



X-SERIES PRODUCT BROCHURES



**Taylor Machine Works, Inc.
ENGINEERING THE ULTIMATE LIFT TRUCK**

X-160, X-175 & XH-180



X-SERIES

Pneumatic Tire Lift Trucks



Taylor Machine Works, Inc.
650 North Church Ave.
Louisville, MS 39339
662-773-3421
www.taylorbigred.com

ENGINEERING THE ULTIMATE LIFT TRUCK

Featured truck is shown with available options.

AVAILABLE CAPACITIES & WHEELBASES

X-160 (16,000-lb. Cap. at 24" L.C., 104" WB)
 X-175 (17,500-lb. Cap. at 24" L.C., 104" WB)

XH-180 (20,000-lb. Cap. at 24" L.C., 104" WB)
 XH-180 (18,000-lb. Cap. at 36" L.C., 104" WB)

Standard Features:

Engine:

- John Deere 4045 (125-hp) Tier 4 Final diesel engine

Warning: The Tier 4F Final engines require the following new fluids.

Ultra Low Sulfur diesel fuel

API CJ-4 Low Ash engine oil

Ethylene Glycol Antifreeze (Low Silicate) (GM 6038-M or ASTM D3306 & D 6210) required - maintain 50/50 soft water**

**Soft water - Cannot contain more than 300 parts per million hardness or 100 parts per million of either chloride or sulfide. (These fluids will also work in existing units with Tier II and Tier III engines.)

Warning:

The use of any fluids, in TIER 4 Final engines, other than those specified above may result in engine damage and could effect emissions and result in fines by the E.P.A.

- 30-gal fuel tank
- Vertical air intake
- Donaldson air cleaner w/ safety element
- Air restriction indicator
- Electronic diagnostics
- Built-in emergency shut-down system for engine and transmission
- All service and daily checks can be made easily from the running boards
- 100-amp alternator

Cooling System:

- Bolted 3-section cooling system
- Engine charge air cooler, engine coolant air cooler, transmission oil air cooler, and a separate wet disc and hydraulic oil air cooler
- Wide fin spacing to reduce dirt build-up and provide optimum engine cooling (6.3 FPI compared to 10 FPI)

Electrical System:

- 24-volt dual battery system
- Color coded wiring
- One piece flip-down instrument panel
- Reset circuit breakers
- Key-switch actuated amber strobe light
- Reverse-actuated warning alarm

(TICS) Taylor Integrated Control System:

- 7" touch-screen display mounted into the instrument panel
- Gives customers the ability to customize operation parameters of their Taylor lift truck and perform diagnostics, which eliminate excessive downtime.
- Interface is easy to understand and user friendly.
- Troubleshooting and Diagnostics - most issues can be diagnosed by the customer's own service mechanic without involving a service call.
- Displays Fuel usage, Idle times, Lift counts, Load scales, Service intervals, Engine data, Displays transmission data
- Monitors hydraulic system
- Gives ability to limit travel speed and control shifting
- Tuning functions are password protected to prevent operator access
- Customizable machine parameters **and much, much more.**

Transmission:

- 3-speed, modulated powershift transmission with APC
- Push-button electronic joystick directional controls
- Separate air-to-oil cooler

Drive Axle:

- Bolted heavy-duty planetary drive axle
- Hypoid ring gear and pinion

Steer Axle:

- Hydrostatic, steering provides constant response at all engine speeds
- Extra heavy-duty design

- Single hydraulic cylinder
- Heavy-duty steer links
- Spindles have tapered roller bearings

Brakes:

- Internal force-cooled, hydraulic-actuated, wet disc

Hydraulic System:

- 25-gal hydraulic tank
- Spin-on tank breather
- Wire-mesh strainers
- Full-flow 10-micron return-line filters with replaceable element in the tank
- Durable gear-type pumps
- Sectional control valves
- Low mount tilt cylinders
- Tilt-lock valve reduces mast drift and torsion stress
- Electronic fingertip joystick controller

Chassis:

- All welded frame with bolt-on counterweight
- Easily accessible maintenance panels and doors
- Sliding engine hood

Mast & Rollers:

- 11-ft. ULTRA-VU 2-stage telescopic mast (XH-180 has a heavier duty mast)
- Lift cylinders are nested behind mast rails
- Tilt cylinders are double-acting with an anti-cavitation feature
- Mast main rollers have tapered roller bearings
- Chain rollers have sealed roller bearings

Carriage & Forks:

- 60-in. C-type carriage (XH-180 has 72-in. C-type carriage)
- Carriage main rollers have tapered roller bearings
- Adjustable side bearings
- Forks are pin-mounted and fully adjustable
- Safety-Red forks are hammer forged from heat treated steel

Operator Base:

- Heavy-duty, all-steel construction
- Overhead Guard
- Easily replaceable glass throughout
- Spacious 2-door access with hold-back latches
- High visibility T-shaped dash with 7" touch-screen display
- Tilt steering and convex, wide angle, rear view mirrors
- Climate control system has a 32,000-BTU heater and a circulation fan (optional AC available)
- Vinyl air suspension seat with adjustable arm rest
- Adjustable seat has 15° left & 20° right rotation
- Front and rear windshield wipers
- Front windshield washer
- Dual USB charging ports

Lowest total cost of ownership in the industry... *Taylor BIG RED!*



24-in. Load Center

X-SERIES

Pneumatic Tire Lift Trucks



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Louisville, MS 39339
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ENGINEERING THE ULTIMATE LIFT TRUCK

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AVAILABLE CAPACITIES & WHEELBASES

X-180S	(18,000-lb. Cap. at 24" L.C., 101" WB)
X-200S	(20,000-lb. Cap. at 24" L.C., 101" WB)
X-220S	(22,000-lb. Cap. at 24" L.C., 101" WB)
X-250S	(25,000-lb. Cap. at 24" L.C., 110" WB)
X-250M	(25,000-lb. Cap. at 24" L.C., 121" WB)
X-280S	(28,000-lb. Cap. at 24" L.C., 110" WB)
X-280M	(28,000-lb. Cap. at 24" L.C., 121" WB)

X-300S	(30,000-lb. Cap. at 24" L.C., 110" WB)
X-300M	(30,000-lb. Cap. at 24" L.C., 121" WB)
X-330S	(33,000-lb. Cap. at 24" L.C., 110" WB)
X-330M	(33,000-lb. Cap. at 24" L.C., 121" WB)
X-360M	(36,000-lb. Cap. at 24" L.C., 121" WB)
X-360L	(36,000-lb. Cap. at 24" L.C., 138" WB)

Standard Features:

Engine:

- Cummins QSB6.7 (173-hp) Tier 4 Final diesel engine

Tier 4F Final engines are equipped with: Urea (DEF) Diesel Exhaust Fluid with 5-gal tank, (SCR) Selective Catalytic Reduction, (DOC) Diesel Oxidation Catalyst, cooled exhaust gas recirculation, diagnostic and maintenance monitor, fuel/water separator and engine/transmission protection systems.

Warning:

Ultra Low Sulfur Diesel Fuel is required for all Tier 4F engines. (See Service Manuals for detailed Diesel fuel requirements for storage and usage.)

API CJ-4 Low Ash engine oil

Ethylene Glycol Antifreeze(Low Silicate) (GM 6038--M or ASTM D3306 & D 6210)

Warning:

The use of any fluids, in TIER 4 Final engines, other than those specified above may result in engine damage and could effect emissions and result in fines by the E.P.A.

- 5-gal DEF tank
- 43-gal fuel tank
- Vertical air intake
- Donaldson air cleaner w/ safety element
- Air restriction indicator
- Electronic diagnostics
- Built-in emergency shut-down system for engine and transmission
- All service and daily checks can be made easily from the running boards
- 95-amp alternator

Cooling System:

- Bolted 3-section cooling system
- Engine charge air cooler, engine coolant air cooler, transmission oil air cooler, and a separate wet disc and hydraulic oil air cooler
- Wide fin spacing to reduce dirt build-up and provide optimum engine cooling (6.3 FPI compared to 10 FPI)

Electrical System:

- 24-volt dual battery system
- Color coded wiring
- One piece flip-down instrument panel
- Reset circuit breakers
- 8 LED work lights
- Key-switch actuated amber strobe light
- Reverse-actuated warning alarm

(TICS) Taylor Integrated Control System:

- 7" touch-screen display mounted into the instrument panel
- Gives customers the ability to customize operation parameters of their Taylor lift truck and perform diagnostics, which eliminate excessive downtime.
- Interface is easy to understand and user friendly.
- Troubleshooting and Diagnostics - most issues can be diagnosed by the customer's own service mechanic without involving a service call.
- Displays Fuel usage, Idle times, Lift counts, Load scales, Service intervals, Engine data, Displays transmission data
- Monitors hydraulic system
- Gives ability to limit travel speed and control shifting
- Tuning functions are password protected to prevent operator access
- Customizable machine parameters **and much, much more.**

Transmission:

- 3-speed, modulated powershift transmission with APC
- Push-button electronic joystick directional controls
- Separate air-to-oil cooler

Drive Axle:

- Bolted heavy-duty planetary drive axle
- Hypoid ring gear and pinion

Steer Axle:

- Extra heavy-duty design
- Single hydraulic cylinder
- Heavy-duty steer links
- Spindles have Timken® tapered roller bearings

Hydraulic System:

- High-capacity hydraulic tank
- Spin-on tank breather
- Wire-mesh strainers
- Full-flow 10-micron return-line filters with replaceable element in the tank
- Durable gear-type pumps
- Sectional control valves
- Overhead tilt cylinders
- Tilt-lock valve reduces mast drift and torsional stress
- Lift cylinders have self-adjusting packing
- Electronic fingertip joystick controller

Chassis:

