



## TS-1200W Reach Stacker For Wind Power Components

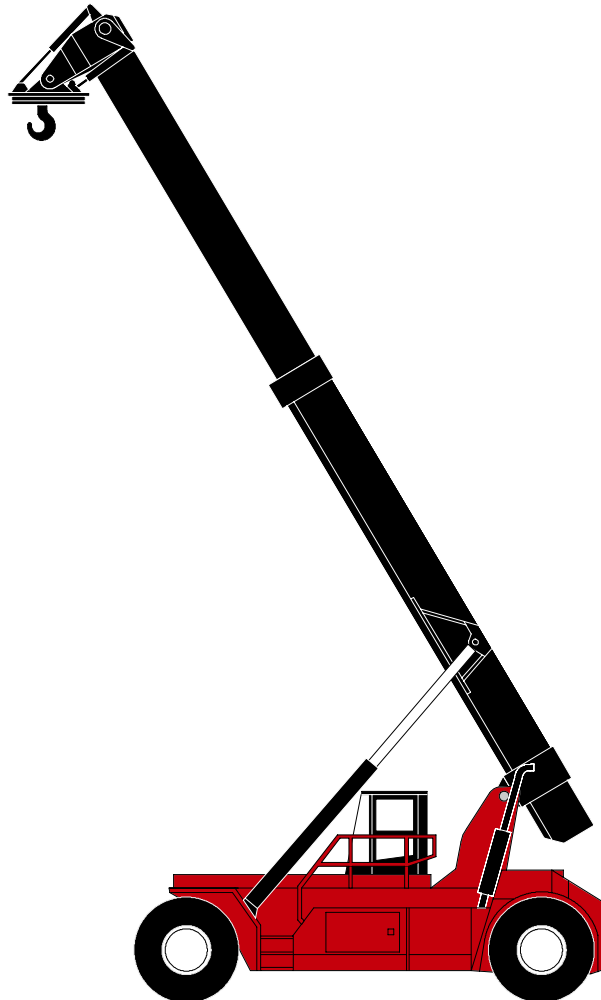
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### Preliminary Specifications

Rated Capacity 120,000-lbs. (54 t) At 81-in. (2,057 mm) L..C.  
Raised To travel Position

Rated Capacity 90,000-lbs. (41 t) At 81-in. (2,057 mm) L..C.  
To Full Lift

The TS-1200W is a special purpose vehicle and must be  
application approved.

