver leaves the seat. The driver must be seated for the vehicle to operate.

The seat switch is optional on the SS5-34.



NOTES

Replacing the Brake Drum

To replace the rear brake drum, use the following procedure:

1. Raise the rear of the vehicle one side at a time. Placing jack stands under the vehicle to support it. ***Do not Attempt*** to raise the rear end by placing jacks or other lifting devices in the center of the rear end.

▲ WARNING

Always use a lifting strap, hoist, and jack stands of adequate capacity to lift and support the vehicle. Failure to use lifting and supporting devices of rated load capacity to support the vehicle may result in serious injury and property damage.

2. Remove the rear wheel and tire assembly.
3. Remove the cotter pin, castle nut, and washer from the end of the axle shaft.
4. Remove the brake drum.
5. Inspect the inside of the brake drum for wear or damage. If it is grooved or damaged, it must be replaced.
6. Visually inspect the brake shoes for wear.
7. Install the new brake drum.
8. Repeat steps 1 through 3 in reverse order.

SS5-36, SS5-46 and MX-600 Steering Assembly

In order to disassemble this steering gear box, follow this procedure. Refer to the illustration on the previous page.

1. Park the vehicle on a level surface and block all the wheels.
2. Remove the cap from the center of the steering wheel.
3. Remove the nut from the center of the steering wheel.
4. Remove the steering wheel from the shaft.
5. Remove the 6 bolts from the top cover.
6. Lift the top cover off the gear box, discarding the gasket.
NOTE: The stem and gear may come out of the gear box when removing the top cover. Do not let the gear drop to the floor.
7. Remove as much grease as possible from the inside of the gear box and dispose of it properly.
8. Remove the gear case and clean the remaining grease from the bottom of the gear box.
9. If the stem and gear did not come out with the top cover, remove it now.
10. Remove and discard the lower gasket.
11. Clean all parts, except for the gaskets in solvent.
12. Reassemble in reverse order installing new gaskets.
NOTE: Check the bronze bushings for wear and replace them as needed.
13. Apply grease to all gears.

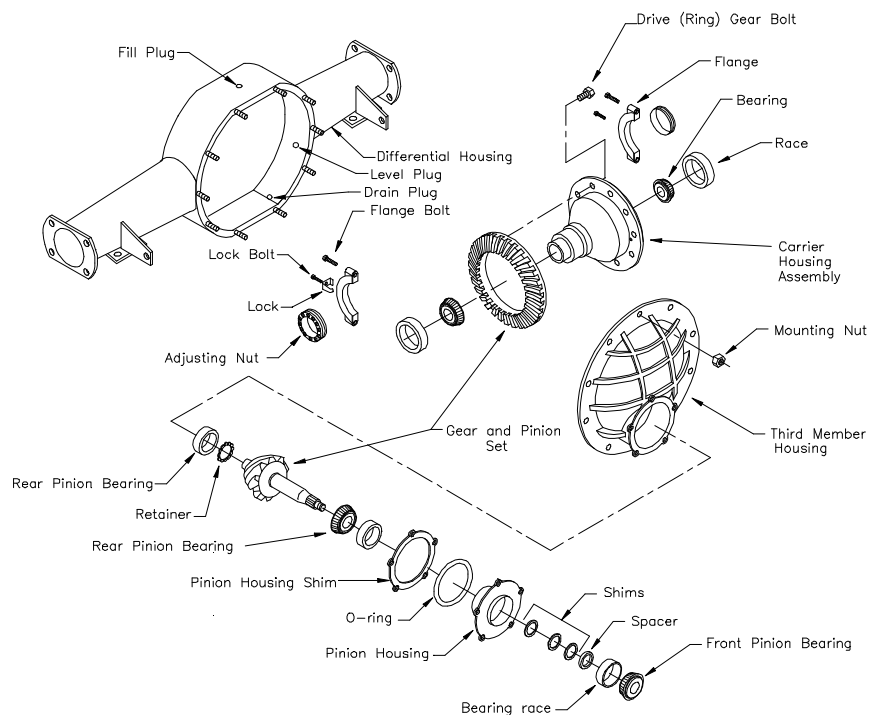
SS5-34 Differential Service and Repair

1. Raise the drive wheels and support the vehicle with jack stands.

▲ WARNING

Always use a lifting strap, hoist and jack stands of adequate capacity to lift and support the vehicle. Failure to use lifting and supporting devices of rated load capacity to support the vehicle may result in serious injury and property damage.