- All welded frame with integral counterweight

Mast & Rollers:

- 11-ft. ULTRA-VU telescopic mast with nested-channel
- Lift chains are nested inside the mast rails
- Lift cylinders are nested behind mast rails
- Mast main rollers have Timken® tapered roller bearings
- Chain rollers have sealed roller bearings

Carriage & Forks:

- 84-in. wide C-type carriage
- Carriage main rollers have Timken® tapered roller bearings
- Adjustable side bearings
- Forks are pin-mounted and fully adjustable
- Safety-Red forks are hammer forged from heat treated steel

Cab:

- Heavy-duty, all-steel construction
- Easily replaceable glass throughout
- Spacious 2-door access with hold-back latches
- High visibility T-shaped dash with 7" touch-screen display
- Tilt steering and convex, wide angle, rear view mirrors
- Climate control system has a 32,000-BTU heater and a circulation fan (optional AC available)
- Adjustable vinyl air suspension seat with adjustable arm rest
- Adjustable seat has 15° left & 20° right rotation
- Dual USB ports

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24-in. Load Center

XB-SERIES

Pneumatic Big Tire Lift Trucks



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ENGINEERING THE ULTIMATE LIFT TRUCK

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AVAILABLE CAPACITIES & WHEELBASES

XB-360L (36,000-lb. Cap. at 24" L.C., 140" WB)

Standard Features:**Engine:**

- Cummins QSB6.7 (173-hp) Tier 4 Final diesel engine

Tier 4F Final engines are equipped with: Urea (DEF) Diesel Exhaust Fluid with 5-gal tank, (SCR) Selective Catalytic Reduction, (DOC) Diesel Oxidation Catalyst, cooled exhaust gas recirculation, diagnostic and maintenance monitor, fuel/water separator and engine/transmission protection systems.

Warning:

Ultra Low Sulfur Diesel Fuel is required for all Tier 4F engines. (See Service Manuals for detailed Diesel fuel requirements for storage and usage.)

API CJ-4 Low Ash engine oil

Ethylene Glycol Antifreeze (Low Silicate) (GM 6038--M or ASTM D3306 & D 6210)

Warning:

The use of any fluids, in TIER 4 Final engines, other than those specified above may result in engine damage and could effect emissions and result in fines by the E.P.A.

- 10-gal DEF tank
- 58-gal fuel tank
- Vertical air intake
- Donaldson air cleaner w/ safety element
- Air restriction indicator
- Electronic diagnostics
- Built-in emergency shut-down system for engine and transmission
- All service and daily checks can be made easily from the running boards
- 95-amp alternator

Cooling System:

- Bolted 3-section cooling system
- Engine charge air cooler, engine coolant air cooler, transmission oil air cooler, and a separate wet disc and hydraulic oil air cooler
- Wide fin spacing to reduce dirt build-up and provide optimum engine cooling (6.3 FPI compared to 10 FPI)

Electrical System:

- 24-volt dual battery system
- Color coded wiring
- One piece flip-down instrument panel
- Reset circuit breakers
- 8 LED work lights
- Key-switch actuated amber strobe light
- Reverse-actuated warning alarm

(TICS) Taylor Integrated Control System:

- 7" touch-screen display mounted into the instrument panel
- Gives customers the ability to customize operation parameters of their Taylor lift truck and perform diagnostics, which eliminate excessive downtime.
- Interface is easy to understand and user friendly.
- Troubleshooting and Diagnostics - most issues can be diagnosed by the customer's own service mechanic without involving a service call.
- Displays Fuel usage, Idle times, Lift counts, Load scales, Service intervals, Engine data, Displays transmission data
- Monitors hydraulic system
- Gives ability to limit travel speed and control shifting
- Tuning functions are password protected to prevent operator access
- Customizable machine parameters **and much, much more.**

Transmission:

- 3-speed, modulated powershift transmission with APC
- Push-button electronic joystick directional controls
- Separate air-to-oil cooler

Drive Axle:

- Bolted heavy-duty planetary drive axle
- Hypoid ring gear and pinion

Steer Axle:

- Extra heavy-duty design
- Single hydraulic cylinder
- Heavy-duty steer links
- Spindles have tapered roller bearings

Hydraulic System:

- High-capacity hydraulic tank
- Spin-on tank breather
- Wire-mesh strainers
- Full-flow 10-micron return-line filters with replaceable element in the tank
- Durable gear-type pumps
- Sectional control valves
- Overhead tilt cylinders
- Tilt-lock valve reduces mast drift and torsional stress
- Lift cylinders have self-adjusting packing
- Electronic fingertip joystick controller

Chassis:

- All welded frame with integral counterweight

Mast & Rollers:

- 11-ft. ULTRA-VU telescopic mast with nested-channel
- Lift chains are nested inside the mast rails
- Lift cylinders are nested behind mast rails
- Mast main rollers have tapered roller bearings
- Chain rollers have sealed roller bearings
- Side bearings are adjustable to compensate for wear

