



“Big Red” TXCP-975

Loaded Container Handler Preliminary Specifications

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

86,000-lbs. (39,010 kg) / 2-high Stacking

76,000-lbs. (34,483 kg) / 5-high Stacking

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

78,000-lbs. (35,381 kg) / 2-high Stacking

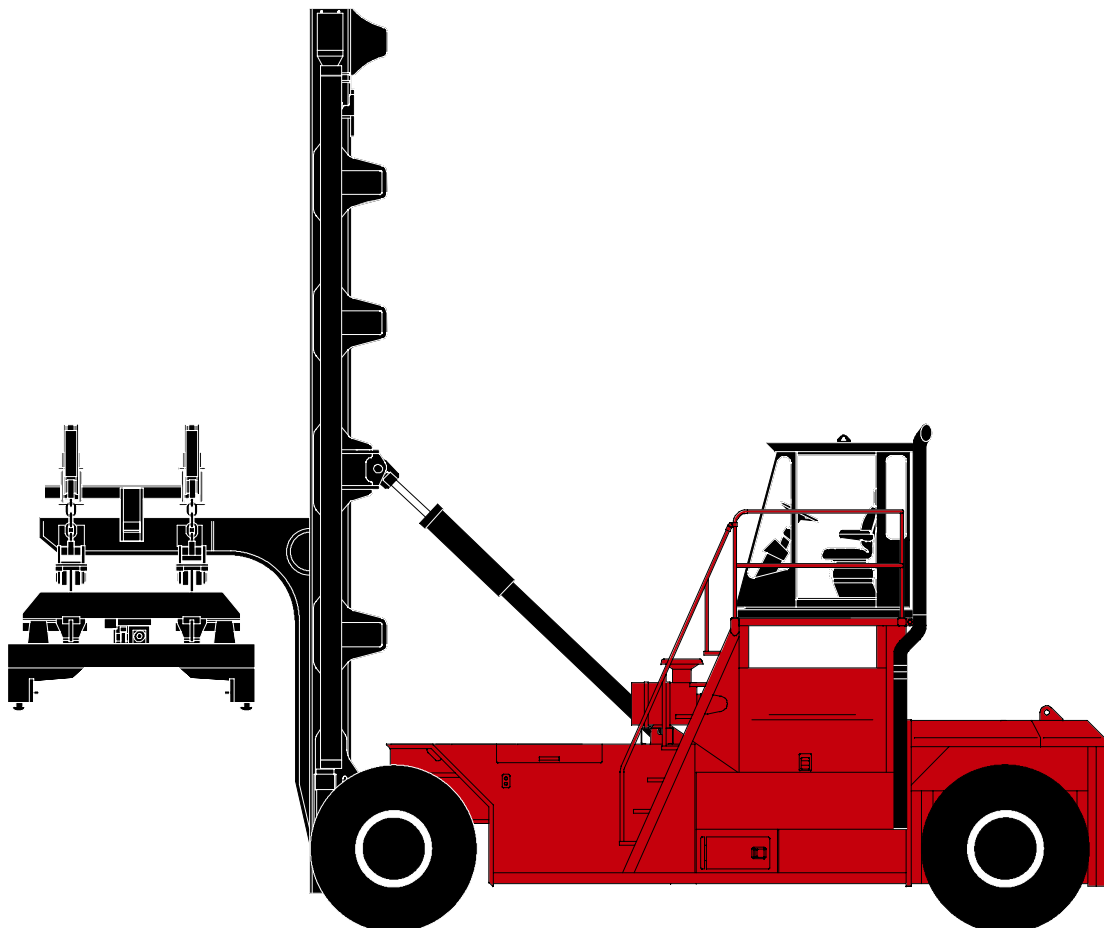
71,000-lbs. (32,214 kg) / 5-high Stacking

Pin Container Rated Capacity At 97-in. (2,464 mm) And 106-in. (2,692 mm)

