you can depend on Big Red®
Third Generation Taylor Family Leadership
93 Years Strong with Fourth Generation Already in Prominent Leadership Roles

W.A. Taylor, III  Robert Taylor  Teresa Taylor Ktsanes
Original machine shop opened in 1927

From the beginning, W.A. Taylor Sr. had an unwavering commitment to customer satisfaction

...We engineer and build what you need

...All work guaranteed
TAYLOR TODAY: Superior Quality & Absolute Commitment to Customer Satisfaction
Taylor Machine Works, Inc. located in Louisville, Mississippi features the 459,000 sqft Main Manufacturing Facility, Corporate Headquarters, Engineering Department and Sudden Service, Inc. Headquarters.
**TAYLOR LOGISTICS:**
Louisville, MS
• 450,000-sqft manufacturing & supply facility

**SPECIALIZED MFG LINE:**
Louisville, MS
• 36,000-sqft facility

**SUDDEN SERVICE DOC:**
Philadelphia, MS
• 97,300-sqft facility
• 53,204-sqft warehouse

**TAYLOR LOGISTICS:**
Louisville, MS
• 450,000-sqft manufacturing & supply facility

For a combined total of over 1 Million sq.ft. of Manufacturing
TAYLOR DIRECT SALES NETWORK
28 locations in North America

TEXAS: Dallas/Fort Worth
Odessa
Houston
Comfort
Corpus Christi

LOUISIANA: New Orleans
Shreveport

ALABAMA: Bessemer
Mobile
Montgomery

FLORIDA: Miami
Fort Myers
Jacksonville
Panama City
GEORGIA: Covington

LOUISIANA: Kenner

N. CAROLINA: Hope Mills

VIRGINIA: Richmond

TENNESSEE: W. Memphis

WHITEHOUSE

EVANSVILLE

MISSISSIPPI: Louisville

DOC: Philadelphia

TAYLOR DIRECT SALES NETWORK
28 locations in North America
SUDDEN SERVICE, INC.: Your First Choice for 24/7 Parts, Service & Support

Taylor Sudden Service is a full-service center for Taylor Machine Works’ forklifts and our valued partners. Our staff is ready to answer any questions you may have and find a solution to the problem in a courteous manner. Our service technicians are factory trained and can provide a wide range of services. From routine preventive maintenance to complete rebuilds, Taylor Sudden Service should be your first choice in heavy equipment service.
How Taylor supports Port Operations Today
In the early 1970’s, new products were developed for the Freight Container business, which evolved into the container handling equipment we continue to manufacture today.

...Y-80WO Yardster with Mark XII Expandable Container Attachment
XLC-SERIES
LOADED CONTAINER HANDLERS

XLC-974 (4 High Stacking)
XLC-975 (5 High Stacking)
XLC-976 (6 High Stacking)

SPECIFICATIONS

• **236-in Wheelbase**
• **Attachment.** Features an expandable, suspended-type container handling attachment for handling loaded 20’ through 53’ ISO containers in widths of 8-ft. and 8-ft/6-in. with a maximum weight of 90,000-lbs.
• **Volvo 12.8L TAD1371VE** 388-HP Tier 4 Final Diesel (Turbocharged)
• **Dana TE-32** 4-Speed Powershift Transmission
• **Kessler D-102W** HD Planetary Drive Axle with wet disc brakes
• **Taylor Heavy Duty Welded Steel Steer Axle** with stud protectors (single hydraulic cylinder design with heavy-duty links from the cylinder ram directly to tapered roller bearing mounted spindles).
The ZLC provides the energy necessary to complete two full work shifts of port container handling*. Coupled with the ability to fully recharge in 5 hours, the ZLC can be easily incorporated into day-to-day terminal work cycles.

- Stable and environmentally responsible lithium iron-phosphate battery chemistry

- TAYLOR currently has (6) of the ZLC Loaded Container Handlers operating on the West Coast
XEC-SERIES
EMPTY CONTAINER HANDLERS

XEC-155/6 (15,000-lb Cap. Up to 6 High Stacking)
XEC-205/6 (20,000-lb Cap. Up to 6 High Stacking)
XEC-206/7 (20,000-lb Cap. Up to 7 High Stacking)
XEC-207/8 (20,000-lb Cap. Up to 8 High Stacking)

SPECIFICATIONS

• **150-in Wheelbase** (XEC-155/6)
• **180-in Wheelbase** (XEC-205/6 thru 207/8)
• **Attachment.** Side Pick 20-40 ISO Container Handling Attachment, Integrated into the Side Shift Carriage (24” each direction). Features guide arms, mechanical pile slope & twistlock safety interlock system.