Carriage & Forks:

- 84-in. wide C-type carriage
- Carriage main rollers have Timken® tapered roller bearings
- Adjustable side bearings
- Forks are pin-mounted and fully adjustable
- Safety-Red forks are hammer forged from heat treated steel

Cab:

- Heavy-duty, all-steel construction
- Easily replaceable glass throughout
- Spacious 2-door access with hold-back latches
- High visibility T-shaped dash with 7" touch-screen display
- Tilt steering and convex, wide angle, rear view mirrors
- Climate control system has a 32,000-BTU heater and a circulation fan (optional AC available)
- Adjustable vinyl air suspension seat with adjustable arm rest
- Adjustable seat has 15° left & 20° right rotation
- Dual USB ports

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36 & 48-in. Load Center

X-SERIES

Pneumatic Tire Lift Trucks



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ENGINEERING THE ULTIMATE LIFT TRUCK

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AVAILABLE CAPACITIES & WHEELBASES

X-400M††	(40,000-lb. Cap. at 36" L.C., 156" WB)
X-450M††	(45,000-lb. Cap. at 36" L.C., 156" WB)
X-450S†	(45,000-lb. Cap. at 36" L.C., 144" WB)
X-520S†	(52,000-lb. Cap. at 36" L.C., 144" WB)
X-520M††	(52,000-lb. Cap. at 48" L.C., 170" WB)
X-550S†	(55,000-lb. Cap. at 36" L.C., 144" WB)

X-550M††	(55,000-lb. Cap. at 48" L.C., 170" WB)
X-550RC††	(55,000-lb. Cap. at 36" L.C., 140" WB)
X-650S††	(65,000-lb. Cap. at 36" L.C., 164" WB)
X-650L††	(65,000-lb. Cap. at 48" L.C., 180" WB)
X-700L††	(70,000-lb. Cap. at 48" L.C., 190" WB)

Standard Features:

Engine:

- Tier 4 Final diesel engine
- Cummins QSB6.7-225hp† • QSL9-250hp††

Tier 4 Final engines are equipped with: Urea (DEF) Diesel Exhaust Fluid with 10-gal tank, (SCR) Selective Catalytic Reduction, (DOC) Diesel Oxidation Catalyst, cooled exhaust gas recirculation, diagnostic and maintenance monitor, fuel/water separator and engine/transmission protection systems.

Warning:

Ultra Low Sulfur Diesel Fuel is required for all Tier 4F engines. (See Service Manuals for detailed Diesel fuel requirements for storage and usage.)

API CJ-4 Low Ash engine oil

Ethylene Glycol Antifreeze (Low Silicate) (GM 6038-M or ASTM D3306 & D 6210)

Warning:

The use of any fluids, in TIER 4 Final engines, other than those specified above may result in engine damage and could effect emissions and result in fines by the E.P.A.

- 10-gal DEF tank
- Vertical air intake
- Donaldson air cleaner w/ safety element
- Air restriction indicator
- Electronic diagnostics
- Built-in emergency shut-down system for engine and transmission
- All service and daily checks can be made easily from the running boards
- 95-amp alternator

Cooling System:

- Bolted 3-section cooling system
- Engine charge air cooler, engine coolant air cooler, transmission oil air cooler, and a separate wet disc and hydraulic oil air cooler
- Wide fin spacing to reduce dirt build-up and provide optimum engine cooling (6.3 FPI compared to 10 FPI)

Electrical System:

- 24-volt dual battery system
- Color coded wiring
- One piece flip-down instrument panel
- Reset circuit breakers
- 8 LED work lights
- Key-switch actuated amber strobe light
- Reverse-actuated warning alarm

(TICS) Taylor Integrated Control System:

- 7" touch-screen display mounted into the instrument panel
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- Interface is easy to understand and user friendly.
- Troubleshooting and Diagnostics - most issues can be diagnosed by the customer's own service mechanic without involving a service call.
- Displays Fuel usage, Idle times, Lift counts, Load scales, Service intervals, Engine data, Displays transmission data
- Monitors hydraulic system
- Gives ability to limit travel speed and control shifting
- Tuning functions are password protected to prevent operator access
- Customizable machine parameters **and much, much more.**

Transmission:

- Automatic electronic 3-speed, modulated powershift transmission
- Push-button electronic joystick directional controls
- Separate air-to-oil cooler

Drive Axle:

- Bolted heavy-duty planetary drive axle
- Hypoid ring gear and pinion

Steer Axle:

- Extra heavy-duty design
- Single hydraulic cylinder
- Heavy-duty steer links
- Spindles have tapered roller bearings

Brakes:

- Internal force-cooled, hydraulic-actuated, wet disc

Hydraulic System:

- High-capacity hydraulic tank
- Spin-on tank breather
- Wire-mesh strainers
- Full-flow 10-micron return-line filters with replaceable element in the tank
- Durable gear-type pumps
- Sectional control valves
- Overhead tilt cylinders
- Tilt-lock valve reduces mast drift and torsion stress
- Electronic fingertip joystick controller

