

INDUSTRIAL LIFT TRUCK SPECIFICATION SHEET

X-300S
X-330S

X-300S Rated Capacity 30,000-lbs. (13,608 kg)
X-330S Rated Capacity 33,000-lbs. (14,969 kg)
Load Center 24-in. (610 mm)
Wheelbase 110-In. (2,794 mm)



Featured truck is shown with optional equipment



www.taylorbigred.com

Taylor Machine Works... Engineering the Ultimate Lift Truck!

Founded in 1927 on the principles of “FAITH - VISION - WORK”, and entrenched with decades of Heavy Industrial Material Handling experience, Taylor heavy lift trucks are Proudly Made In America. Taylor meets all of your rugged industrial needs with models and capacities that range from 16,000-lbs to 125,000-lbs. The Taylor X-Series features Tier 4 Final engine technology that has increased fuel efficiency while retaining the powerful low-end torque that our customers have come to expect. Taylor’s reputation was built while performing in the harshest industrial environments the Material Handling Industry has to offer. We strive to keep things simple and use appropriate technology that brings value and these Taylor models continues that tradition!

Performance: †			X-300S		X-330S	
Travel Speed	Maximum Forward	mph (km/h)	18	29	18	29
	Lift Speed	No Load	fpm (m/s)	75	0.38	75
With Load		fpm (m/s)	72	0.37	72	0.37
Lowering Speed	No Load	fpm (m/s)	98	0.50	98	0.50
	With Load	fpm (m/s)	98	0.50	98	0.50
Gradeability	No Load*	%	28		27	
	With Load*	%	41		38	
Drawbar Pull	Maximum @ Stall*	lb (kN)	27,600	123	27,500	122
Stability	Comply with ANSI	%	Yes		Yes	

*PowerShift (Maximum @ Stall)

†NOTE: Performance specifications are based on trucks with standard equipment. 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.



X-300S & X-330S

Engine:				International Only			
Engine	Make & Model	† Cummins QSB6.7 C-173 (Turbocharged)		†† Cummins QSB6.7 C-160 (Turbocharged)			
	Tier Compliance	Tier 4 Final		Tier 3			
	Fuel - Engine Type	Diesel - 4 Stroke		Diesel - 4 Stroke			
	Output	hp (Kw)	173 129	160	119		
	Gov'n Speed w/Load	RPM	2200	2200			
	Cyl/Displacement	cyl/cu-in (L)	6 409 6.7	6 409 6.7			
	Peak Torque*	ft-lbs/RPM (Nm/RPM)	620 1500 841 1500	540 1400 732 1400			
Fluids	Fuel Capacity	gal (L)	43 163	43	163		
	Diesel Exhaust Fluid	gal (L)	5 19				
Electrical	Battery	Volt/Ah (2 batteries)	24 / 1150	24 / 1150			
	Alternator	Amps	95	95			

*(SAE J1995 Conditions)

† This engine requires (DEF) Diesel Exhaust Fluid and features (SCR) Selective Catalytic Reduction, (DOC) Diesel Oxidation Catalyst, (CEGR) Cooled Exhaust Gas Recirculation, diagnostic and maintenance monitor, fuel/water separator and engine/trans. protection systems. Emission certification: US EPA Tier 4 Final

†† Standard features are electronic diagnostic and maintenance monitor, fuel/water separator and engine/transmission protection systems. Emission certification: US EPA Tier III, Carb Tier III, EU Stage III. **Attention:** Taylor models equipped with U.S. EPA Tier 3 certified engines are available for sale outside of the highly regulated countries of North America, Europe and Japan. Refer to the off-road diesel engine emission regulations of the specific country in question for verification.

Transmission:						
Trans.	Make & Model		Dana TC-32 Powershift	Dana TC-32 Powershift		
	Number of Speeds	Fwd/Rev	3/3	3/3		
	Clutch		Inching	Inching		
	Gear Change		Hand - Joystick	Hand - Joystick		

The 3-speed automatic powershift transmission is modulated, fully reversing and features inching capability. Directional controls are actuated through joystick mounted push buttons. Temperature control is achieved through a separate air-to-oil cooler. The filler-pipe dipstick and large, heavy-duty oil filter are easily accessed for maintenance.

