



3-high Stacking ISO and WTP Container Capacity 80,000-lbs. (36,288 kg)
2-high Stacking Pin Container Capacity 67,200-lbs. (30,482 kg)
Trailer Capacity 90,000-lbs. (40,824 kg)
Center Of Load 110-in. (2,794 mm)
Wheelbase 288-in. (7,315 mm)

TXTCP-900



Loaded Trailer Container Handler

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Preliminary 1/9/09

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. The fuel tank capacity is 220 gallons (833 L).

Air Cleaner

The dry air cleaner is a 2-stage, heavy-duty cleaner that is easily serviced and it has a restriction indicator.

Cooling System

The cooling system is a side-by-side radiator / CAC / transmission oil cooler. The positive deaeration system tank is integral with the cooling package. Sight gauge provided for engine coolant level checks. The fuel cooler and brake oil cooler are remote mounted with electric fan drives.

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, and lighted fuel gauge.

Eight worklights (four front, two rear, two on the attachment), key-switch actuated amber strobe light, forward alarm, reverse-actuated warning alarm, rear-view mirrors, and tilt steering are standard. Gauges included are fuel level, hourmeter, and Tier III engine electronic diagnostic display panel.

All machine controls are integrated using solid state controllers and 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, spreader status lights 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 electric shift control. The transmission is engine mounted.

Drive Axle

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

Steer Axle

The steer axle is a single hydraulic cylinder design with heavy-duty links from the cylinder ram directly to tapered roller bearing mounted spindles. Positive rim mountings.

Brake System

The internal, force-cooled, wet disc, service brakes are hydraulic actuated. The drive-line brake is spring applied and hydraulic released 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 overhead cab tilts forward to aid in engine removal. The air suspension vinyl seat with an operator seat belt is adjustable.

Hydraulic System

The large capacity hydraulic tank has a spin-on tank breather, dual wire-mesh strainers, and full-flow, 10-micron, return-line filter with a replaceable element in the tank. The filter condition indicator is mounted on the instrument panel. Tank refill is 185 gallons (700 L). The gear-type pumps are converter driven. Control valves are separate, stacked, spool-type. The tilt-lock valve prevents mast drift and torsional stress. The self-aligning, bearing-mounted lift cylinders have chrome plated rods and self-adjusting packing. The control levers are conveniently located. The valves are controlled with hydraulic and electric remotes. An accumulator is standard.

Mast, Carriage, and Rollers

The 24-ft. (7.3 m) ULTRA-VU telescopic, nested-channel mast has 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 constructed of high-strength steel. Carriage side pads are adjustable to compensate for wear. All rollers can be lubricated.

Combination Trailer / ISO / Pin Type Container Attachment

Expandable, suspended-type trailer / container handling attachment for handling loaded 20' through 53' (6.1 m through 16.1 m) ISO and WTP-type containers in widths of 8' (2.4 m) and 8' 6" (2.6 m) with a maximum weight of 80,000-lbs.(36,288 kg) and pin type with maximum weight of 67,200-lb.(30,482 kg) containers, and trailers with a maximum weight of 90,000-lbs. (40,824 kg) Includes all hydraulics, electrical circuitry, and an electrical signal system for operation of the attachment. The attachment has 24-in. (610 mm) of side shift total, (12-in (305 mm) in each direction), 7° of slew on each end, 9-in. (229 mm) of reach on each side of the attachment, and 3° of powered pile slope. Containers more than 40' (12.2 m) long must have the standard 40' (12.2 m) ISO pickup points. Controls in the cab energize valves on the attachment to operate side shift, twistlocks / pins, expansion, left and right hand slew, pile slope, leg rotate, and leg clamp. A twistlock safety interlock system ensures correct locking procedure. Signal lights are amber, green, and red for both containers and trailers. Guide arms are not available.

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.



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