2. Drain the oil from the drive.
3. Remove the belt drive assemblies.
4. Remove the rear wheels.
5. Slide the axles out from the drive housing.
6. Remove the third member mounting nuts and third member from the housing.
7. Mark the carrier bearing flanges to insure that they can be installed in the same orientation during reassembly.
8. Remove the carrier bearing flanges and the carrier assembly from the housing.



Differential Assembly for the SS5-34

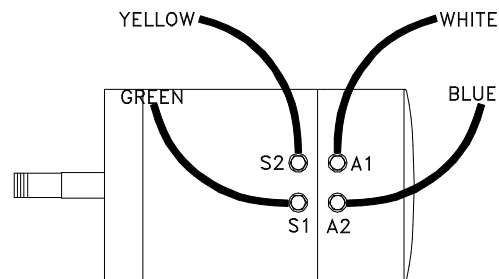
Motor

SS5-36/SS5-46/MX-600 Motor Removal

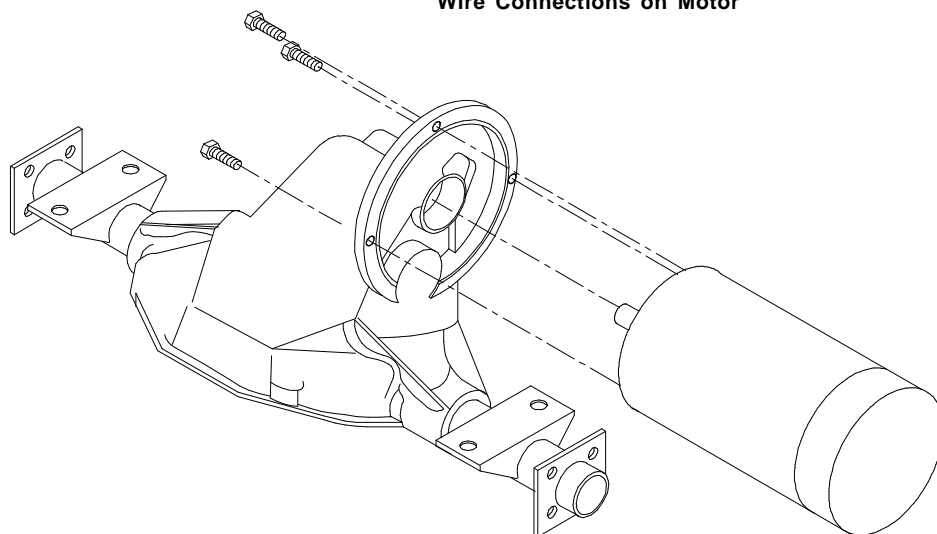
To remove the motor from the differential use the following procedure:

NOTE: IF YOU ARE SERVICING A MX-600 THE DIFFERENTIAL AND REAR END ASSEMBLY MUST BE REMOVED FROM THE VEHICLE TO COMPLETE THIS TASK. IF YOU ARE SERVICING A SS5-36, YOU MAY SIMPLY REMOVE THE DECK BOARD TO GAIN ACCESS TO THE MOTOR.

1. Disconnect the batteries.
2. Support the motor.
3. Label the wires connected to the motor to insure that they are returned to their proper location.
4. Remove the wires from the motor.
5. Remove the motor mounting bolts from the drive.
6. Pull the motor away from the drive and set on a clean, level surface.
7. Install the new motor or reassemble in reverse order.



Wire Connections on Motor



Motor Mounted on Assembled SS5-36, SS5-46 and MX-600 Differential



Main Troubleshooting Sequence

Test Equipment Required:

- Digital multimeter (DMM) with diode test function, FLUKE 79 model used in illustrations.
- Shunt or clamp-on DC Ammeter to measure up to 400 amps.
- Test light with a rated voltage equal to or exceeds maximum battery voltage or Taylor-Dunn test light part number #62-027-00 for systems up to 48 volts.
- Test harness, Taylor-Dunn #62-027-31. This troubleshooting guide assumes that the vehicle is wired correctly. It is not intended to diagnose a vehicle that is not wired correctly.
- These tools are available through your local Taylor-Dunn parts distributor.