Axles:						
Drive Axle	Make & Model	Wet Disc	Kessler D-81W	Kessler D-81W		
Steer Axle	Make & Model		Taylor 300	Taylor 300		

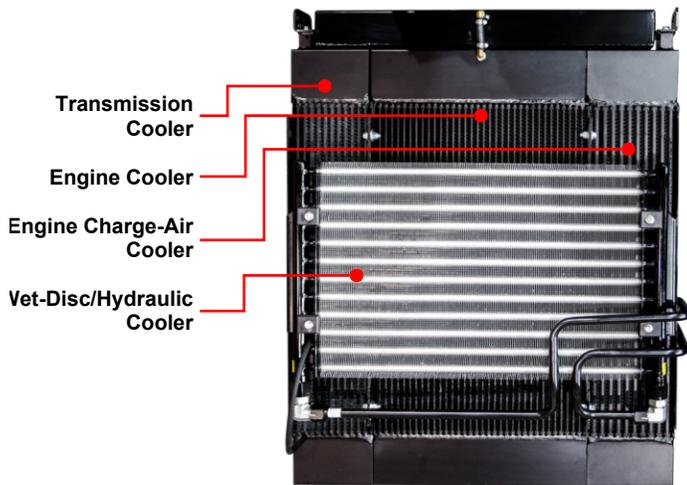
The bolted heavy-duty planetary drive axle utilizes wet disc brakes. The steer axle is a single hydraulic cylinder design with heavy-duty links from the cylinder ram directly to tapered roller bearing mounted spindles.



Cummins QSB6.7 C-173 HP
Fuel Consumption Rate: 1.6 Gph to 1.9 Gph

This data is not estimated. It is gathered from actual machines in the field across various industries.

Note: Our competitors do not allow you to see fuel consumption data. We make this data available on every machine for every customer to track daily. Depending on duty cycle, individual trucks could be slightly above or below these numbers.



3-Section Bolted Radiator
Each section can be serviced separately

The conventional top & bottom tank radiator has wide fin spacing to reduce dirt build-up and provide optimum engine cooling. Cooling includes engine charge-air cooler, engine coolant-air cooler, transmission oil-air cooler, and a separate wet disc and hydraulic oil-air cooler.

Lift Truck Dimensions:

General		Manufacturer's Designation		X-300S		X-330S	
Capacity		Rated Capacity	lb (kg)	30,000	13,608	33,000	14,969
Load Center		Distance	in (mm)	24.0	610	24.0	610
Wheelbase	G1	Distance	in (mm)	110.0	2,794	110.0	2,794
Power Type		Diesel or LPG		Diesel		Diesel	
Dimensions							
Upright Lift	D1	Lift Height (Ground to Top of Fork)	in (mm)	135.5	3,442	135.5	3,442
Forks		Thickness	in (mm)	3.5	89	3.5	89
		Width	in (mm)	8.0	203	8.0	203
		Length	in (mm)	48.0	1,219	48.0	1,219
Tilt Angle	D2	Standard Upright - FWD/Backward	Degrees	15° / 12°		15° / 12°	
Overall Dim.	D3	Length to Face of Forks	in (mm)	174.0	4,420	174.5	4,432
	D4	Width (Standard Tires)	in (mm)	103.0	2,616	103.0	2,616
	D6	Width (Over Counterweight/Fenders)	in (mm)	95.5	2,426	95.5	2,426
	D7	Width (Standard Fork Spread)	in (mm)	84.0	2,134	84.0	2,134
	D8	Overall Height (Lowered)	in (mm)	143.0	3,632	143.0	3,632
	D9	Overall Height (Raised)	in (mm)	209.0	5,309	209.0	5,309
	D10	Height (Ground to Top of Carriage)	in (mm)	64.5	1,638	64.5	1,638
	D11	Height (Top of Counterweight)	in (mm)	65.0	1,651	70.0	1,778
	D12	Height (Top of "A" Frame)	in (mm)	126.0	3,200	126.0	3,200
Load Distance	D13	Center of Wheel to Face of Forks	in (mm)	32.5	826	32.5	826
Turning Radius	R1	Minimum Outside	in (mm)	162.0	4,115	162.0	4,115
	R2	Minimum Inside	in (mm)	10.5	267	10.5	267
Aisle Width		(Add Load Length for 90° Stacking)	in (mm)	194.0	4,928	194.5	4,940
Weight							
Total Apprx.		Standard Truck	lb (kg)	41,000	18,597	43,400	19,686
Axle Loading		Static with Rated Load (Front)	lb (kg)	64,400	29,211	69,150	31,366
		Static with Rated Load (Rear)	lb (kg)	6,600	2,994	7,250	3,289
		Static with No Load (Front)	lb (kg)	19,000	8,618	19,200	8,709
		Static with No Load (Rear)	lb (kg)	22,000	9,979	24,200	10,977
Wheels & Tires							
Tire Type		Cushion or Pneumatic (Front / Rear)		Pneumatic / Pneumatic		Pneumatic / Pneumatic	
Wheels		Number (Front / Rear)		4 / 2		4 / 2	
Tires		Number (Front / Rear)		4 / 2		4 / 2	
		Size (Front)		12.00 X 20 - 24PR		12.00 X 20 - 24 PR	
		Size (Rear)		12.00 X 20 - 24 PR		12.00 X 20 - 24 PR	
Tread	W1	Center of Outside Tires (Front)	in (mm)	90.0	2,286	90.0	2,286
	W2	Center of Tires (Rear)	in (mm)	80.0	2,032	80.0	2,032
Ground Clearance		Lowest Point (No Load)	in (mm)	9.0	229	9.0	229
		Center of Wheelbase (No Load)	in (mm)	14.0	356	14.0	356
Brakes		System Type		Wet Disc		Wet Disc	
		Control Method (Service / Parking)		Foot / Hand		Foot / Hand	
		Operation Method (Service / Parking)		Hyd / Spring		Hyd / Spring	
Misc.							
Load Moment			in-lbs (m-kg)	1,695,000	19,529	1,864,500	21,481
Relief Pressure		For Attachments	psi (bar)	2,500	172	2,500	172
Hydraulic Fluid		Tank Capacity	gal (L)	61	231	61	231

