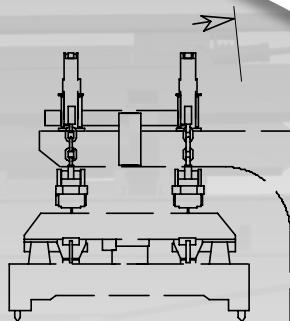


# TXC-975



## Loaded Container Handler

Rated Capacity At 97-in. (2,464 mm) Center Of Load

90,000-lbs. (40,824 kg) / 2-high Stacking

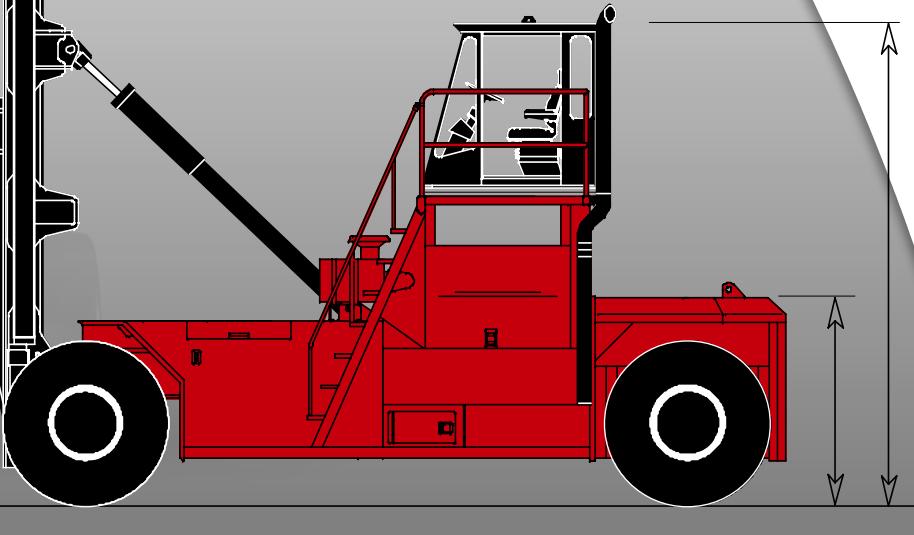
80,000-lbs. (36,288 kg) / 5-high Stacking

Rated Capacity At 106-in. (2,692 mm) Center Of Load

82,000-lbs. (37,195 kg) / 2-high Stacking

75,000-lbs. (34,020 kg) / 5-high Stacking

236-in. (5,994 mm) Wheelbase



# TXC-975 Loaded Container Handler

## Engine

Cummins QSM11-C335 electronic turbocharged, charged air aftercooled (air to air) diesel engine. Rated power of 335-hp (**250 kW**) at 2100 rpm. Maximum power of 365-hp (**272 kW**) at 1800 rpm. The 4-cycle in-line 6 cylinder engine has 660 cubic in. (**10.8 liter**) displacement. The bore is 4.92 in. (**125 mm**) x 5.79 in. (**147 mm**) stroke. Peak torque is 1235 ft.-lbs (**1674 N·m**) at 1400 rpm (SAE J1349). This peak torque is maintained from 1000 to 1400 rpm. Emission certification: US EPA Tier III, Carb Tier III, EU Stage III. Engine has fuel cooler. The fuel tank capacity is 240 gallons (**910 L**).

## Air Cleaner

The 2-stage, heavy-duty, dry air cleaner with restriction indicator is easily serviced.

## Cooling System

The deaeration tank, with a sight gauge for checking coolant level, provides optimum engine cooling.

## Electrical, Instrumentation, and Accessories

The one-piece instrument panel is pre-wired to accommodate heavy-duty accessories and flips down for easy servicing. All wiring is color coded. The unit has a 12-volt electrical system. Standard equipment includes a key-type anti-restart ignition system, two 220-amp-hour batteries, 160-amp alternator, main battery disconnect switch, thermal reset circuit breakers, tilt steering, front and rear electrical windshield wipers, and cab access step lights. Eight worklights (four front, two rear, two on the attachment), key-switch actuated amber strobe light, forward alarm, reverse-actuated warning alarm, rear-view mirror, air horn, and cab mounted attachment signal lights are standard. 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 CANbus technology allows all machine data to be accessed through the main 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.

