



HOW TO MANAGE GROWING BUSINESS IN YOUR PORTS WITH THE RIGHT EQUIPMENT TO HANDLE THESE CONTAINERS



REACHSTACKER ATTACHMENT

HYSTER® 817



- Durable two stage, rectangular shaped boom
- Welded inside and out for added strength
- Inner boom constructed of T-1 steel
- Pivot points positioned at the rear of the frame to minimize boom “overhang,” resulting in a compact machine and better maneuverability.
- Tapered profile maintains structural rigidity while enhancing visibility for container stacking up to 5 high and 3 rows deep.



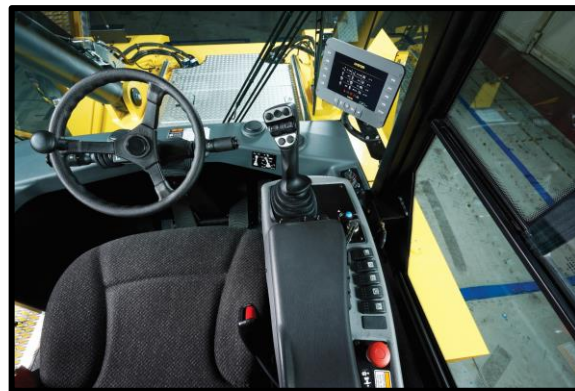
Boom Lift Heights

- 5 high x 9’6” containers (1st row)
- 4 high x 9’6” containers (2nd row)
- 3 high x 9’6” containers (3rd row)

SPACIOUS OPERATOR COMPARTMENT



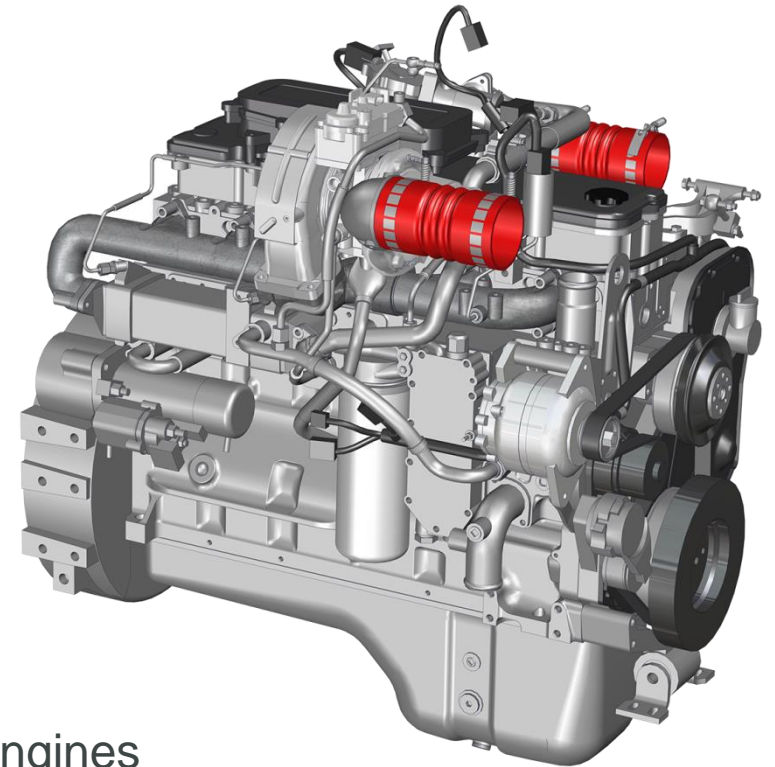
- Operator compartment and controls are ergonomically designed to help reduce operator fatigue and improve productivity
- Large, uncluttered compartment allows the operator ample room for auxiliary options
- Adjustable suspension seat with integrated armrest and low effort controls
- 4-way adjustable steering column
- Power-assisted steering and brakes
- Excellent forward and rearward visibility