X-300S & X-330S

Mast Dimensions:

11' ULTRA-VU*	Standard	D1	Lift Height (Ground to Top of Fork)	in (mm)	135.5	3,442
		D8	Overall Height (Lowered)	in (mm)	143.0	3,632
		D9	Overall Height (Raised)	in (mm)	209.0	5,309
13' ULTRA-VU*	Optional	D1	Lift Height (Ground to Top of Fork)	in (mm)	159.5	4,051
		D8	Overall Height (Lowered)	in (mm)	155.0	3,937
		D9	Overall Height (Raised)	in (mm)	233.0	5,918
15' ULTRA-VU*	Optional	D1	Lift Height (Ground to Top of Fork)	in (mm)	183.5	4,661
		D8	Overall Height (Lowered)	in (mm)	167.0	4,242
		D9	Overall Height (Raised)	in (mm)	257.0	6,528
18' ULTRA-VU*	Optional	D1	Lift Height (Ground to Top of Fork)	in (mm)	219.5	5,575
		D8	Overall Height (Lowered)	in (mm)	185.0	4,699
		D9	Overall Height (Raised)	in (mm)	293.0	7,442

* The Taylor ULTRA-VU telescopic mast has two multiple-leaf lift chains that are nested inside the mast rails for improved visibility. The double-acting lift cylinders are nested to the rear of the mast rails. The mast is constructed of high-strength steel and has two lifting eyes and bolt-on caps that permit safe, easy removal.

Carriage Dimensions:

Carriage	Standard	D7	Pin-type "C" carriage	in (mm)	84.0	2,134
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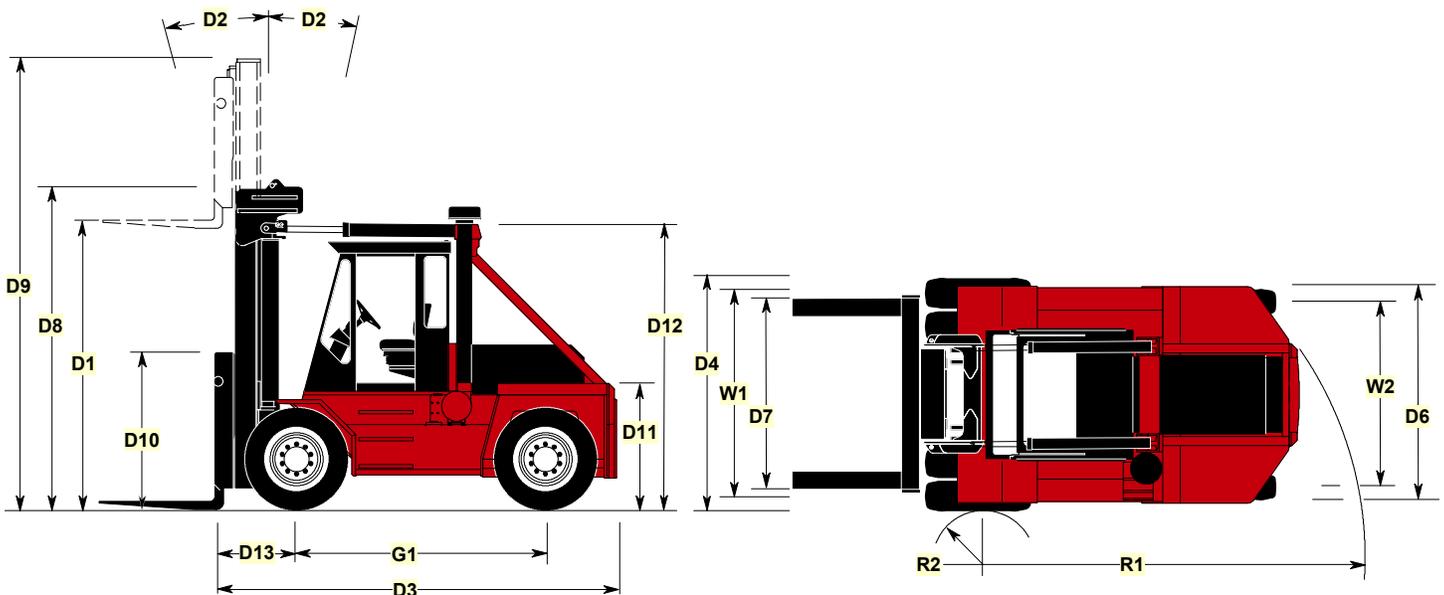
*Dimension references
"Standard Fork Spread"*