Chassis:

- All welded frame with integral counterweight

Mast & Rollers:

- 11-ft. ULTRA-VU telescopic mast with nested-channel
- Lift chains are nested inside the mast rails
- Lift cylinders are nested behind mast rails
- Mast main rollers have tapered roller bearings
- Chain rollers have sealed roller bearings

Carriage & Forks:

- 100-in. C-type carriage (X-400M thru X-550RC)
- 120-in. C-type carriage (X-650S thru X-700L)
- Carriage main rollers have tapered roller bearings
- Adjustable side bearings
- Forks are pin-mounted and fully adjustable
- Safety-Red forks are hammer forged from heat treated steel

Cab:

- Heavy-duty, all-steel construction
- Easily replaceable glass throughout
- Spacious 2-door access with hold-back latches
- High visibility T-shaped dash with 7" touch-screen display
- Tilt steering and convex, wide angle, rear view mirrors
- Climate control system has a 32,000-BTU heater and a circulation fan (optional AC available)
- Vinyl air suspension seat with adjustable arm rest
- Adjustable seat has 15° left & 20° right rotation
- Front and rear windshield wipers
- Front windshield washer
- Dual USB charging ports

Lowest total cost of ownership in the industry... Taylor BIG RED



48-in. Load Center

XH-SERIES

Pneumatic Tire Lift Trucks



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ENGINEERING THE ULTIMATE LIFT TRUCK

Featured truck is shown with available options.

AVAILABLE CAPACITIES & WHEELBASES

XH-300L† (30,000-lb. Cap. at 48" L.C., 148" WB)
 XHO-300L† (30,000-lb. Cap. at 48" L.C., 148" WB)
 XH-350L† (35,000-lb. Cap. at 48" L.C., 148" WB)
 XHO-350L† (35,000-lb. Cap. at 48" L.C., 148" WB)

XH-360L† (36,000-lb. Cap. at 48" L.C., 148" WB)
 XH-370M†† (37,000-lb. Cap. at 48" L.C., 145" WB)
 XH-400L†† (40,000-lb. Cap. at 48" L.C., 155" WB)

Standard Features:

Engine:

- Tier 4 Final diesel engine
 - Cummins QSB6.7-173hp† • Cummins QSB6.7-200hp††

Tier 4 Final engines are equipped with: Urea (DEF) Diesel Exhaust Fluid with 5-gal tank, (SCR) Selective Catalytic Reduction, (DOC) Diesel Oxidation Catalyst, cooled exhaust gas recirculation, diagnostic and maintenance monitor, fuel/water separator and engine/transmission protection systems.

Warning:

Ultra Low Sulfur Diesel Fuel is required for all Tier 4F engines. (See Service Manuals for detailed Diesel fuel requirements for storage and usage.)

API CJ-4 Low Ash engine oil

Ethylene Glycol Antifreeze (Low Silicate) (GM 6038-M or ASTM D3306 & D 6210)

Warning:

The use of any fluids, in TIER 4 Final engines, other than those specified above may result in engine damage and could effect emissions and result in fines by the E.P.A.

- 5-gal DEF tank
- 43-gal fuel tank † 53-gal fuel tank ††
- Vertical air intake
- Donaldson air cleaner w/ safety element
- Air restriction indicator
- Electronic diagnostics
- Built-in emergency shut-down system for engine and transmission
- All service and daily checks can be made easily from the running boards
- 95-amp alternator

Cooling System:

- Bolted 3-section cooling system
- Engine charge air cooler, engine coolant air cooler, transmission oil air cooler, and a separate wet disc and hydraulic oil air cooler
- Wide fin spacing to reduce dirt build-up and provide optimum engine cooling (6.3 FPI compared to 10 FPI)

Electrical System:

- 24-volt dual battery system
- Color coded wiring
- One piece flip-down instrument panel
- Reset circuit breakers
- 8 LED work lights
- Key-switch actuated amber strobe light
- Reverse-actuated warning alarm

(TICS) Taylor Integrated Control System:

- 7" touch-screen display mounted into the instrument panel
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- Troubleshooting and Diagnostics - most issues can be diagnosed by the customer's own service mechanic without involving a service call.
- Displays Fuel usage, Idle times, Lift counts, Load scales, Service intervals, Engine data, Displays transmission data
- Monitors hydraulic system
- Gives ability to limit travel speed and control shifting
- Tuning functions are password protected to prevent operator access
- Customizable machine parameters **and much, much more.**

Transmission:

- 3-speed, modulated powershift transmission with APC
- Push-button electronic joystick directional controls
- Separate air-to-oil cooler
- Easy access to the filler pipe/dipstick

Drive Axle:

- Bolted heavy-duty planetary drive axle
- Hypoid ring gear and pinion

Steer Axle:

- Hydrostatic, steering provides constant response at all engine speeds
- Extra heavy-duty design
- Single hydraulic cylinder
- Heavy-duty steer links
- Spindles have tapered roller bearings

Brakes:

- Internal force-cooled, hydraulic-actuated, wet disc

Hydraulic System:

- High-capacity hydraulic tank
- Spin-on tank breather
- Wire-mesh strainers
- Full-flow 10-micron return-line filters with replaceable element in the tank
- Durable gear-type pumps
- Sectional control valves
- Overhead tilt cylinders
- Tilt-lock valve reduces mast drift and torsion stress
- Electronic fingertip joystick controller

Chassis:

- All welded frame with integral counterweight
- Easily accessible maintenance panels and doors
- Sliding engine hood

Mast & Rollers:

- Heavy-duty 11-ft. ULTRA-VU 2-stage telescopic mast
- Lift cylinders are nested behind mast rails
- Mast main rollers have tapered roller bearings
- Chain rollers have sealed roller bearings

Carriage & Forks:

- 100-in. C-type carriage (XH-360L has SSFP standard)
- Carriage main rollers have tapered roller bearings
- Adjustable side bearings
- Forks are pin-mounted and fully adjustable
- Safety-Red forks are hammer forged from heat treated steel

Cab:

- Heavy-duty, all-steel construction
- Easily replaceable glass throughout
- Spacious 2-door access with hold-back latches
- High visibility T-shaped dash with 7" touch-screen display
- Tilt steering and convex, wide angle, rear view mirrors
- Climate control system has a 32,000-BTU heater and a circulation fan (optional AC available)
- Vinyl air suspension seat with adjustable arm rest
- Adjustable seat has 15° left & 20° right rotation
- Front and rear windshield wipers
- Front windshield washer
- Dual USB charging ports

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High Capacity 48-in. L.C.

X-SERIES

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AVAILABLE CAPACITIES & WHEELBASES

X-800S	(80,000-lb. Cap. at 48" L.C., 195" WB)
X-800L	(80,000-lb. Cap. at 48" L.C., 225" WB)
X-900S	(90,000-lb. Cap. at 48" L.C., 195" WB)

X-900M	(90,000-lb. Cap. at 48" L.C., 215" WB)
X-925L	(92,500-lb. Cap. at 48" L.C., 225" WB)
XH-925L	(92,500-lb. Cap. at 48" L.C., 225" WB)

Standard Features:

Engine:

- Volvo Penta TAD1371VE 388-hp Tier 4 Final diesel engine

Tier 4 Final engines are equipped with: Urea (DEF) Diesel Exhaust Fluid with 18-gal tank, (SCR) Selective Catalytic Reduction, (DOC) Diesel Oxidation Catalyst, cooled exhaust gas recirculation, diagnostic and maintenance monitor, fuel/water separator and engine/transmission protection systems.

Warning:

Ultra Low Sulfur Diesel Fuel is required for all Tier 4F engines. (See Service Manuals for detailed Diesel fuel requirements for storage and usage.)

API CJ-4 Low Ash engine oil

Ethylene Glycol Antifreeze (Low Silicate) (GM 6038-M or ASTM D3306 & D 6210)

Warning:

The use of any fluids, in TIER 4 Final engines, other than those specified above may result in engine damage and could effect emissions and result in fines by the E.P.A.

- 18-gal DEF tank
- 140-gal fuel tank
- Vertical air intake
- Donaldson air cleaner w/ safety element
- Air restriction indicator
- Electronic diagnostics
- Built-in emergency shut-down system for engine and transmission
- All service and daily checks can be made easily from the running boards
- 110-amp alternator

Cooling System:

- Bolted 3-section radiator (Includes: Engine charge-air cooler, Engine coolant-to-air cooler, Transmission oil-to-air cooler)
- Separate wet disc cooler
- Remote mounted hydraulic oil-to-air cooler is mounted to a swing-out door for ease of service (XH-925L Only)
- Remote mounted fuel cooler
- Wide fin spacing to reduce dirt build-up and provide optimum engine cooling (6.3 FPI compared to 10 FPI)

Electrical System:

- 24-volt dual battery system
- Color coded wiring
- One piece flip-down instrument panel
- Reset circuit breakers
- 8 LED work lights
- Key-switch actuated amber strobe light
- Reverse-actuated warning alarm

(TICS) Taylor Integrated Control System:

- 7" touch-screen display mounted into the instrument panel
- Gives customers the ability to customize operation parameters of their Taylor lift truck and perform diagnostics, which eliminate excessive downtime.
- Interface is easy to understand and user friendly.
- Troubleshooting and Diagnostics - most issues can be diagnosed by the customer's own service mechanic without involving a service call.
- Displays Fuel usage, Idle times, Lift counts, Load scales, Service intervals, Engine data, Displays transmission data
- Monitors hydraulic system
- Gives ability to limit travel speed and control shifting
- Tuning functions are password protected to prevent operator access
- Customizable machine parameters **and much, much more.**