CUMMINS QSL 9L TIER 3 / STAGE IIIA DIESEL ENGINE



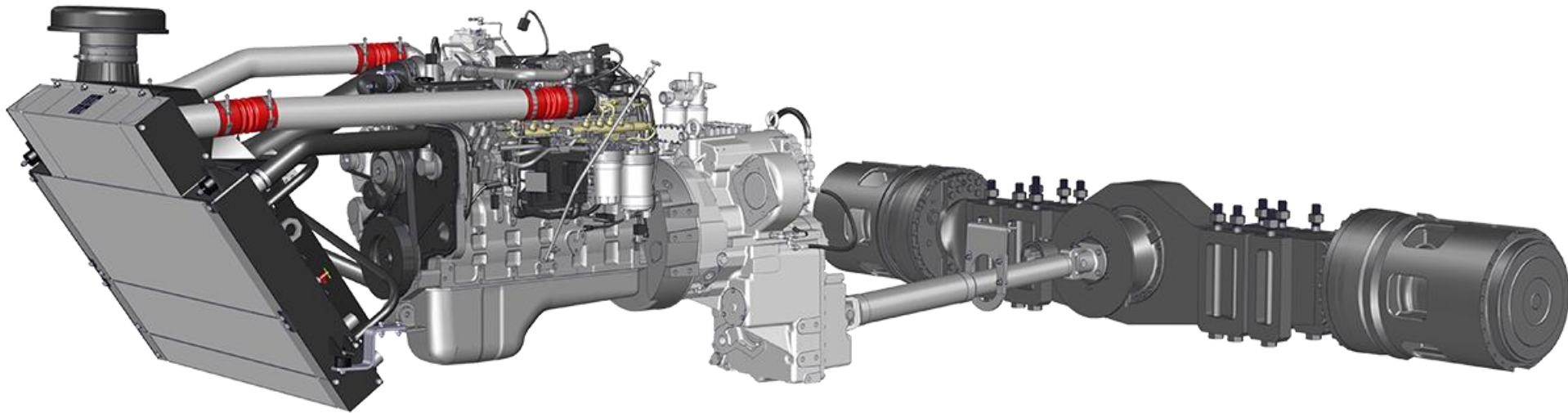
- Maximum productivity, excellent fuel consumption, low emissions and long service life
- 9-liter, 6 cylinder
- Rated power 308hp/227KW @ 2000rpm
- Peak power 335hp/247KW @ 2000rpm
- 1200 lb-ft of torque (1424 Nm) @1500rpm
- Waste Gate Turbocharger
- Meets Stage R96 / Stage IIIA / Tier 3 emission requirements
 - Does not require Diesel Particulate Filter (DPF)
 - No regeneration required
- 500-hour oil and filter change intervals
- Cold weather starting aid
- Extensive engine and accessory protection options
- Standard shut down and de-rate features
- Unique in its segment – competition typically uses 11L displacement engines



OPTIMIZED POWERTRAIN



- Hyster worked closely with Cummins to develop a well-tuned, right-sized powertrain
- Stage IIIA compliant
- Kessler final drive axle
 - Combining high productivity with up to 15% less fuel consumption compared to higher displacement/higher output engines



ON DEMAND HYDRAULICS



- Contributing up to 15% fuel savings compared to higher displacement/higher power engines – **Significant \$\$\$ SAVINGS**
- Engine operates at lower rpm
- Quieter operation

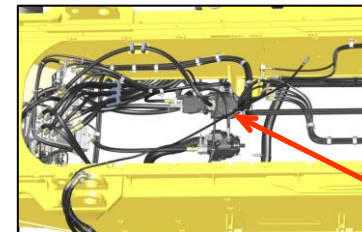
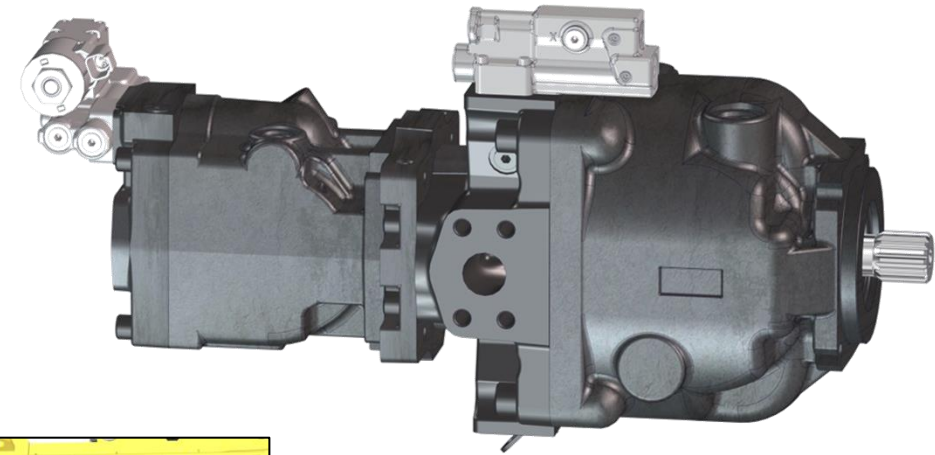
Built-In Reliability