• **Cummins (6.7L) 173-HP T4F** (XEC-155/6)
• **Cummins (6.7L) 225-HP T4F** (XEC-205/6 thru 207/8)

• **Dana TC-32 3-Speed Powershift Transmission**
• **Kessler D-81W** Drive Axle (XEC-155/6)
• **Axeltech PRC-1756W** Drive Axle (XEC-205/6 thru 207/8)
• **Taylor Heavy Duty Welded Steel Steer Axle** with stud protectors (single hydraulic cylinder design with heavy-duty links from the cylinder ram directly to tapered roller bearing mounted spindles).
RORO
ROLL-ON / ROLL-OFF LIFT TRUCKS

X-620RR (62,000-lb Capacity)
X-720RR (72,000-lb Capacity)

SPECIFICATIONS

• 168-in Wheelbase (X-620RR)
• 185-in Wheelbase (X-720RR)

• Cummins (8.9L) 250-HP Tier 4 Final
• Dana TC-36 4-Speed Powershift Transmission
• Kessler D-102W HD Planetary Drive Axle with wet disc brakes
• Taylor Heavy Duty Welded Steel Steer Axle with stud protectors (single hydraulic cylinder design with heavy-duty links from the cylinder ram directly to tapered roller bearing mounted spindles).
• Cab Offset Rotating Operator (180 degrees)
• Overall Lowered Height 112-in
RC-SERIES
Removable Counterweight Lift Trucks
XH-400RC (40,000-lb Capacity)
X-550RC (55,000-lb Capacity)
X-925RC (92,500-lb Capacity)
X-1000RC 100,000-lb Capacity

SPECIFICATIONS

• 155-in Wheelbase (XH-400RC)
• 140-in Wheelbase (X-550RC)
• 225-in Wheelbase (X-925RC)
• 195-in Wheelbase (X-1000RC)

• Cummins (6.7L) 200-HP T4F (XH-400RC)
• Cummins (6.7L) 225-HP T4F (X-550RC)
• Volvo (12.8L) 388-HP T4F (X-925RC & X-1000RC)

• Dana TC-32 3-Speed (XH-400RC & X-550RC)
• Dana TE-32 4-Speed (X-925RC & X-1000RC)

• Axeltech PRC-1756W Drive Axle (XH-400RC)
• Axeltech PRC-1794W Drive Axle (X-550RC)
• Axeltech PRC-7545W Drive Axle (X-925RC & X-1000RC)
• Taylor Heavy Duty Welded Steel Steer Axle with stud protectors (single hydraulic cylinder design with heavy-duty links from the cylinder ram directly to tapered roller bearing mounted spindles).
GT-SERIES

4,000-lb to 18,000-lb Cap.

GT-40 Thru GT-66 (24-in L.C. / 66.9-in WB)
GT-80 Thru GT-90 (24-in L.C. / 76.8-in WB)
GT-100 Thru GT-120 (24-in L.C. / 82.7-in WB)
GT-135 Thru GT-165 (24-in L.C. / 88.6-in WB)
GT-180 (24-in L.C. / 94.8-in WB)

GT-100 (10,000-lb capacity)
With Optional
Reduced Height Guard

GT-80 (8,000-lb capacity)

GT-110 (11,000-lb capacity)
X-SERIES
Full Line of Pneumatic Tire Lift Trucks
X-160 Thru X-360M (24-in L.C. Series)
X-400M Thru X-650S (36-in L.C. Series)
XH-300L Thru X-700L (48-in L.C. Series)
X-800S Thru TX-1250 (48-in L.C. Large Cap. Series)

16,000-lb to 125,000-lb Cap.
REACHSTACKER
LOADED CONTAINER AND BREAKBULK

XRS-9972 (99,000-lb Cap) 4-High Stacking
(90,400-lb Cap) 5-High Stacking
XRS-9985 (99,000-lb Cap) 4-High Stacking
(90,400-lb Cap) 5-High Stacking
Equipped with Stabilizers
Higher Rated Capacities with Stabilizers Down

SPECIFICATIONS

- **258-in Wheelbase** (XRS-9972)
- **280-in Wheelbase** (XRS-9985)
- **Attachment.** Features an expandable, suspended-type container handling attachment for handling loaded 20’ through 53’ ISO containers in widths of 8-ft. and 8-ft/ 6-in. with a maximum weight of 90,000-lbs.
- **Volvo 12.8L TAD1371VE** 388-HP Tier 4 Final Diesel (Turbocharged)
- **Dana TE-32** 4-Speed Powershift Transmission
- **Kessler D-102W** HD Planetary Drive Axle with wet disc brakes
- **Taylor Heavy Duty Welded Steel Steer Axle** with stud protectors (single hydraulic cylinder design with heavy-duty links from the cylinder ram directly to tapered roller bearing mounted spindles).
Challenge: The Port of Baton Rouge needed an American OEM supplier for a negative lift Reachstacker to work 3-Row deep container barges. At the time (2017/18), no American built Reachstacker would handle this heavy capacity negative lift requirement.