IMPORTANT NOTES and INSTRUCTIONS

- This troubleshooting guide assumes that the vehicle is wired correctly. It is not intended to diagnose a vehicle that is not wired correctly.
- This troubleshooting guide is not written to be able to locate a problem if there are multiple component failures.
- This troubleshooting guide assumes the batteries are good. Charge and test the batteries before troubleshooting the control system.
- DO NOT start in the middle of this troubleshooting guide. Start at the beginning and complete each test in the order that they are written. Do not skip any test unless instructed to do so. Once a problem is found, stop testing and repair the indicated problem. When the repair is completed it is recommended that the control system be retested before lowering the drive wheels to the ground.

⚠ CAUTION

These test procedures must be performed in the order they were written. If the test result is good, then proceed to the next test or go to the next section. Failure to do so may result in incorrect test results.

- This troubleshooting guide requires the use of a test light rated at the battery voltage of the truck and the Taylor-Dunn Accelerator Module Test Harness. Troubleshooting CANNOT be completed without these tools.



Key Switch

⚠ WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.

⚠ WARNING

The rear drive wheels may rotate during some of the following tests. Block the front wheels, raise the rear drive wheels off the ground, and support the vehicle with jack stands. Failure to do so may cause the vehicle to move and cause property damage and/or serious bodily injury.

⚠ WARNING

Rotating rear drive wheels are a potential hazard. Keep hands, arms, legs and loose clothing away from the rear drive wheels while conducting tests. Failure to do so may cause serious bodily injury.

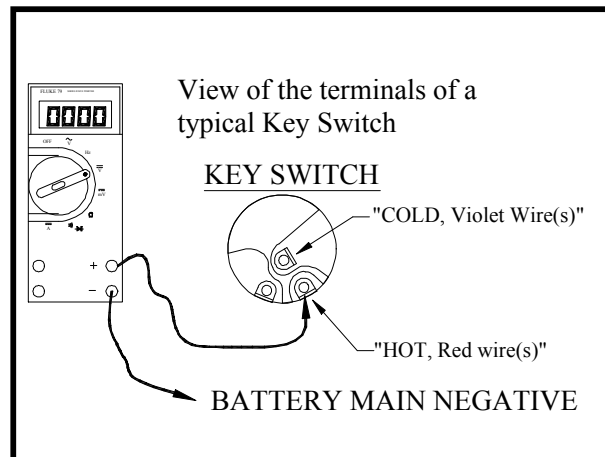
Test all interlock switches and/or interlock relays (if equipped) for continuity. Depending on the model of your vehicle, it may have a seat interlock, Foot interlock, Charger interlock, special order interlock or any combination of the above. Refer to the wire diagram at the end of this section for location of the interlocks.

NOTE: Due to the many different configurations possible for special order interlocks, they will not be included in this text. Refer to the option list for your truck or contact your Taylor-Dunn® Representative for more information.

If you do not know how to test for continuity, refer test to a qualified technician.

Connect a voltmeter across the HOT terminal of the key switch and battery negative.

- If the voltage is not at battery volts then check the wire between the key switch and battery positive. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



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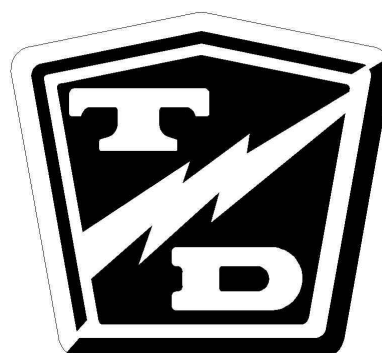


