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AUSA Task M50

(Look for a full review of the Task M50 coming soon)

Spanish-based AUSA originally came out with the Task M50 as its first Utility Terrain Vehicle (UTV), and to accomplish its given task of moving cargo and passengers safely and comfortably through rough terrain, AUSA gave it 4x4 capabilities, light weight, its best transmission and an exclusive suspension system developed and patented by the company solely for this vehicle. The Task was developed to be exceptionally tough, seeing as how it was to be used in terrain ranging from sandy and / or muddy coastal areas to twisty forest trails to rocky mountain passages and a host of virtually inaccessible areas where other machines couldn't go. In order to do that, AUSA gave this vehicle features not often found on others of its types. Here are some highlights.

Engine. Rotax-Bombardier 400cc, four-cycle, water-cooled, four-valve, gas-operated. At 28.5 hp it's one of the most powerful engines offered in this type of vehicle (diesel option available).

Speed. Its top speed of 43.5 mph makes it one of the fastest machines of this type.

Ground Clearance. Nearly 8.5 inches at the axles and 14 inches in the center, giving it one of the highest ground clearances available. It can operate in water up to 23.5 inches deep.

Suspension. Approximately eight inches of travel. Rear suspension is provided by a solid "free-floating" axle, a proprietary design patented by AUSA. By using a solid

rear axle, heavier components than others using a four-wheel independent suspension can be used.

Differentials. AUSA utilizes components from its 3,000-pound-capacity site dumper. Front and rear differentials are identical, making for parts commonality. Also, being identical, they turn at the same speed, unlike other UVs that use different ratios front and rear. AUSA uses flame-cut and hardened gears; these provide more precise contact, longer life and less noise than the pressed or stamped gears used by most other manufacturers. The gears are also helical rather than the traditional cone type, resulting in more tooth contact. Tapered roller bearings are used to support the driveshafts. There is a pushbutton on the driver's side for fast rear differential lock engagement.

Brakes. Four-wheel ventilated disc brakes are standard. This is also a dual brake system. If either set of brakes should fail, the other will still function.

2WD / 4WD. The vehicle can go from two- to four-wheel drive by the flick of a dash-mounted switch.

Light / Safety Package. Standard on the M50 are dual beam headlights, turn signals, rear brake lights, four-way hazard flashers, back-up lights, back-up alarm, horn and mirrors. Also standard on the M50 are seat belts and a certified ROPS (Roll Over Protection Structure). This feature allows the installation of some additional equipment, such as roof, windshield, back panel and doors.

Operator's compartment. Bucket-style seats with seat belts provide more support and comfort than bench-style seats. The M50 has more room in the operator's compartment than most other UVs in its class, allowing ease of entry and exit, and more legroom. The aluminum floor is of a non-skid diamond-plate design, which makes for longer life and easier cleaning. A semi-closed or completely weather tight cab is available as well. Cab enclosure extras include, windshield and wiper, rear panel, weather-tight doors and a heating system.

Dump bed. A 16-cu.-ft. steel manual dump bed is standard, and an electric screw power dump is available as an option.

Warranty. AUSA provides a one-year or 1500-hour warranty on the entire vehicle (some manufacturers provide only a six-month warranty).

Load capacities. Total towing capacity is 1200 pounds, including cargo, operator and fuel. Capacity can be increased to 1650 pounds if the trailer has brakes. Maximum gradient negotiable fully loaded is 11% (low gear) and 33% (high gear). Maximum gradient negotiable without load and two occupants is 22% (low gear) and 67% (high gear).

Fuel. An eight-gallon gas tank with integral fuel gauge is one of the largest offered. The



vehicle burns approximately a half-gallon of gas per working hour.

CONTACT INFORMATION

For more information on pricing and accessories contact AUSA Corp., 2655 Le Jeune Rd., Ste. 808, Coral Gables, FL33134, 800 / 820-AUSA, email ausa.corp@ausa.com, or visit the company's website at <http://www.ausa.com>.

SPECIFICATIONS: 2007 AUSA TASK M50

- **Engine:** Rotax-Bombardier 400cc, single-cylinder, four-valve, four-cycle, water-cooled, gasoline-operated
- **Horsepower:** 28
- **Electric Voltage:** 12V
- **Fuel Capacity:** 8 gal. (US)
- **Transmission:** CVT
- **Top Speed:** 43.5 mph
- **Wheels, Drive System:** 2WD / 4WD selectable
- **Gear Selection:** Hi-Lo (forward), reverse, neutral, park
- **Gradient Negotiable:** 45% (with full load)
- **Brakes:** Ventilated disc front / rear
- **Parking Brake:** Positive park lock included in transmission
- **Steering:** Rack & pinion
- **Suspension, Front:** Independent with double arm
- **Suspension, Rear:** Semi-independent with springs and silent blocks (AUSA patented system)
- **Ground Clearance:** Front axle, 8.3"; center, 14"; rear axle, 8.3" (can operate in water 23.6" deep)
- **Towing Capacity:** 1500 lb. (1650 lb. if towing trailer with brakes)
- **Operating Weight:** 1650 lb. (operator and fluids)
- **Dry Weight:** 1200 lb.
- **Cargo Bed:** 55" W x 43.3" L x 11.3" H; volume 16 cu. ft.
- **Bed Height (unloaded):** 34.4"
- **Cargo Bed Capacity:** 1100 lb.
- **Construction:** Steel
- **Overall Width:** 59"
- **Overall Length:** 116.5"
- **Overall Height:** 80"
- **Tires, Front:** 25x10-12
- **Tires, Rear:** 25x10-12
- **Attack, Obstruction Angle:** 80 degrees
- **Attack, Departure Angle:** 72 degrees