Solution: Taylor Machine Works stepped up and agreed to design and build the XHRS-1000 Barge Specific Reachstacker. Taylor already had a complete line of above-grade Reachstackers and leveraged their 25-years of Reachstacker experience to bring this new product to market.

Timeframe: From receipt of order to delivery will be just over 24 months. Order was received last week of November 2018 and the XHRS-1000 has been designed, built, tested and is now receiving final paint and touch up. Delivery is expected just after the Christmas Holidays (2020).

Thanks: We would like to thank Greg Johnson, Jay Hardman and everyone at the Port of Baton Rouge who allowed us to meet this need. We are excited to get to work!
TAYLOR

XHRS-1000
Barge Handler
BARGE MODE
Standard Operation with Stabilizers Up

57,200 lbs (29.5t)
72,600 lbs (32.9t)
57,200 lbs (29.5t)
72,600 lbs (32.9t)
57,200 lbs (29.5t)
72,600 lbs (32.9t)
57,200 lbs (29.5t)
72,600 lbs (32.9t)
92,400 lbs (41.9t)

-71” (-1,803)
Negative reach to tip of twist locks

611.5” (15,532)
360” (9,144)
211” (5,359)
9'6”
**BARGE MODE**

High-Capacity Operation with **Stabilizers Down**
XHRS-1000
Barge Handler

GROUND MODE
Standard Operation with Stabilizers Up

731” (18.567)
467.5” (11.875)
9’6”

57,200 lbs (29.5t)
72,600 lbs (32.9t)
92,400 lbs (41.9t)

57,200 lbs (29.5t)
72,600 lbs (32.9t)
92,400 lbs (41.9t)

57,200 lbs (29.5t)
72,600 lbs (32.9t)
92,400 lbs (41.9t)

160” (4,064)
260” (6,604)
360” (9,144)
GROUND MODE
High-Capacity Operation with Stabilizers Down
Versatility

TAYLOR XHRS-1000 (Quick Change)
Excitement around this new offering is already building across the Inland Waterway and Port Industry. We are currently working on additional configurations of this new XHRS-1000.
SEE YOUR FLEET AT A GLANCE
Applications which require the use of mobile industrial equipment often require operation in the same areas as pedestrians. The operator of the equipment must know the location of pedestrians at all times while remaining productive and accomplishing their job. Vision Plus™ can aid an operator in this most important task without the need for tags or devices on the pedestrians.
Real-Time Information:
Vision Plus™ provides the operator of mobile equipment with real-time information concerning the location and tracking of pedestrians in the operating area around the equipped vehicle. Mobileye’s unique artificial vision technology enables the Vision Plus™ system to ignore non-pedestrian obstacles significantly reducing the number of alarms to the operator and to bystanders. This functionality, unique to the Vision Plus™ system, ensures that only the most important information is provided to the operator.

State-of-the-Art Technology:
Ergonomic display of information both audibly and visually, industrial grade camera enclosures and hardware, and state of the art sensor-less, tag-less technology combine to provide a pedestrian detection aid that will add to the operator’s practice of clearing the area with direct vision.

The Vision Plus System Combines Vehicle Speed, Vehicle Direction And Pedestrian Location To Reduce The Number Of Alerts To The Operator, Making The Warnings More Effective.

Vision Plus™ Systems 4-Zone Display
Each zone consists of one of the following alerts:
- Non-Alert
- YELLOW: Pedestrian Present Alert
- RED: Pedestrian In-Path Alert

FIGURE A: If a collision is predicted, alarm intensity increases and a RED in-path alert is issued notifying the operator of this crucial information.

FIGURE B: YELLOW Visual Alert With An Audible Alarm Notifying The Operator Of A Pedestrian In The Coverage Area

FIGURE C: Vision Plus Can Distinguish Pedestrians From All Other Objects
FAMILY OWNED & PROFESSIONALLY MANAGED

Taylor Leasing and Rental (TLR) is family owned and operated and has over 20 years of experience in the Leasing and Fleet Management industry. We have 100% control over our funding, and our company’s direction. Our owners are directly involved in the business, which means you’ll get fast answers, unparalleled service, and the financial stability of a 90+ year old third generation private company that answers solely to our most important stakeholders: OUR CUSTOMERS

WWW.TAYLORLEASINGANDRENTAL.COM
you can depend on Taylor

Big Red

Spencer Pope
Product Manager
spope@taylorbigred.com