Center Of Load

67,200-lbs. (30,490 kg) / 2-high Stacking

236-in. (5,994 mm) Wheelbase

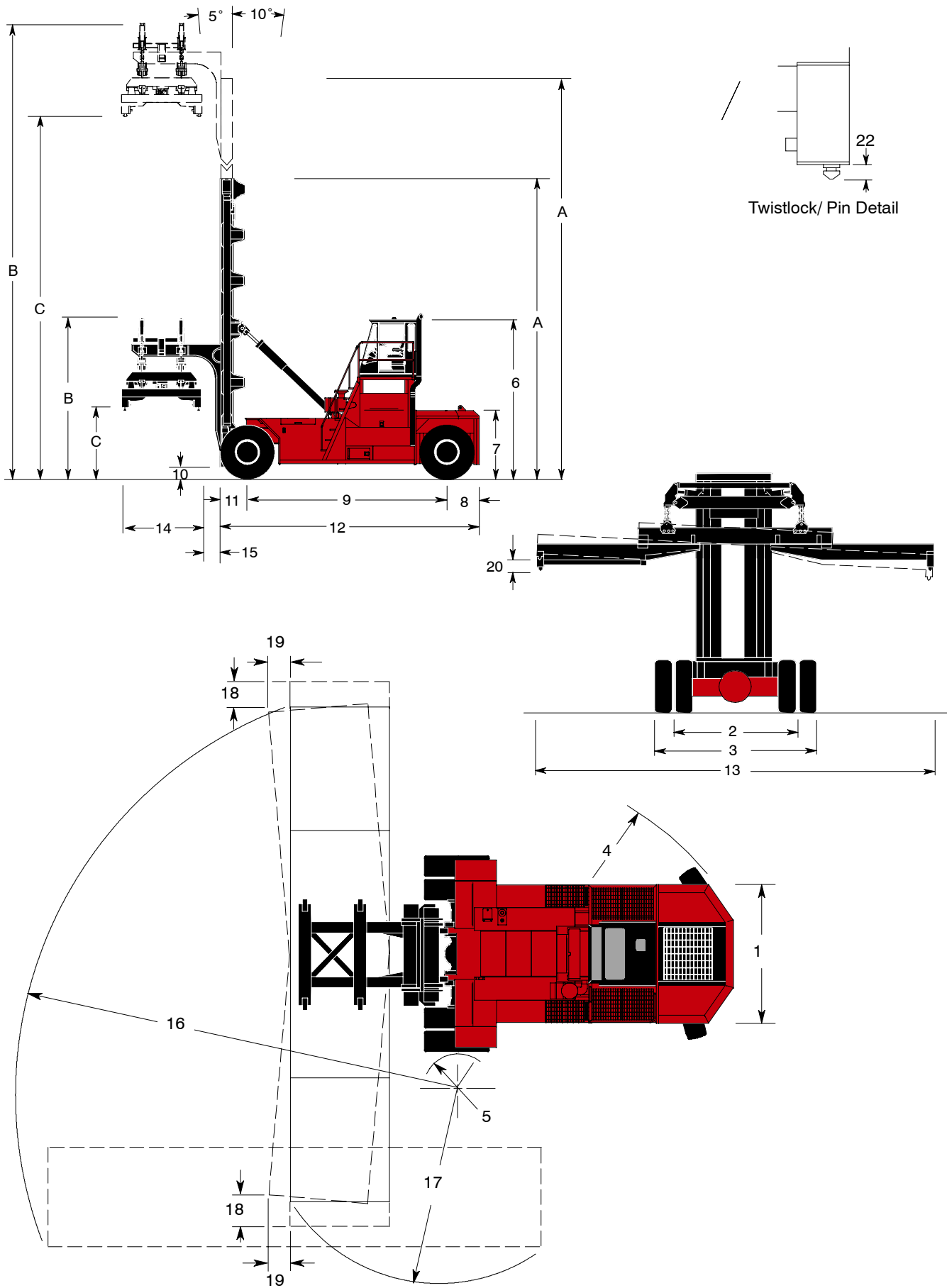


“Big Red” TXCP-975

Manufacturer's Name		TAYLOR				
Manufacturer's Designation		TXCP-975				
		English		Metric		
		42-ft. (12.8 m) Mast				
ISO And WTP Rated 5-high Stacking Cap. At 97-in. (2,464 mm) Ctr. of Load To Ctr. of Axle		lb (kg)	76,000		34,483	
ISO And WTP Rated 2-high Stacking Cap. At 97-in. (2,464 mm) Ctr. of Load To Ctr. of Axle		lb (kg)	86,000		39,010	
ISO And WTP Rated 5-high Stacking Cap. At 106-in. (2,692 mm) Ctr. of Load To Ctr. of Axle		lb (kg)	71,000		32,214	
ISO And WTP Rated 2-high Stacking Cap. At 106-in. (2,692 mm) Ctr. of Load To Ctr. of Axle		lb (kg)	78,000		35,381	
Pin Rated 2-high Stack. Cap. At 97-in. (2,464 mm) And 106-in. (2,692 mm) Ctr. of Load To Ctr. of Axle		lb (kg)	67,200		30,490	
Load Moment With Attachment And 86,000-lbs. (39,010 kg) Rating		in-lb (m-kg)	8,342,000		96,112	
Tractive Effort At Stall		lb (kN)	–		–	
Vehicle Weight - Empty	Drive Axle	lb (kg)	111,000		50,350	
	Steer Axle	lb (kg)	58,000		26,309	
Vehicle Weight - Loaded	Drive Axle	lb (kg)	232,300		105,371	
	Steer Axle	lb (kg)	22,600		10,251	
Gradeability At 0.9 Coef.	Empty	%	–		–	
	Loaded	%	–		–	
Grade Clearance	Center Of Truck	%	30			
	Rear Overhang	%	58			
Tires			18.00 x 25 - 40 PR			
Machine Dimensions						
1 - Width Across Counterweight		in (mm)	136		3,454	
2 - Tread Width, Drive Axle		in (mm)	148.5		3,772	
3 - Width Over Drive Tires		in (mm)	192		4,877	
4 - Outside Turn Radius (Tailswing)		in (mm)	308		7,823	
5 - Inside Turn Radius		in (mm)	16.75		425	
6 - Height To Top Of Overhead Guard / Cab		in (mm)	188		4,775	
7 - Height To Top Of Counterweight		in (mm)	78		1,981	
8 - Steer Axle CL To Rear Of Counterweight		in (mm)	38.7		983	
9 - Wheelbase		in (mm)	236		5,994	
10 - Underclearance		in (mm)	15		381	
11 - Drive Axle CL To Face Of Tire (E3)		in (mm)	32		813	
12 - Overall Length To Face Of Tire		in (mm)	306.6		7,788	
Operator Eye To Ground (Cab Elevated Center Mount)		in (mm)	171		4,343	
Attachment Dimensions			20-ft. (6.1 m) Container		40-ft. (12.2 m) Container	
13 - Length Of Attachment (Nominal)	Expanded	in (mm)	–		480	12,192
	Retracted	in (mm)	238	6,045	–	–
14 - Width Of Attachment (Nominal)		in (mm)	96			2,438
15 - Face Of Tire (E3) To Side Of 8-ft. (2.4 m) Wide Container	Minimum	in (mm)	17			432
	Maximum With Reach	in (mm)	26			660
16 - Turn Radius, Far Corner (Retracted)		in (mm)	272	6,909	380	9,652
