

**YALE GDP 70 VX – 7T DIESEL FORKLIFT**



- Powerful engines
- Intellix Vehicle System Manager
- Canbus technology
- Techtronix 300 Series transmission
- Oil Immersed Brakes
- Accutouch Mini Levers, PalmTech joystick and manual levers
- Pneumatic, supercushion and Michelin XZM radial tyres

**Yale**  
People. Products. Productivity.

**Trained Operators and Mechanics Only**

**Read Operating Manual located on seat or in operators compartment**

**Failure to follow operating, inspection, and maintenance instructions can cause serious injury or death!**

**CAPACITY WITH MAST VERTICAL AND EQUIPPED AS SHOWN**

**Yale** Lift Truck Model **GDP70VX V3740**  
 Year of Manufacture **2012**  
 Serial No. **D878E01580K** Nominal Power **60 kW**  
 Attachment: **FORK POS CARRIAGE + 2500MM FORKS**  
 Truck Weight **10260 kg**  
 Tread Width **1844 mm** Back Tilt **10.0 Degrees**  
 Tyre Front Rear  
 Size **8.25X15 Dual Solid** **8.25X15/6.5 Solid**  
 Pressure --- ---

MAXIMUM CAPACITY	Load Centre		
	Dim. A	Dim. B	Dim. C
<b>6000 kg</b>	<b>5400 mm</b>	<b>600 mm</b>	<b>600mm</b>
<b>6000 kg</b>	<b>5400 mm</b>	<b>600 mm</b>	<b>600 mm</b>

Yale Europe, Flagship House, Reading Road North, Fleet, United Kingdom

<b>Forklift Specifications</b>	
Height of Forklift (mast fully lowered)	3710mm
Total Weight	10,260kg
Width (outside to outside of carriage plate)	2455mm
Length of Blades	2440mm
Depth of Blades	60mm
Width of Blades	150mm
Length of Forklift (ballast to blade tip)	6230mm
Maximum Lifting Height	5000mm







# MASTIFF

• ENGINEERING LTD •

Heavy Lift and Equipment Move-in & Fitting Specialists

## VX Series

Models: GDP/GLP 60VX, 70VX

### Yale Veracitor VX Series

This series of trucks is available in two configurations to meet and exceed your material handling application requirements. The Veracitor Base truck offers first-rate performance and is geared to minimise your cost of acquisition without compromising performance. The Veracitor Value truck provides excellent performance and is optimized for lowest hourly cost of operation.

### LP Engines

Yale Veracitor VX GM Vortec™ V-6 Engines feature a rigid cast iron block and main bearing caps. Nodular iron crankshaft is supported on four main bearings. Camshaft is cast iron. Hydraulic valve lifters are utilized to eliminate the need for manual adjustment. The GM engines also feature an electronic throttle for precise performance and control.

### Fuel System:

The standard GM LP engine uses sequential port fuel injection. The LP engine uses a vaporizer/regulator to convert the fuel from a liquid to a gas for vapour injection. The Engine Control Unit electronically regulates the fuel, air, and spark advance to provide the necessary torque. The engine control unit's inputs include manifold air pressure, manifold air temperature, engine coolant temperature, accelerator pedal position, throttle position, engine speed, cam signal, and oxygen sensor signal.

### Diesel Engines

The Yale Veracitor Cummins QSB3.3L diesel turbo charged engine meets EU Tier IIIA diesel emission standards. A standard power 60 kW engine is offered for the Veracitor Base model and a high power 74 kW truck for the

Advance Veracitor Value model coupled with the Techtronix 332 3-speed transmission, to suit the more arduous applications.

The QSB3.3L engine represents the latest technology in off-highway engines. The engine is turbocharged, with charge air intercooling and an electronically controlled high pressure common rail fuel system.

### Fuel System:

The Cummins QSB3.3L diesel engine's electronically controlled high pressure common rail fuel system dramatically reduces engine noise while providing more responsive power and better fuel efficiency at every rpm. The fuel system is capable of delivering high injection pressures of 800-1100 bar. The engine is certified for different qualities of fuels used in the EMEA regions without conversion:

- Ultra-low sulphur, low sulphur and high sulphur (up to 5000 rpm) diesel fuel.
- Biodiesel fuel up to 5% concentration (B5).

### Transmissions

There are two transmission selections available that will handle a wide variety of material handling applications.

### Standard Electronic

The standard electronic powershift transmission features two forward and two reverse speeds with electronic shift control, smooth hydraulic inching, neutral start switch, and anti-restart protection. A single pedal controls both inching and braking. Optional dual inch/brake pedals are available for operators who prefer this design. A 100 mesh suction and a 10 micron return line filtration protect the transmission from abrasive contaminants.

### The New Techtronix 300 series

Techtronix 332 includes all the features of the standard electronic powershift transmission. In addition, Auto Deceleration is accomplished through the controlled application of the clutch packs. Controlled power reversals (below 11.3 kph) are managed by precisely regulating engine speed to reduce driveline stress during directional changes. Inching is controlled electronically. The Techtronix 332 transmission features three speeds forward and two speeds in reverse for excellent gradeability

and drawbar pull while allowing top travel speeds for maximum productivity.