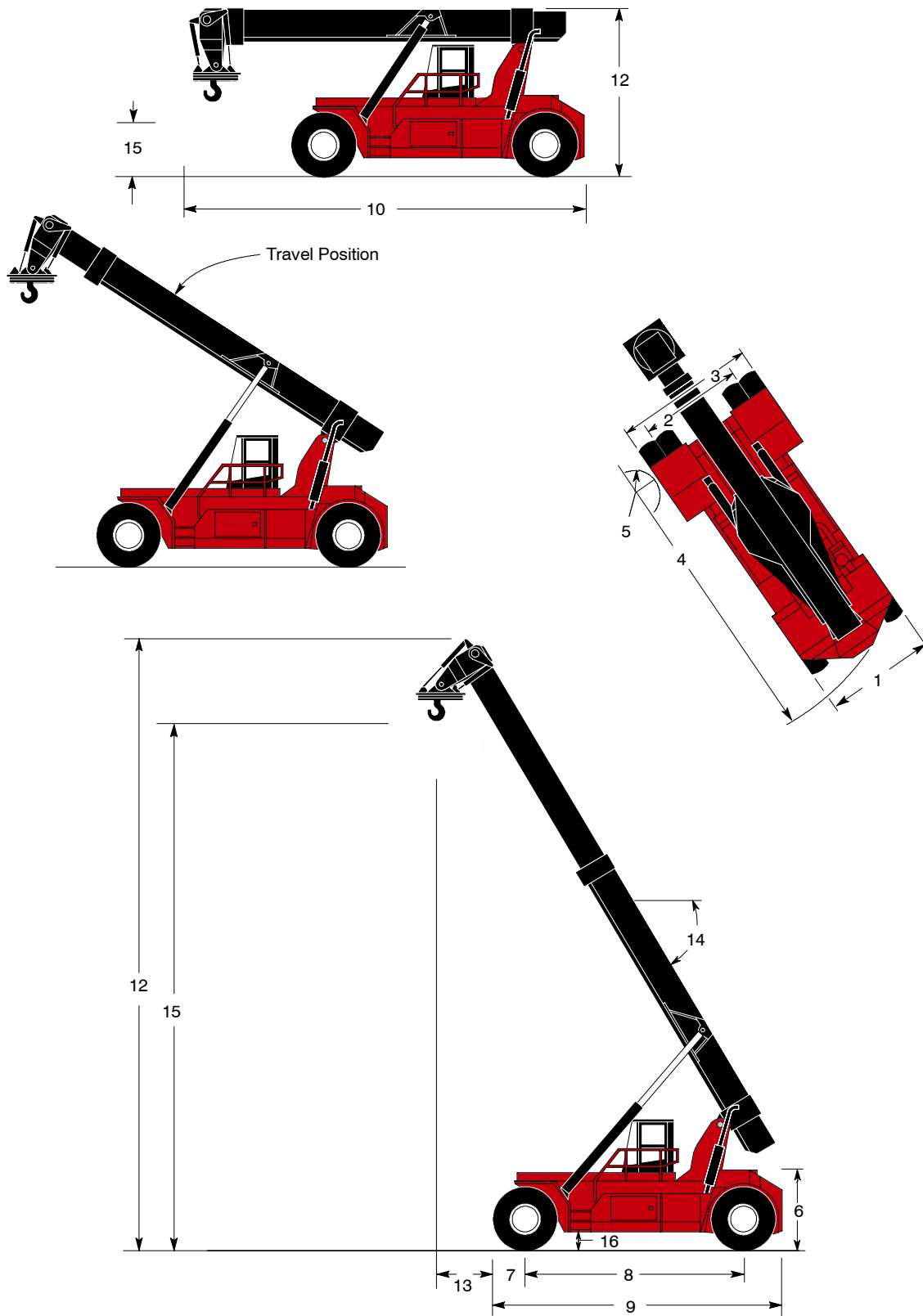


# TS-1200W Reach Stacker

| Manufacturer's Name  |   | TAYLOR                 |                       |        |         |      |
|--|---|------------------------|-----------------------|--------|---------|------|
| Manufacturer's Designation   |   | TS-1200W Reach Stacker |                       |        |         |      |
|  |   | English                |                       | Metric |         |      |
| Capacity   | Capacity At 81-in. (2,057 mm) Load Center Raised To Travel Position | lb (t)                 | 120,000               |        | 54      |      |
|  | Capacity At 81-in. (2,057 mm) Load Center To Full Lift              | lb (t)                 | 90,000                |        | 41      |      |
| Nominal Load Moment With Attachment At 81-in. (2,570 mm) Load Center And 120,000-lb (54 t) |   | in-lb (m-kg)           | 13,632,000            |        | 157,068 |      |
| Tractive Effort At Stall   |   | lb (kN)                |                       |        |         |      |
| Vehicle Weight - Empty   | Drive Axle  | lb (kg)                | 51,000                |        | 23,134  |      |
|  | Steer Axle  | lb (kg)                | 80,000                |        | 36,288  |      |
| Vehicle Weight - Loaded<br>With 99,000-lbs. (45 t) Load                                    | Drive Axle  | lb (kg)                | 232,000               |        | 105,235 |      |
|  | Steer Axle  | lb (kg)                | 18,000                |        | 8,165   |      |
| Tires - Drive And Steer  |   |                        | 18.00 x 25 - 40 PR E4 |        |         |      |
| Tire Inflation Pressure (Contact Pressure)   |   | psi (Bar)              | 145                   |        | 10      |      |
| <b>Machine Dimensions</b>  |   |                        |                       |        |         |      |
| 1 - Width Across Counterweight   |   | in (mm)                | 136                   |        | 3,454   |      |
| 2 - Tread Width, Drive Axle  |   | in (mm)                | 120                   |        | 3,048   |      |
| 3 - Width Over Drive Tires   |   | in (mm)                | 165                   |        | 4,191   |      |
| 4 - Outside Turn Radius (Tailswing)  |   | in (mm)                | 334                   |        | 8,484   |      |
| 5 - Inside Turn Radius   |   | in (mm)                | 38                    |        | 965     |      |
| 6 - Height To Top Of Counterweight   |   | in (mm)                | 84.5                  |        | 2,146   |      |
| 7 - Drive Axle CL To Face Of Tires (Nominal)   |   | in (mm)                | 32.6                  |        | 830     |      |
| 8 - Wheelbase  |   | in (mm)                | 256                   |        | 6,500   |      |
| 9 - Overall Length Of Chassis  |   | in (mm)                | 328                   |        | 8,331   |      |
| 10 - Overall Length Of Complete Unit (Boom Down and Retracted)                             |   | in (mm)                |                       |        |         |      |
| 11 - Overall Manual Movement Of Cab Forward for Servicing                                  |   | in (mm)                | 90                    |        | 2,286   |      |
| 12 - Height To Top Of Boom   | Fully Lowered   | in (mm)                | 198                   |        | 5,029   |      |
|  | Fully Raised  | in (mm)                | 705                   |        | 17,907  |      |
| Operator Eye To Ground Approximate   |   | in (mm)                | 132                   |        | 3,353   |      |
| <b>Attachment Dimensions</b>   |   |                        |                       |        |         |      |
| 13 - Load Center Distance From<br>Tire Face To Center Of Load                              |   | in (mm)                | 81                    |        | 2,057   |      |
| 14 - Boom Angle (Max)  |   | deg. °                 | 58.5                  |        |         |      |
| 15 - Height To Swivel Hooks - Min. / Max   |   | in (mm)                |                       |        |         |      |
| 16 - Underclearance midway along the wheelbase   |   | in (mm)                | 14                    |        | 356     |      |
| Travel And Lift Speeds   |   |                        | Empty                 |        | Loaded  |      |
| Travel Speed (Max) - Forward And Reverse   |   | mph (km/h)             | 14                    | 22.5   | 13.3    | 21.4 |
| Lift Speed (Max)   |   | fpm (m/s)              | 42                    | .21    | 40      | .20  |
| Lowering Speed (Max)   |   | fpm (m/s)              | 60                    | .31    | 60      | .31  |