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Section 4A

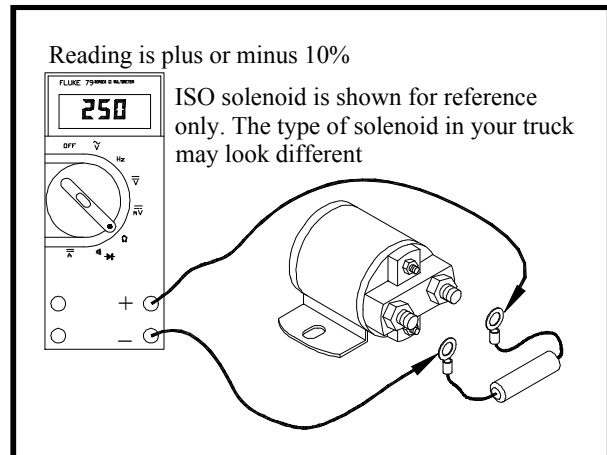
Vehicle Wire Diagrams





Connect the meter to each end of the resistor that was removed from the ISO solenoid and measure its resistance.

- The meter reading should be 250 Ohms (+/-10%). If it is not 250 ohms (+/-10%), then replace the resistor. Stop trouble shooting here and repair the problem. When the repair is completed, completely retest the vehicle before lowering the drive wheels to the ground.



STOP

Stop, do not continue. If you reached this point without a solution, then you may have an unanticipated problem or have made an error during testing. It is important to review the trouble shooting steps that have led to this point. The tests may need to be repeated.



Troubleshooting for Built-in Charger

WARNING

1. Make sure the key-switch is in the "OFF" position, then remove the key.
2. Place the forward-reverse switch in the center "OFF" position.
3. Set the park brake.
4. Place blocks under the front wheels to prevent vehicle movement.

5. Disconnect the charger from the AC source.

Locate the charger harness connectors where the charger harness is connected to the vehicle's control harness. There will be two 10 gauge and two 14 gauge wires.

Slide the insulators off the connectors on the two 10 gauge wires and perform the following tests:

CAUTION

Make sure that these two wires do not come into electrical contact with any other object.

6. Test the voltage from the red wire to the main battery negative. This voltage should be equal to the battery voltage. If the voltage is less than the battery voltage, then this wire is broken or has a bad connection. **Stop here and repair the problem.**
7. Test the voltage from the red 10 gauge wire (+) to the other 10 gauge wire (white or black depending on model). This voltage should be equal to the battery voltage. If the voltage is less than the battery voltage, then the white (or black) wire is broken or has a bad connection. **Stop here and repair the problem.**

Slide the insulators back onto the connectors on the two 10 gauge wires.

Slide the insulators off the connectors on the two 14 gauge wires.

WARNING

High Voltage. Do not touch the 14-gauge wires and make sure these two wires do not come into electrical contact with any other object. Failure to do so may result in serious bodily injury.

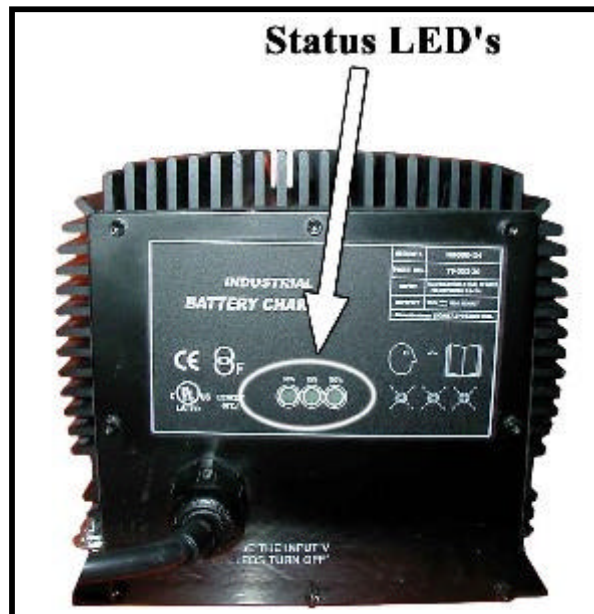
Re-Connect the charger to the AC source.