- Durable variable displacement pumps
 - Up to twice the life of a fixed gear pump
 - Immediate response available for hydraulic functions
- Lower maximum hydraulic system temperature
 - 10-20 degrees cooler
 - Longer life of oil, hoses, seals

- Improved filtration

Outstanding Performance

- Fast lift speeds, even at low engine rpm (up to 70% load)



Dual pumps



**LOWER
LIFETIME
COST**





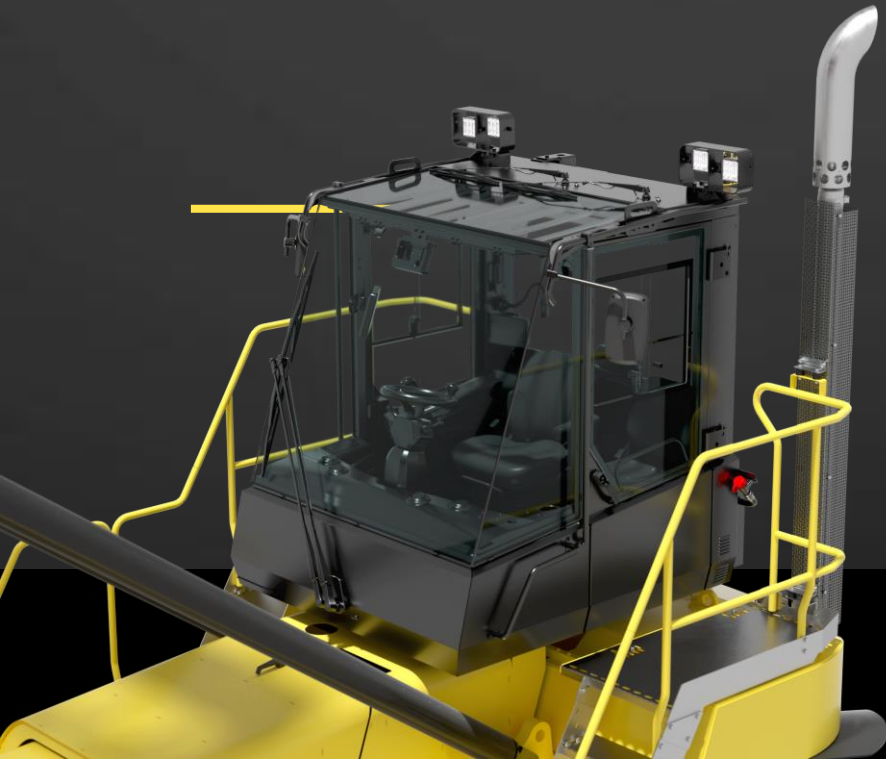
H8-11XD-EC(D)-6/9 ECH SERIES

HYSTER EMPTY CONTAINER HANDLERS





CLASSIC CABIN INTRODUCTION



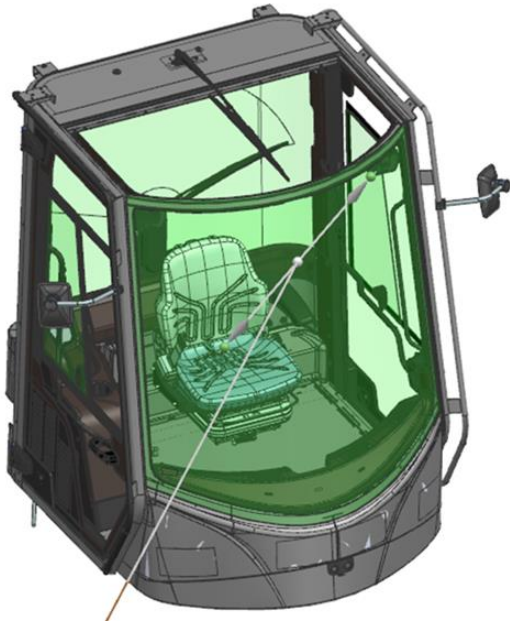
XD CABIN VS CLASSIC CAB



NCEA XD

Functionality ●

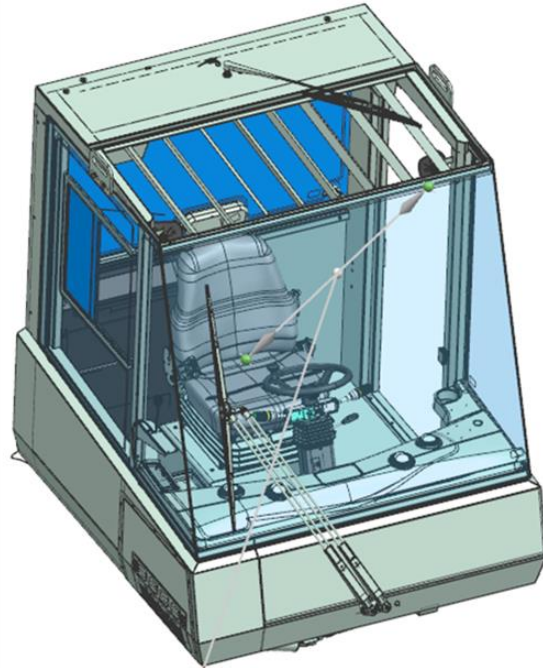
Manufacturability ●



A404

Functionality ●

Manufacturability ●



Classic Cab

Combining the ease of
manufacturability with NCEA
functionality



WHATS NEW — STANDARD FEATURES



