



36 & 48-in. Load Center

X-SERIES

Pneumatic Tire Lift Trucks



Taylor Machine Works, Inc.
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ENGINEERING THE ULTIMATE LIFT TRUCK

Featured truck is shown with available options.

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) |

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|-----------|--|
| 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
- 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:

- 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 32,000-BTU heater and a/c
- Vinyl air suspension seat with adjustable arm rest
- Adjustable seat has 15° left & 20° right rotation
- Front and rear windshield wipers
- Front windshield washer
- Circulation fan
- Dual USB charging ports

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