



TS-9985 REACH STACKER

ISO And WTP Rated Container Capacity 99,000-lbs. (45 t)
for 4-high 9.5-ft. (2.9 m) First Row Stacking
and 75,000 lbs. (34 t) for 5-high Stacking
276-in. (7,010 mm) Wheelbase

Engineered to handle 2nd rail containers stacked 2-high
(Up to 68,000-lbs. (30.8 t) with stabilizers down
at 252-in. (6,401 mm) Center of gravity

Equipped With Stabilizers
Higher Rated Capacities With
Stabilizers Down



FAITH

VISION

WORK

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Engine

Cummins QSM11-335 electronic turbocharged, charged air after cooled (air-to-air) diesel engine has 335 (250 kW) gross brake horsepower at 2100 rpm and 365 (272 kW) gross horsepower at 1800 rpm. The 4-cycle in-line 6 cylinder engine has 660 cubic inch (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. Standard features are electronic diagnostic and maintenance monitor, fuel/water separator and engine/transmission protection systems.

US EPA Tier III, Carb Tier III, EU Stage III
The fuel tank capacity is 180 gallons (681 L).

Air Cleaner

The Donaldson, heavy-duty, FTG, Cycloflow, dry air cleaner has a built-in pre-cleaner, safety element, restriction indicator, and evacuator dust ejector.

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 24-volt electrical system. Standard equipment includes a key-type anti-restart ignition system, two 220 amp-hour batteries, a 70-amp alternator, a main battery disconnect switch, an electrical temperature gauge, indicator lights, thermal reset circuit breakers, lighted instruments, and air conditioning.

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. 110 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. 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. Ten worklights (four front, two rear, two on the attachment, two on the boom), key-switch actuated amber strobe lights, forward alarm, reverse-actuated warning alarm, rear-view mirrors, and horn are standard.

Gauges and indicators include fuel level, hourmeter, and indicator lights for the following: transmission oil pressure, transmission oil temperature, seat belt, parking brake, alternator, low brake pressure, autoshift, and engine shutdown. A rear visibility aid camera system, load moment indicator system, and selectable vertical lift system are standard.

Transmission

The four-speed, fully reversing, modulated, powershift transmission has declutch and electric shift control. An Automatic Powershift Control feature is standard. Brakes behind declutch. 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-stability, wide stance, planetary drive axle's housing is bolted to the frame.

Steer Axle

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

Brake System

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

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 center mounted cab is powered for selectable forward movement, which is controlled by an electrical switch on the operator's console. The adjustable, air ride suspension seat has flip-down, adjustable angle arm rests and an operator seat belt.

Hydraulic System

The large capacity hydraulic tank has a spin-on 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). In addition to the large capacity tank, hydraulic oil is cooled in an air / oil cooler between the fan and the radiator. The variable displacement pumps are converter driven. The dual, double-acting lift cylinders are pinned to the boom and must be powered down, providing additional safety when lowering the boom. All cylinders have chrome-plated rods, and self-adjusting packing. The solenoid-operated valves are controlled by a conveniently located "joystick" control lever. The hydraulic tank capacity is 170 gallons (644 L).

Stabilizers

Stabilizers are hydraulically actuated for second and third row centers of gravity with system to prevent traveling when not fully raised.

Boom and Combination ISO / WTP / Pin Container Attachment

The telescopic boom is high-strength steel. Double-acting hydraulic cylinders provide precise boom movements. The telescoping attachment has standard ISO twistlocks for 20-ft. (6.1m) and 40' (12.2 m) positions. The unit will handle ISO, WTP and Side Pin containers in widths of 8-ft. (2.4 m) and 8-ft. 6-in. (2.6 m), heights of 8-ft. (2.4 m) through 9-ft 6 in (2.8 m), and lengths of 20-ft (6.1 m) through 53-ft (13.4 m).

The hydraulic motor and gear reduction system permit +31.5-in. (+800 mm) side shifting, 95° CW and 185° CCW attachment rotation. Attachment has ±5° powered pile slope standard. The attachment has mechanical twistlock indicators. Electrical safety sensors prevent twistlocks from being locked or unlocked when not "seated," and prevent attachment extension or retraction when twistlocks are "locked" or "seated." 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, 95° CW and 185° CCW attachment rotation and ±5° powered pile slope standard. 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. 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.



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1/23/12