17 - Turn Radius, Near Corner (Retracted)		in (mm)	144	3,658	192	4,877
18 - Sideshift ±		in (mm)	12			305
19 - Reach, Each End		in (mm)	9			229
19A - Slewing, 9.5° Either End		in (mm)	21.5	533	43	1,092
20 - Pile Slope, 3° End To End (Non-powered, Not illustrated)		in (mm)	12	305	24	610
20A - Optional 3° Hydraulic Pile Slope Feature, Each End (Illustrated)		in (mm)	12	305	24	610
Total Slope 5° Achievable With Hyd. Pile Slope and Structural Clearance		in (mm)	20.9	530.9	41.8	1062
21 - Length Of ISO Twistlock Below Attachment (Nominal)		in (mm)	4			102
Travel And Lift Speeds			Empty		Loaded	
Travel Speed (Max) - Forward And Reverse		mph (km/h)	14.9	24	14.3	23
Lift Speed	Loaded	fpm (m/s)	48			.24
	Empty	fpm (m/s)	60			.30
Lowering Speed		fpm (m/s)	60			.30
Mast Upright Dimensions			Minimum		Maximum	
A - Height Of Mast		in (mm)	359.5	9,131	611.5	15,532
B - Height To Top Of Carriage, Add 8.0-in. (203 mm) If Equipped With Optional Pile Slope		in (mm)	180.5	4,585	684.5	17,386
C - Height To Tip Of Twistlock		in (mm)	73.7	1,872	577.7	14,674

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.

"Big Red" TXCP-975



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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. 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 twistlock 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 CAN bus 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. All twistlock proximity switches can be checked through the TICS system for complete diagnostics. 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. The seat has $\pm 15^\circ / 20^\circ$ rotation.

Hydraulic System

The large capacity hydraulic tank has a spin-on tank breather, dual wire-mesh strainers, 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 TXCP-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.

Combination ISO/WTP/Pin Container Attachment

Expandable, suspended-type container handling attachment for handling loaded 20' through 53' (6.1 m through 16.1 m) ISO and WTP containers in widths of 8-ft. (2.4 m) and 8-ft. 6-in. (2.6 m) with a maximum weight of 86,000 lbs (39,010 kg) and pin type containers in widths of 8-ft. 6-in. (2.6 m), with a maximum weight of 67,200 lbs. (30,490 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, 5-in. (127 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/pins, 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.

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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