

LARGE CAPACITY FORKLIFTS

TX SERIES

TX-800S, TX-800L, TX-900S, TX-900M, TX-925L

TXH SERIES

TXH-925L



FAITH

VISION

WORK



TX Series

TX-800S:

Rated Capacity 80,000-lbs. (36,288 kg)
48-in. (1,219 mm) Load Center
195-in. (4,953 mm) Wheelbase

TX-800L:

Rated Capacity 80,000-lbs. (36,288 kg)
48-in. (1,219 mm) Load Center
225-in. (5,715 mm) Wheelbase

TX-900S:

Rated Capacity 90,000-lbs. (40,824 kg)
48-in. (1,219 mm) Load Center
195-in. (4,953 mm) Wheelbase

TX-900M:

Rated Capacity 90,000-lbs. (40,824 kg)
48-in. (1,219 mm) Load Center
215-in. (5,461 mm) Wheelbase

TX-925L:

Rated Capacity 92,500-lbs. (41,958 kg)
48-in. (1,219 mm) Load Center
225-in. (5,715 mm) Wheelbase

TXH Series

TXH-925L:

Rated Capacity 92,500-lbs. (41,958 kg)
48-in. (1,219 mm) Load Center
225-in. (5,715 mm) Wheelbase

Featured truck is a TX-900M

LARGE CAPACITY FORKLIFTS

TX Series
TX-800S, TX-800L, TX-900S, TX-900M, TX-925L
TXH Series
TXH-925L

Engine

TX-800S - 925L features the 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.

TXH-925L features the Cummins QSX15-C400 electronic turbocharged, charged air aftercooled (air to air) diesel engine. Rated power of 400-hp (298 kW) at 2100 rpm. Maximum power of 440-hp (328 kW) at 1800 rpm. The 4-cycle in-line 6 cylinder engine has 915 cubic in. (15 liter) displacement. The bore is 5.39 in. (137 mm) x 6.65 in. (169 mm) stroke. Peak torque is 1452 ft.-lbs (1969 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 240 gallons (908 L).

Air Cleaner

The 2-stage, heavy-duty, dry air cleaner with restriction indicator is easily serviced.

Cooling System

Deaeration tank, with sight gauge for checking coolant level, provides optimum engine cooling.

Electrical, Instrumentation, and Accessories

The one-piece instrument panel flips down for easy servicing and is pre-wired to accommodate heavy-duty accessories. All wiring is color coded.

The unit has a 24-volt electrical system. Standard equipment includes a key-type anti-restart ignition system, 24-volt batteries, 24-volt 70-amp alternator, reset circuit breakers, horn, worklights (two front, and two rear), key-switch actuated amber strobe light, reverse-actuated warning alarm and tilt steering. Display indicates functions for seat belt, engine oil pressure, parking brake, battery indicator, and Tier III engine electronic diagnostic light package. 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 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, 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 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 heavy-duty planetary axle housing is bolted to the frame. Hypoid ring gear and pinion with differential gearing.

Steer Axle

The single hydraulic cylinder design steer axle, with heavy-duty links from the cylinder ram directly to tapered roller bearing mounted spindles, has tapered wheel and kingpin bearings. All joints are sealed, can be lubricated, and never need adjusting.

Brake System

Force cooled, wet disc, air over hydraulic actuated, service brakes. Wheel brakes are supplemented by an additional drive line brake which is spring applied for parking.

Power Steering

The hydrostatic steering system provides excellent response at all engine speeds.

Chassis

The all-welded frame has an integral sloped counterweight. Hinged doors provide easy access to service points. The cab is 2-door and includes one 40,000BTU 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. The filter condition indicator is mounted on the instrument panel. The tank refill capacity is 195 gallons (738 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 remotes.

Mast, Carriage, and Rollers

The 11-ft. (3.4 m) ULTRA-VU mast provides outstanding forward vision through the mast assembly. Two double-acting lift cylinders are located outside of mast rails. Tilt cylinders are double-acting with an anti-cavitation feature. Lift and tilt cylinder rods are chrome plated. Tilt cylinders have adjustable ears. Roller pressures are minimized by the use of widely spaced, full face load rollers. The side rollers are adjustable. Main and side rollers can be re-lubricated. Contact factory for lift chain location. The pin-type "C" carriage has high strength-to-weight-ratio; fully adjustable from 120-in. (3,048 mm) outside to 3-in. (76 mm) inside forks.

Forks

The pin-mounted, square tip and bottom tapered forks are forged from heat treated steel. Size: 6-in. thick x 12-in. wide x 96-in. long. (152 mm x 305 mm x 2,438 mm).

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.



Taylor Machine Works, Inc.
650 North Church Avenue
Louisville, Mississippi 39339-2017
Phone (662) 773-3421 Fax (662) 773-9146

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