Transmission:

- Electronic 4-speed, modulated powershift transmission
- Push-button electronic joystick directional controls
- Separate air-to-oil cooler

Drive Axle:

- Bolted heavy-duty planetary drive axle
- Hypoid ring gear and pinion

Steer Axle:

- Hydrostatic steering system provides excellent response at all engine speeds
- Extra heavy-duty design
- Single hydraulic cylinder
- Heavy-duty steer links

Brakes:

- Internal force-cooled, hydraulic-actuated, wet disc
- Hydraulically activated service brakes
- Wheel brakes have an additional spring applied drive-line brake for parking

Hydraulic System:

- High-capacity hydraulic tank
- Spin-on tank breather
- Dual wire-mesh strainers
- Full-flow 10-micron return-line filters with replaceable element in the tank
- Durable gear-type pumps
- Sectional control valves
- Overhead tilt cylinders
- Tilt-lock valve reduces mast drift and torsion stress
- Electronic fingertip joystick controller

Chassis:

- All welded frame with integral counterweight
- Elevated operator

Mast & Rollers:

- 13-ft. ULTRA-VU telescopic mast
- Lift chains are canted and hidden
- High visibility through the mast
- Mast main rollers have tapered roller bearings
- Chain rollers have sealed roller bearings

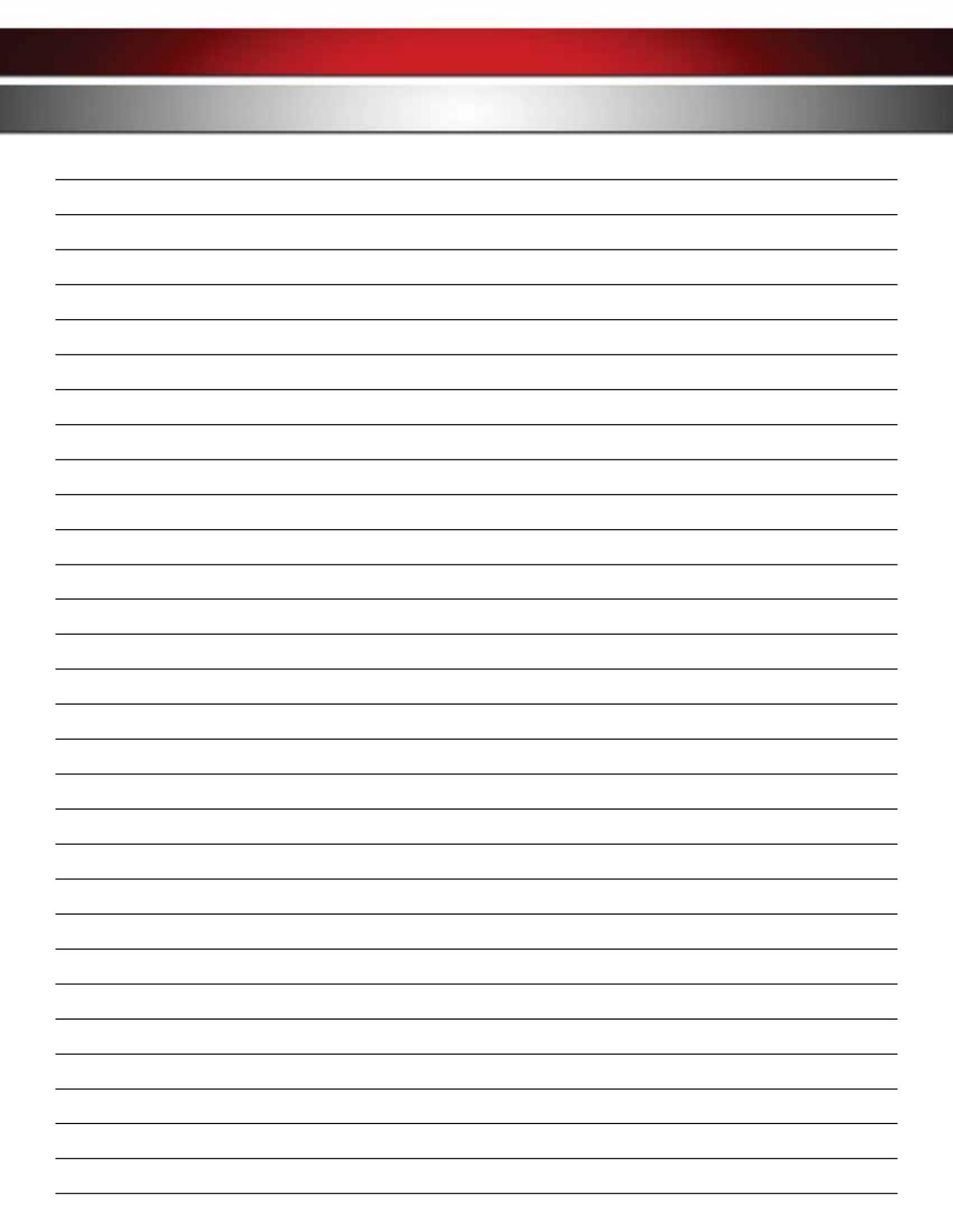
Carriage & Forks:

