The Taylor name is synonymous with container and break bulk handling equipment. Taylor trucks have been serving the world's intermodal transportation industries even before the birth of the modern day shipping container. Trucks designed for empty container, loaded containers, railroad (piggyback) work, and everything in between are but a part of the Taylor arsenal of container and break bulk handling equipment.

*Images may not be of actual Taylor models but similar Taylor models.*

### General

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Taylor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td>TS-9968</td>
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</table>

### Operational

| Center of Load | 81 - 257 in. (2,057 - 6,528 mm) center of gravity |
| Stacking Capacity | 99,000 lbs. (45 t) 4-high 9.5 ft. (2.9 m) @ 81 in. COG |
|                 | 90,400 lbs. (41 t) 5-high 9.5 ft. (2.9 m) @ 81 in. COG |
|                 | 68,300 lbs. (31 t) 4-high 9.5 ft. (2.9 m) @ 157 in. (3,988 mm) COG |
|                 | 33,000 lbs. (15 t) 3-high 9.5 ft. (2.9 m) @ 257 in. COG |

| Boom          | Telescopic |
| Tires         | 18.00 x 25 - 40 PR E4 |

### Engine Drivetrain

| Engine        | Cummins QSM 11-C335, 6-cylinder diesel |
| Horsepower    | 335 hp (250 kW) @ 2,100 rpm |

### Features
• A rear visibility aid camera system, diagnostic through display for attachment, and air conditioning are standard.

• Cummins QSM11-C335 electronic turbocharged, charged air aftercooled (air to air) diesel engine. Rated power of 335 horsepower (250 kW) at 2,100 rpm. Maximum power of 365 horsepower (272 kW) at 1,800 rpm. The 4-cycle in-line 6 cylinder engine has 660 cubic inch (10.8 liter) displacement. The bore is 4.92 inches (125 mm) x 5.79 inches (147 mm) stroke. Peak torque is 1,235 ft. lbs. (1,674 Nm) at 1,400 rpm (SAE J1349). This peak torque is maintained from 1,000 to 1,400 rpm. Emission Certification: US EPA Tier III, Carb Tier III, EU Stage III.

• Electric / electronic control of the machine is based on CANBUS technology with diagnostic capability.

• Lift and boom extension are electric over hydraulic. All other functions are electric over hydraulic.

• Separate coolant to-oil cooler. The integrally built torque convertor has constant-mesh gear sets actuated by hydraulic clutch packs.

• Standard equipment includes a key-type anti-restart ignition system, 24 volt two 200 amp-hour batteries, a main battery disconnect switch, indicator lights, thermal reset circuit breakers, back-lighted instruments.

• Standard features are electronic diagnostic and maintenance monitor, fuel / water separator and engine / transmission protection systems. Equipped with engine and transmission protection systems which include engine kill for high coolant temperature, high or low oil pressure, low coolant level, and transmission high oil temperature.

• Tail lights, stop lights, turn signal lights, electrical horn, and tilt steering are standard.

• Ten worklights, four on boom (controlled by one switch), two on each side approximately at mid point of outer boom. Four on chassis (controlled by one switch), one on each side of counterweight, two on front of chassis, one on each side at front fenders, two on attachment, one each end to illuminate rear twistlock housing and container casting approach. The amber rotating lights, forward-actuated warning alarm, reverse-actuated warning alarm, are all key-
switch actuated. The inside and outside rear view mirrors are standard.

• The all-welded frame has an integral, contoured, counterweight. Hinged doors and bolt-out covers provide easy access to all service points. Center mounted cab with skyview window can be manually moved to access components. The standard cab is shock mounted and has a tinted and laminated front windshield; all other glass is safety glass.

• The deaeration tanks location allows the coolant level to be checked from the ground and provides optimum engine cooling.

• 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.

• The high-stability, wide stance, planetary drive axle’s housing is bolted to the frame.

• The hydrostatic steering with priority valve system provides constant response at all engine speeds.

• The instrument panel is pre-wired to accommodate heavy-duty accessories. All wiring is number coded.

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

• The large capacity hydraulic tank has a 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). The variable displacement type pumps are converter driven. The system has load sensing with proportional distribution controls for the boom lifting and extension controls. The dual, double-acting lift cylinders are pinned to the boom, powered up and not powered down (gravity only), when lowering the boom. All cylinders have chrome-plated rods, and self-adjusting packing. The valves are controlled by a conveniently located multifunctional arm rest
mounted "joystick" control lever.

• The load moment indicator includes digital gauges, indicators, and warning lights including load messages, twistlock indicator lights, transmission messages and gear indicator, voltmeter / ammeter gauge, fuel low level indicator, engine coolant temperature gauge, engine oil pressure gauge, transmission oil temperature gauge, fuel gauge, hourmeter and spedometer indicator, and engine RPM gauge.

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

• The standard cab also has electric front, rear and top wipers, and a heater / defroster with front and side window defrosting. The adjustable, air suspension seat has flip-down, adjustable angle arm rest and an orange operator seat belt.

• The telescopic boom is high-strength steel. Double-acting hydraulic cylinders provide precise boom movements. The expandable attachment has standard ISO twistlocks for 20 (6.1 meter) and 40 foot (12.2 meter) positions. The hydraulic motor and gear reduction system permit 95 degrees CCW and 185 degrees CW attachment rotation. The attachment has ±31.5 inches (±800 mm) sideward, and ±3 degrees mechanical pileslope. 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.” A twistlock safety interlocking system ensures correct locking procedure. In cab signal lights are amber, green and red. Two twistlock work lights are standard.

• The two-stage heavy-duty, dry type air cleaner has a built-in pre-cleaner, safety element, and a restriction warning light.

• Tier III engine electronic diagnostic light package.