The mast and carriage main rollers are common and use shielded roller bearings.

Fork Dimensions:

Forks	Standard	Thickness	in (mm)	3.50	89
		Width	in (mm)	8.0	203
		Length	in (mm)	48.0	1,219

The forks are pin-mounted and fully adjust from the outer carriage plates to the center brace. They are forged from heat treated steel and have square tips and bottom tapers. Optional fork or coil ram configurations are available but may effect the rated capacity of the standard truck and could require additional equipment. Any optional fork or coil ram application should be discussed with your Taylor sales representative.



Standard Features: X-300S & X-330S

- 11' ULTRA-VU 2-Stage Mast (143-in lowered height)
- 84-in Pin-type "C" Carriage
- 3.5-in X 8-in X 48-in pin mounted Forks
- Cummins QSB 6.7L 173Hp Tier-4 Final diesel engine
- Donaldson dry-type air cleaner w/safety element & restriction indicator (vertical air intake extension with TaylorMax Precleaner)
- Dana TC-32 3-Speed powershift Transmission
- Powertrain Protection System for engine and transmission
- Kessler D-81 planetary drive axle with wet disc brakes
- Taylor 300 welded steel steer axle (single hydraulic cylinder design with heavy-duty links from the cylinder ram directly to tapered roller bearing mounted spindles)
- Solid plate steer angle stop (more contact area than bolt heads which require adjustment)
- 12.00 X 20 – 24PR bias pneumatic drive and steer tires

CHASSIS:

- All-welded steel frame with 4 lifting eyes (lifting eyes not designed for level pick)
- Bolted counterweight
- Replaceable bolt-on steps and handrails
- Lockable Fuel Cap
- Sliding engine hood (on rollers), side service doors and removable floor panels open to expose drive train for ease of maintenance.

CAB:

- Isolation mounted open operator base with overhead guard and skyview window (includes single brake pedal, dome light, wide angle mirrors, handrails and black floor mats).
- Adjustable black vinyl covered mechanical suspension seat w/arm rests (Seat has left 15°/right 15° rotation)
- Multifunction joystick mounted on adjustable arm rest (11-button command with integrated directional shift control)
- Operator Restraint System (Orange, anti-cinch seat belt with starting sequence neutral lock)
- Operator Presence System with timed idle and neutral shutdown (5 minute default, password adjustable from 1-120 minutes by end user)
- Taylor Integrated Control System (TICS) ...see next page for additional info
- 7-in touch screen color display
- One-piece flip-down instrument panel is pre-wired to accommodate heavy-duty accessories.
- Color and number coded wiring.
- Dual USB charging ports
- Hydrostatic, steer-on-demand power steering with tilt steering column

ELECTRICAL:

- 24-volt electrical system with 95 amp alternator
- Dual heavy-duty batteries
- Battery disconnect/lock-out switch
- Circuit breakers with heavy duty connectors (no automotive type fuses)
- Breaker reset switches
- Key-type electronics switch with push button start
- Dual electric trumpet horns (116 dBA)
- Keyswitch-actuated amber strobe light
- Forward actuated warning alarm

VIP:

- Operators Guide
- Maintenance and Service documentation including key circuit drawings (Serial Number Specific Parts Book is available upon request)
- Safety Check Manual and Video



Fully Enclosed 2-Door Cab with Multiple Climate Control Configurations Available (featured cab is shown with available options)