**NOTE:** Performance specifications are for machines equipped as described on the back page of this specification sheet. Performance specifications are affected by the condition of the vehicle, its components, and the nature and condition of the operating area. If these specifications are critical, the proposed application should be discussed with your Taylor sales representative.

# TS-1200W Reach Stacker



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## 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. 180 gal. (681 L) fuel tank.

Standard features are electronic diagnostic and maintenance monitor, fuel/water separator and engine/transmission protection systems. Equipped with engine and transmission protection systems which include engine kill for high coolant temperature, high or low oil pressure, low coolant level, and transmission high oil temperature (engine will be reduced to idle and engine will be killed after 5 minutes).

## Air Cleaner

The 2-stage heavy-duty, dry type air cleaner has a built-in pre-cleaner, safety element, and a restriction warning light.

## Cooling System

The deaeration tanks location allows the coolant level to be checked from ground and provides optimum engine cooling.

## Electrical, Instrumentation, and Accessories

Electric / electronic control of the machine is based on CANBUS technology with diagnostic capability.

The instrument panel is pre-wired to accommodate heavy-duty accessories. All wiring is number coded.

Standard equipment includes a key-type anti-restart ignition system, 24 volt two 200 amp-hour batteries, a main battery disconnect switch, thermal reset circuit breakers, back-lighted instruments.

Eight work lights, 4 on Boom (controlled by one switch), 2 on each side approximately at mid point of outer boom. 4 on chassis (controlled by one switch), 1 on each side of counterweight, 2 on front of chassis, 1 on each side at front fenders. The amber rotating lights, forward-actuated warning alarm, reverse-actuated warning alarm, are all key-switch actuated. The inside and outside rear view mirrors are standard.

Tail lights, stop lights, turn signal lights, air horn, and tilt steering are standard.

The load moment indicator includes digital gauges, indicators, and warning lights including load messages, transmission messages and gear indicator, voltmeter / ammeter gauge, fuel low level indicator, engine coolant temperature gauge, engine oil pressure gauge, transmission oil temperature gauge, fuel gauge, hour meter and speedometer indicator, and engine RPM gauge. Tier III engine electronic diagnostic light package.

A rear visibility aid camera system, diagnostic through display for attachment, and air conditioning are standard.

## Transmission

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

## Drive Axle

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

## Steer Axle

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

## Brake System

The internal force-cooled, air-actuated, wet disc, service brakes (and the hydraulic oil) are cooled by a cooler separate from the transmission cooler. The drive-axle mounted disc brake is spring applied for parking and air actuated for parking brake off.

## Power Steering

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

## Chassis

The all-welded frame has an integral, contoured, counterweight. Hinged doors and bolt-out covers provide easy access to all service points. Center mounted cab with skyview window can be manually moved to access components. The standard cab is shock mounted and has a tinted and laminated front windshield; all other glass is safety glass. The standard cab also has electric front, rear and top wipers, and a heater/defroster with front and side window defrosting. The adjustable, air suspension seat has flip-down, adjustable angle arm rest and an orange operator seat belt.

## Hydraulic System

The large capacity hydraulic tank has a tank breather, return line filters with replaceable elements in the tank, and an external sight gauge. An air-to-oil cooler, separate from the transmission cooler, cools the hydraulic system oil (and service brakes). The variable displacement type pumps are converter driven. The system has load sensing with proportional distribution controls for the boom lifting and extension controls. The dual, double-acting lift cylinders are pinned to the boom, powered up and not powered down (gravity only), when lowering the boom. All cylinders have chrome-plated rods, and self-adjusting packing. The valves are controlled by a conveniently located multifunctional "joystick" control lever.

Lift and boom extension are electric over hydraulic.

150 gal. (568 L) Hydraulic tank.

## Boom and Attachment

The telescopic boom is high-strength steel. Double-acting hydraulic cylinders provide precise boom movements. The fixed attachment is equipped with one 60-ton swivel hook for sling loads.

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.

This vehicle is also certified to meet the applicable design and performance criteria required by F.E.M. 4.001q stability standard for freight container handling variable reach industrial trucks.

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.