8. Test the voltage across the two 14 gauge wires. This voltage should be the same as the voltage at the AC receptacle (rated voltage of the charger). If the voltage is less than the rated AC voltage of the charger then the 14 gauge white or black wire(s) is broken or has a bad connection between the charger connectors and the AC plug. **Stop here and repair the problem.**

STATUS LED ERROR CODE

There are three status lights (LED's) on the charger name plate. These LED's normally indicate the current operating state of the charger. All three LED's flashing indicate an error in the charger. See the table below for an explanation if the error codes:

| Error Code | Description | Action Required |
|------------|---|---|
| 1 | Reverse polarity or open circuit to the batteries | Check wiring for corrosion, loose connections, broken wires and proper connection to the batteries |
| 2 | AC line voltage too high or too low | Check the input voltage. It must be within 96-132VAC or 196-266VAC |
| 3 | Charger overheated | Wait for charger to cool, the charger will automatically restart. Inspect for dirt or debris on the charger cooling fins and clean as required. |
| 4 | Input or Output over current | Charger will automatically correct for this condition and restart |





Front Axle, Wheel and Suspension (SS5-34, SS5-36, and MX-600)

| ITEM# | PART# | DESCRIPTION | QTY |
|-------|--------------------|-------------------------------|-----|
| 1 | 88-229-81 | 3/4" NC Locknut | 2 |
| 2 | 88-228-61 | 3/4" NC Washer | 2 |
| 3 | 16-206-00 | Spacer | 2 |
| 4 | 15-010-00 | Front Axle(Threaded each end) | 1 |
| | 15-010-10 | Front Axle(Single Ended) | 1 |
| 5 | 45-308-00 | Oil Seal | 2 |
| 6 | 80-015-00 | Tapered Roller Bearing | 2 |
| 7 | 80-105-00 | Bearing Race | 2 |
| 8 | See Tire and Wheel | | |
| 9 | See Tire and Wheel | | |
| 10 | See Tire and Wheel | | |
| 11 | 85-140-10 | Spring | 1 |



Instrument Panel (SS5-34, SS5-36 and SS5-46)

| ITEM# | PART# | DESCRIPTION | QTY |
|-----------|-----------|-----------------------------------|--------|
| 1 | 71-039-10 | Rocker Switch | 1 or 2 |
| 2 | 02-536-10 | Instrument Panel Console | 1 |
| 3 | 88-065-09 | 1/4" X 3/4" NC Phillips Hd Screw | 2 |
| 4 | 71-039-00 | Forward/Reverse Switch | 1 |
| 5 | 74-009-10 | 24-volt, Battery Status Indicator | 1 |
| 6 | 74-000-00 | Hour Meter (Optional) | 1 |
| 7 | 72-028-20 | Power On Light | 1 |
| 8 | 71-120-00 | Key Switch | 1 |
| Not Shown | 71-039-20 | Plug | 1 |
| Not Shown | 71-102-10 | Seat interlock switch | 1 |
| Not Shown | 02-610-18 | Seat switch mount | 1 |



SS5-36, SS5-46 and MX-600 Rear Axle(P/N 4S-150-10)

| ITEM# | PART# | DESCRIPTION | QTY |
|-------|-------------------------------------|--|-------------|
| 1 | 41-281-10 | Differential Assy | 1 |
| 2 | 45-303-20 | Seal | 2 |
| 3 | 80-480-20 | Axle Bearing | 2 |
| 4 | 88-840-13 | Internal Snap Ring | 4 |
| 5 | 41-126-99 41-126-98 | Right Axle Shaft Left Axle Shaft | 1 1 |
| 6 | 41-344-99 41-344-98 | Right Brake Left Brake | 1 1 |
| 7 | 88-199-85 | Slotted Hex Nut | 2 |
| 8 | 88-188-61 | 5/8" SAE Washer | 2 |
| 9* | 41-518-00 41-518-01 41-518-02 | Brake Drum/hub up to November, 2002 Brake drum after November, 2002 Hub November, 2002 | 2 2 2 |
| 10 | 88-527-11 | 1/8" X 1" Cotter Pin | 2 |
| 11 | 66-610-28 | Wheel Stud | 4 |

*- Both brake drum syles are interchangeable.