## Transmission

The three-speed, fully reversing, modulated, powershift transmission has electric declutch and brakes behind the declutch feature and an electric shift control. The filler pipe dipstick and large, heavy-duty oil filter are easily accessible. Separate air-to-oil cooler. The integrally built torque converter has constant-mesh gear sets actuated by hydraulic clutch packs.

## Drive Axle

The high-capacity, wide stance, planetary drive axle's housing is bolted to the frame.

## Steer Axle

The single-cylinder steer axle design with tapered wheel and kingpin bearings is fully sealed and never needs adjusting.

## Brake System

The internal force-cooled, wet disc, service brakes are hydraulically - actuated and utilize a pedal to combine transmission declutch / disconnect with brake actuation and a separate pedal for brake actuation. The drive-line brake is spring applied for parking.

## Power Steering

The hydrostatic steering system provides constant response at all engine speeds.

## Chassis

The all-welded frame has an integral, sloped counterweight. Hinged doors provide easy access to all service points. The elevated, center mount operator and overhead guard with 2-door cab, tilts rearward to aid in engine removal. The cab includes one 40,000 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, vinyl covered air suspension seat with arm rest and orange seat belt is standard.

## Hydraulic System

The large capacity hydraulic tank has a spin-on tank breather, dual wire-mesh stainers, and a full-flow, 10-micron, return-line filter with a replaceable element in the tank. Tank refill is 200 gallons (**757 L**). The variable displacement pumps are converter driven. Control valves are separate, stacked, spool-type. The tilt-lock valve prevents mast drift and torsional stress. An accumulator is standard. The self-aligning, bearing-mounted, lift cylinders have chrome plated rods and self-adjusting packing. The electric multi-function joystick and accessory controls are conveniently located. The lift and tilt valves are electrically controlled; all other functions are controlled with electric switches.

## Mast, Carriage, and Rollers

The 42-ft. (**12.8 m**) ULTRA-VU mast on the TXC-975 is a telescopic, nested-channel mast with two multiple-leaf lift chains and is constructed of high-strength steel for minimum weight. Two lifting eyes and bolt-on caps permit safe, easy removal. The carriage and attachment are also constructed of high-strength steel. Carriage side wear pads are adjustable to compensate for wear. All rollers can be lubricated.

## Container Attachment

Expandable, suspended-type container handling attachment for handling loaded 20' through 53' (**6.1 m through 16.1 m**) ISO containers in widths of 8-ft. (**2.4 m**) and 8-ft. 6-in. (**2.6 m**) with a maximum weight of 80,000-lbs (**36,288 kg**). Includes all hydraulics, electrical circuitry, and twistlock engagement electrical signal lights in cab. The attachment has 24-in. (**610 mm**) of side shift total 12-in. (**305 mm**) in each direction), 5° of slew on each end, 9-in. (**229 mm**) of reach on each side of the attachment, and 3° of non-powered pile slope. Containers more than 40-ft. (**12.2 m**) long must have the standard 40-ft. (**12.2 m**) ISO pickup points. Controls in the cab energize valves on the attachment to operate side shift, twistlocks, automatic 20-ft. And 40-ft. (**6.1 m and 12.2 m**) frame positioning, and left and right hand slew. A twistlock safety interlock system ensures correct locking procedure. Signal lights are amber, green, and red. Two worklights are standard. Double stack guide arms set for 8-ft. 6-in. (**2.6 m**) wide containers are standard.

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.



Taylor Machine Works, Inc.

650 North Church Avenue  
Louisville, Mississippi 39339-2017

Phone (662) 773-3421 Fax (662) 773-9146

Preliminary 5/19/08