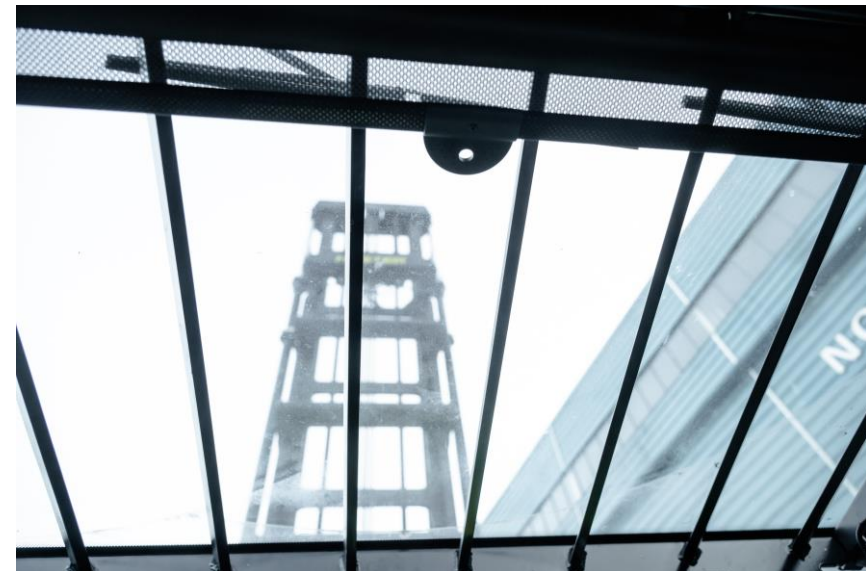
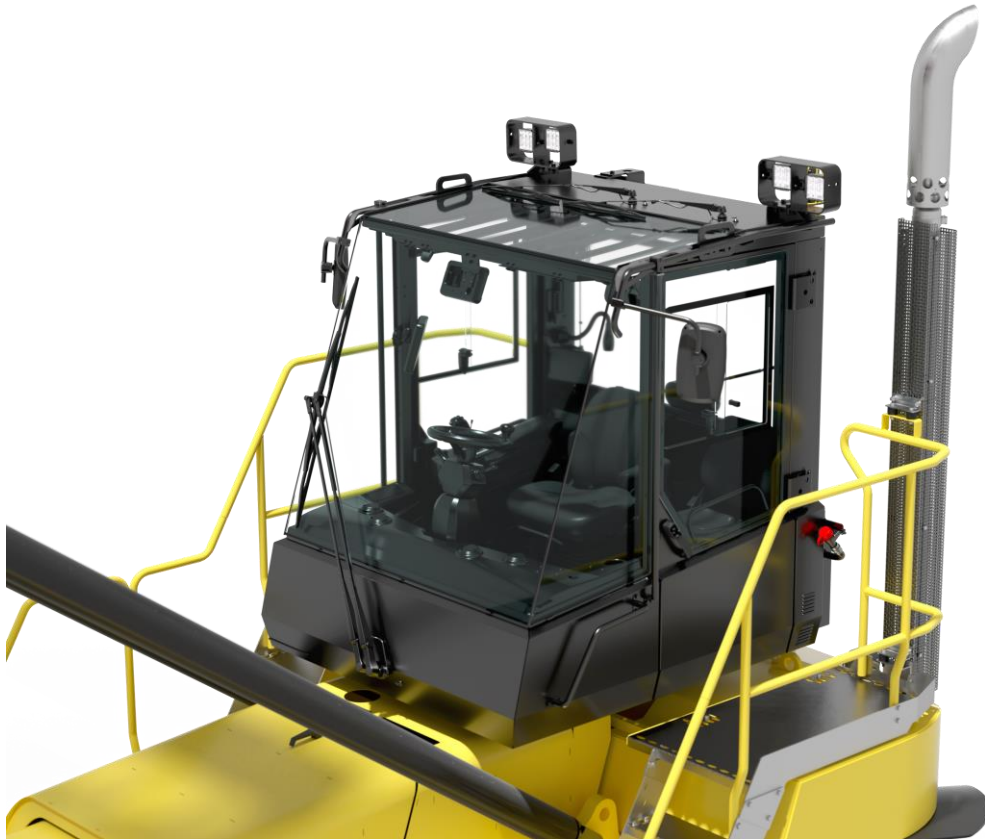
- Exterior Classic Cabin Structure
 - Optimized for ease of maintenance and repair
 - Flat glass all-round
 - Steel bars as standard
- Interior Classic Cabin (Commonality to the XD cabin)
 - Ergonomic control layout concentrated in the armrest (Control Arm)
 - Directional lever on steering column
 - Truck Start – Key Switch with Start Button
 - Adjustable steering column and foot pedal, brake pedal system
 - Centralized location of fuse relay board, controllers and other electrical components behind operator seat
 - DC/DC 24/12V Converter with 1 Power Socket and 2 USB Outlets
 - USB outlet in Armrest
- 7" Integrated Performance Display
 - Navigation available on touch display or with rotary button on Control Arm
 - Multiple user level settings and controls
 - Integrated with telemetry