MX-600 Tool Box

| ITEM# | PART# | DESCRIPTION | QTY |
|-----------|-----------|---------------------------|------|
| 1 | 91-340-25 | Tool Chest | 1 |
| 2 | 00-300-02 | Trim | 1 |
| 3 | 94-400-32 | Double Sided Tape | 3 ft |
| 4 | 88-140-11 | 1/2"NC X 1" Hex Head Bolt | 4 |
| 5 | 88-148-61 | 1/2" SAE Washer | 8 |
| 6 | 88-159-84 | 1/2"NC Locknut | 4 |
| Not Shown | 91-340-21 | Tool Box Lock | 1 |
| | 91-340-26 | Keys for Toolbox Locks | 1 |
| | 00-300-08 | Steel Deck Cover | 1 |



Portable Battery Charger 24-Volt 25-Amp, Model 13110 (79-301-10)

| ITEM# | PART# | DESCRIPTION | QTY |
|-------|---------------|-----------------------|-----|
| 1 | 79-851-10 | Ammeter | 1 |
| 2 | 79-805-64 | Timer | 1 |
| 3 | 79-902-00 | Capacitor | 1 |
| 4 | 79-749-13 | Heat Sink With Diodes | 1 |
| 5 | 79-644-30 | Transformer | 1 |
| 6 | 79-575-10 | AC Cord Set with Plug | 1 |
| 7 | 79-831-00 | Fuse Assembly | 1 |
| 8 | 79-530-00 | Bushing for Cords | 2 |
| 9 | 79-566-10 | DC Cord | 1 |
| 11 | Not available | | |

Built-In Battery Charger 24-Volt 25-Amp, Model 10505 (79-301-05)

| ITEM# | PART# | DESCRIPTION | QTY |
|-------|---------------|-----------------------|-----|
| 1 | 79-805-66 | Timer | 1 |
| 2 | 79-902-00 | Capacitor | 1 |
| 3 | 79-749-13 | Heat Sink With Diodes | 1 |
| 4 | Special Order | Transformer | 1 |
| 5 | 79-575-30 | AC Cord Set with Plug | 1 |
| 6 | 79-530-00 | Bushing for Cords | 2 |
| 7 | 79-831-00 | Fuse Assembly | 1 |
| 11 | Not available | | |

Built-In Battery Charger 24-Volt 25-Amp, Model 22730 (79-303-05)

| ITEM# | PART# | DESCRIPTION | QTY |
|-------|---------------|---|-----|
| 1 | 79-805-66 | Timer | 1 |
| 2 | 79-902-00 | Capacitor | 1 |
| 3 | 79-749-13 | Heat Sink With Diodes | 1 |
| 4 | Special Order | Transformer | 1 |
| 5 | 79-575-30 | AC Cord Set with Plug | 1 |
| 6 | 79-530-00 | Bushing for Cords | 2 |
| 7 | 79-831-00 | Fuse Assembly | 1 |
| 11 | 79-809-60 | Interlock Relay Starting serial #151285 | 1 |



Strobe and Stop Light Option

| ITEM# | PART# | DESCRIPTION | QTY |
|--------------|-----------|---|-----|
| 1 | 72-022-00 | 4" Round Stop & Tail Light Assy | 2 |
| | 72-025-00 | Oval Stop & Tail Light Assy Complete | 2 |
| 2 | 72-022-51 | Round Rubber Grommet | 2 |
| | 72-025-51 | Oval Rubber Grommet | 2 |
| 3 | 72-022-52 | Pig Tail (For Both Stop & Tail Lights) | 2 |
| 4 | 72-023-20 | Strobe Light, 12-48 Vdc, Amber | 1 |
| 5 | 72-023-32 | Pole for Strobe Light (MX-600 Only) | 1 |
| 6 | 88-025-06 | 8-32 X 1/2" Truss Head Machine Screw | 3 |
| 7 | 88-028-62 | #8 Lockwasher | 3 |
| 8 | 88-029-80 | 8-32 Hex Nut | 3 |
| Not Shown | 75-106-13 | Wire Harness (For Strobe Light) | 1 |
| | 98-603-00 | 3/8" ID Rubber Grommet (For Harness) | 1 |
| | 72-023-21 | Flash Tube for Strobe Light | 1 |

NOTE: 72-022-00 4-inch Round Light is installed on the SS5-34 and the 72-025-00 Oval Light is installed on the SS5-36 and MX-600.

NOTE: All strobe light information is for the MX-600 at the time of printing no strobe light information was available. However the part number 72-023-21 is the flash tube for all strobe lights.

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