11 Button Command Joystick (Standard)



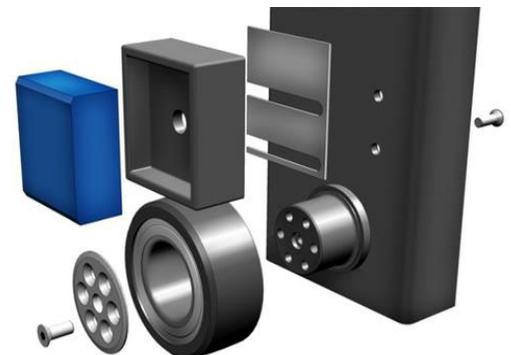
Fully Adjustable Mechanical Seat (Standard)



Industry's Toughest Steer Axle (Standard)



Vehicle Information Package (Standard)



The mast and carriage main rollers are common and use tapered roller bearings. The side thrust pads, made from cast nylon, are adjustable to compensate for wear.

Need Options?

Just ask one of our Taylor Specialist.

Taylor Machine Works was founded on the promise of meeting our customer's needs. The signage on our original facility in 1927 stated "We Engineer and Build What You Need" and those ideals still ring true today! From multiple Mast, Carriage and Fork configurations to Special Attachments that are unique to your business, we will step forward to meet the challenge. We have a dedicated engineering group focused on meeting special request from our customers. This ensures that you have the exact equipment you need to tackle your rugged applications. With hundreds of options readily available for our trucks, and the ability to custom engineer any other need that arises, Taylor Machine Works is here ready to serve.

Serviceability

Taylor Lift Trucks are designed with ease of maintenance and serviceability as a key priority. With today's engine and emissions requirements, daily maintenance checks and timely periodic service are the key to your equipment's longevity. All daily checks across the Taylor product line can be accessed from the ground or running board, ensuring that operators can complete these requirements with ease. Also, the sliding hood (on rollers), side service doors and removable floor panels open to expose the drive train and hydraulics to provide easy access for service and inspection.



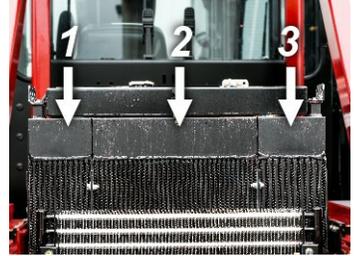
Flip-down Dash with Color/Number Coded Wiring (Standard)



Spin-on Breather, Wire Mesh Strainer & Replaceable Internal Element (Standard)



Easy Access to Drive Train & Hydraulics



3-Section Bolted Radiator (Each section can be serviced separately)



Donaldson Air Cleaner with Safety Element (Standard)



Heavy Duty Circuit Breakers/Reset Switches (Standard)



Service & Inspection from Ground Level



Easily Accessible Daily Checks

Hydraulic & Brakes

Taylor Lift Trucks feature hydraulic systems that utilize gear type pumps and sectional control valves. Joystick control that can be tuned for operator comfort is standard on all of our models. Power-on-Demand is also featured on every Taylor lift truck, but can be turned off to suit operator preferences. The Hydraulic tank features a spin-on breather, wire-mesh strainers, full-flow 10-micron return-line filters and a replaceable internal element. The hydraulic oil and wet disc brakes are cooled by an air-to-oil cooler separate from the transmission cooler. Taylor strives to keep things simple and use appropriate technology that brings value to our customers.

Taylor Integrated Control System (TICS)

The TICS system is a vehicle electronic control system comprised of multiple components including an operator display module, which provides integrated control of the electronic and hydraulic systems on the truck. J1939 CANbus technology allows all machine data to be accessed through the 7-in. touch screen color display (located in the cab) and allows controllers and sensors to communicate with minimal wiring between the components. This display indicates engine, transmission, hydraulic and emissions info as well as active warnings, fuel consumption, maintenance data and man/machine interface data. The display also allows service personnel to access data needed during troubleshooting (such as sensor status and controller outputs). Machine functions can be tuned through this display and are password protected to prevent operator access.



...TICS gives customers the ability to customize operation parameters of their Taylor lift truck, perform diagnostics, and monitor key functions including fuel consumption. The TICS interface is simple, easy to understand and user friendly. The TICS diagnostic ability is key to quick repair and less downtime. Troubleshooting and diagnosing most problems can be done by the customer's own mechanic, without the need for a service tech with a detached computer. There are multiple options available including, but not limited to, scale systems, modem based fleet tracking and the Vision Plus™ pedestrian detection system.

DISCLAIMER:

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 vehicle, how it is operated and the nature and condition of the operating area. If these specifications are critical, contact the factory.



www.ssisuddenservice.com

24/7 Worldwide Support

**No-one can match our record for service and reliability.
Unbeatable customer service, backed by over 88 years of customer satisfaction.**



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