STEEL BARS TOP WINDOW



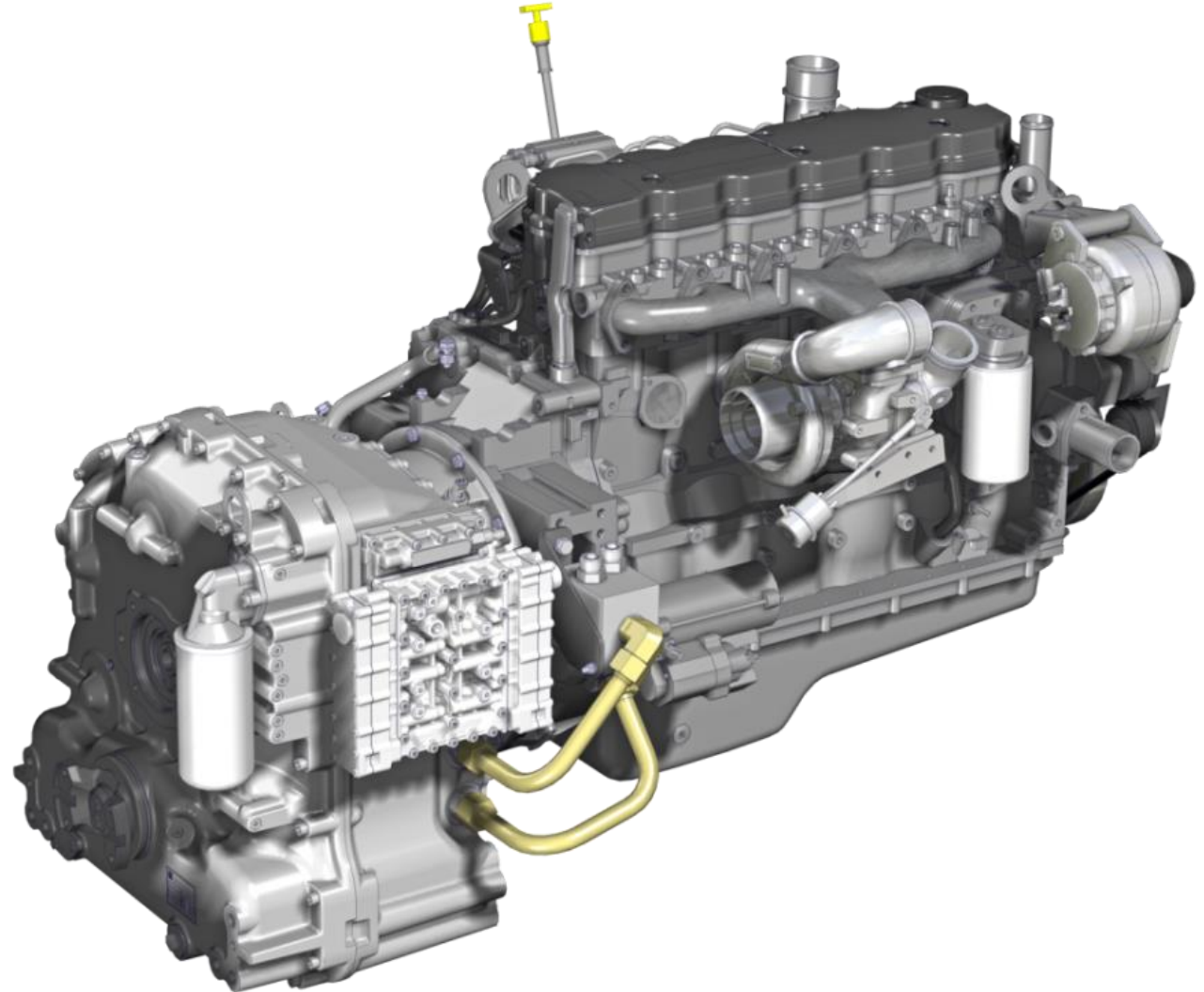
- Steel Bars under Top Window
 - Steel bars are positioned on the inside of the cabin underneath the top window for extra protection
 - Easier to wash outside of glass