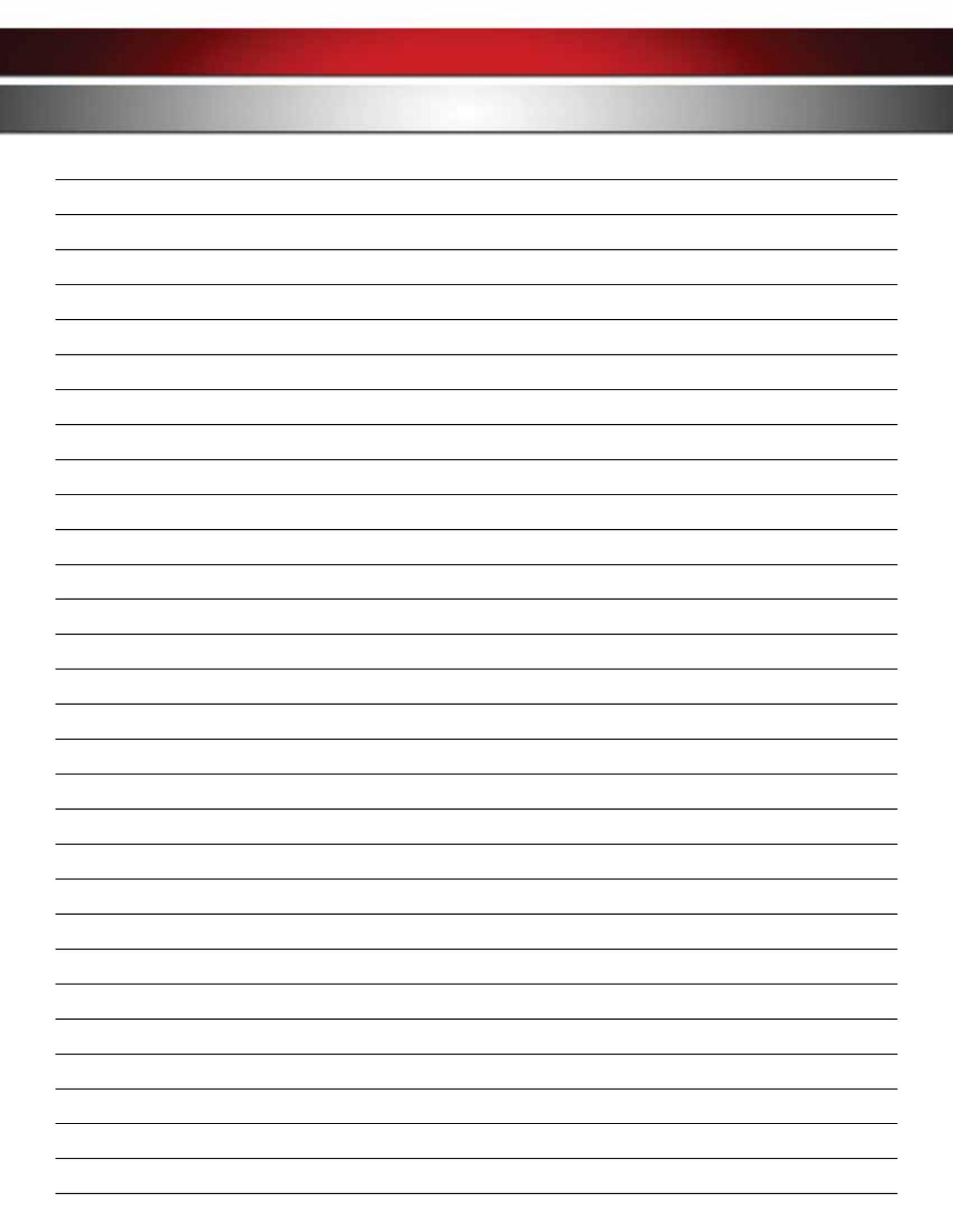
- 120-in. C-type carriage
- Carriage main rollers have tapered roller bearings
- Adjustable side bearings
- Forks (if applicable) are pin-mounted and fully adjustable
- Safety-Red forks are hammer forged from heat treated steel

Cab:

- Heavy-duty, all-steel construction
- Easily replaceable glass throughout
- Spacious 2-door access with hold-back latches
- High visibility T-shaped dash with 7" touch-screen display
- Tilt steering and convex, wide angle, rear view mirrors
- Climate control system has a 32,000-BTU heater and a circulation fan (optional AC available)
- Vinyl air suspension seat with adjustable arm rest
- Adjustable seat has 15° left & 20° right rotation
- Front and rear windshield wipers
- Front windshield washer
- Dual USB charging ports

Lowest total cost of ownership in the industry... Taylor BIG RED





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