TIER 3 / STAGE IIIA POWERTRAIN

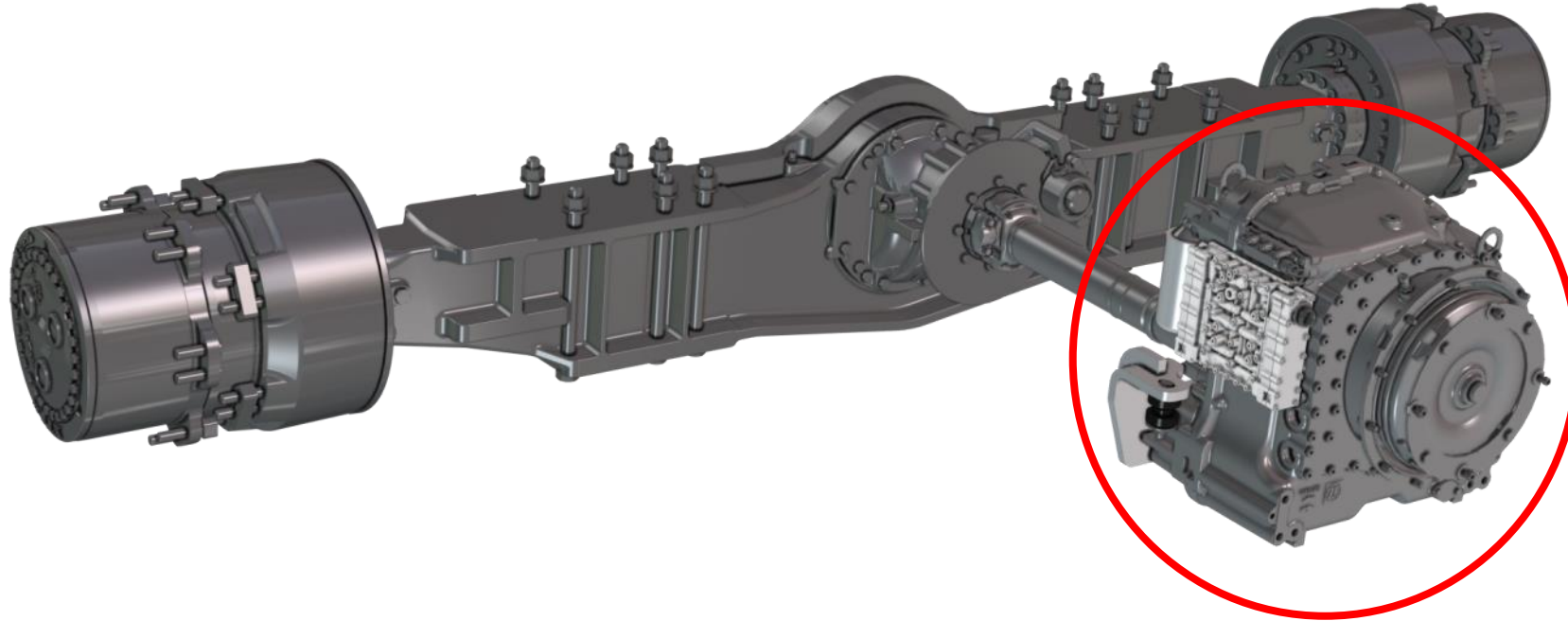


- Cummins QSB 6.7L 6 Cylinder Diesel Engine
 - Rated Power 220hp (164kW) @ 2,200 rpm
 - Peak Power 230hp (172kW) @ 2,000 rpm
 - 700 lb-ft of torque (949N-m) @ 1,500 rpm
- Wastegate Turbocharger
- ZF WG211 5 Speed Powershift Transmission



*Please check local emission requirements for available engine choice

ZF HEAVY-DUTY TRANSMISSION

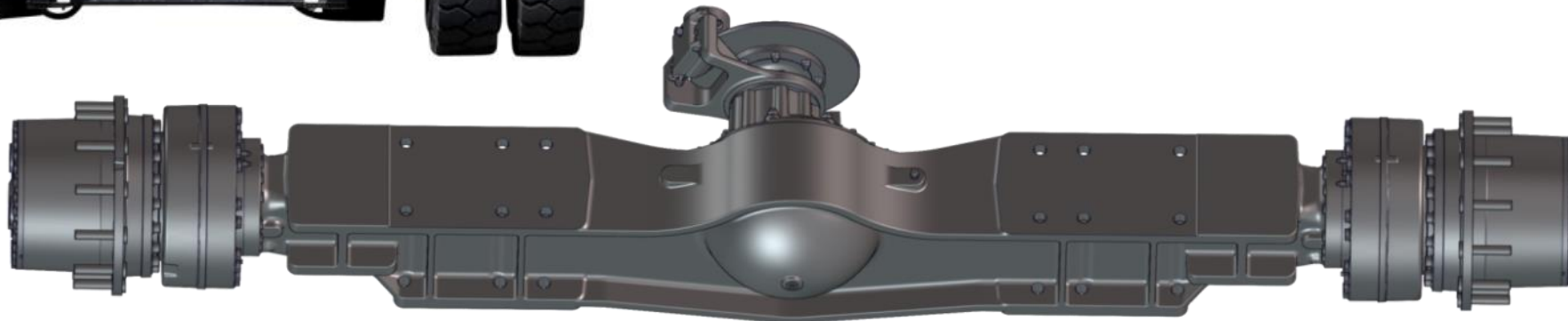


- WG211, 5-speed autoshift transmission with overdrive
- Designed for tough, heavy-duty applications
- No tractive effort interruption during shifting by using proportional valves and highly intelligent software
- Highly sophisticated shift quality (soft and smooth shifting) helps promote operator comfort and enhance the longevity of the drivetrain
- Optimized shift points enhance fuel economy
- Robust and reliable

- AxleTech® Rigid Planetary Drive Axle Model PRC 1756
 - Wide drive axle increases overall lateral stability
 - Wet disc brakes
 - Standard axle housing and wheel end magnets help reduce metallic contamination between scheduled lubrication intervals and eliminates initial drain requirement



Standard Width Drive Axle	162" across drive tires
Wide Drive Axle	171" across drive tires



SUMMARY

THE MAIN CONTAINER EQUIPMENT





THANKS FOR JOINING