### Cooling System

The cooling System employs a 43cm (diameter) blade pusher-type fan made of steel. A permanently lubricated water pump and a high capacity, cross-flow radiator ensure rapid heat dissipation. The sealed cooling system operates at a pressure of 1.03 bar and includes a coolant recovery tank for visual inspection of coolant level. The standard combi-cooler radiator features an externally mounted transmission oil cooler for increased heat transfer capability. Both the radiator and oil cooler are built with square-wave construction to reduce clogging from debris and are soft-mounted for excellent durability.

### Drive Axle

The drive axles are designed to withstand heavy loads and absorb shocks. The wheel hubs rotate on large tapered roller bearings. The drive shaft transmits rotational torque to the drive axle from the engine and transmission. Transmission torque is distributed through planetary gear reduction and an industrial hypoid ring gear and pinion differential assembly.

The drive axle is a "self contained" assembly that is isolated from the transmission by the drive shaft and heavy-duty rubber isolators. The axle shafts utilise a "rolled fillet" root spline design for increased resistance to torsion stress. A magnetic sump plug is used to collect any metal particles that are circulating in the axle oil, preventing component wear.

### Brakes

Oil immersed brakes are standard and internal to the axle for better protection against the elements. These low pedal effort brakes require no adjustments and very little maintenance, yet provide an extremely long service life.

The hydraulically boosted single circuit master cylinder has a sealed fluid reservoir and features a fluid level sensor which activates an indicator light located on the instrument panel. Independent, hand adjustable parking brake with push-button release has an audible alarm to indicate when the operator has left the truck without applying the parking brake.

### Engine Specifications

LP Engine Specification	
Engine	GM
Cylinders	V6
Displacement	4.3 litre
Power	77 kW @ 2,400rpm
Torque	305 Nm @ 2,400rpm
Diesel Engine Specification	
Engine	Cummins
Cylinders	Inline 4
Displacement	3.3 litre
Power	60 kW @ 2,050rpm
Torque	371 Nm @ 1,400rpm



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#### Steering

Hydraulic Power Steering (hydrostatic steering) provides responsive control and eliminates mechanical linkages for reduced surface shock and simplified maintenance. The steering wheel is 30cm in diameter with a textured surface grip and spinner knob, and requires only four turns lock-to-lock. The center mounted steer cylinder is located within the confines of the steer axle for protection.

Steer Axle is constructed of cast steel and is mounted on phenolic bushings, allowing excellent stability and axle articulation. The steer axle system features tapered spindle bearings and non-adjustable tie rod end for durability.

#### Chassis

Chassis designed by state-of-the-art finite element methods features inch-thick frame members and contains a rugged, unitised frame structure with a low step for simple entrance to the operator's compartment.

Ergonomically designed overhead guard is bar type for excellent visibility and reduced noise.

#### Operator's Compartment

The operator's compartment features cowl mounted hydraulic control levers positioned on the right side of the steering column. Optional Accutouch minilever, electro-hydraulic controls are integrated into the operator's right-side armrest allowing superior ergonomic actuation. Automotive-style pedal arrangement with a large, single inch/brake pedal is standard. Rubber floor mat reduces noise and vibration. The floorplate can be removed without tools for excellent service access. Low step height and a convenient hand grip provide easy entry and exit to and from the truck.

#### Intellix Vehicle System Manager

Intellix VSM acts as a master truck controller, providing extensive monitoring and control of truck functions and systems. CANbus technology reduces wiring complexity and enables comprehensive communications between truck systems. The ergonomically positioned dash display transmits continual

feedback to the operator and allows for communication of service codes. Comprehensive on-board diagnostics enable quick and easy troubleshooting. The electrical system features sealed connectors and Hall Effect sensors for superior dependability.

#### Hydraulic System

The hydraulic system incorporates a gear type pump with a cast iron body for quiet efficiency. The system is protected from overloads by a main relief valve for the lift circuit and a secondary relief valve for tilt and auxiliary functions. Oil is double filtered through a 100 mesh suction line strainer and 10 micron return line filter. The hydraulic tank is integrated into the frame. For Accutouch minilever, electro-hydraulic controls, an emergency lowering valve is provided to allow the load to be lowered in the event of power loss. O-ring face seal fittings are used in all high pressure hydraulic connections.

#### Masts

Yale Hi-Vis™ 2 stage LFL (V) and 3 stage FFL (E) masts afford operators outstanding visibility. Nested channel design incorporates angled load rollers for durability. Rolled mast channels and formed cross-members provide high strength. All masts have internal hose routings for protection and improved visibility.

Leaf-type chain provides superior strength. 1980mm hook-type carriages are standard equipment, providing great visibility and handles a wide variety of forks and attachments. Pin-type carriages are also available.

#### Options

- Powertrain protection system
- Premium monitoring package
- High air intake with precleaner
- Accumulator
- Headlights and rear drive lights with halogen bulbs
- Traction speed limiter
- Dual LPG tank bracket
- Return-to-set tilt
- Integral operator's cab
- Swivel full suspension seats

- Foot Directional Control pedal
- Operator password
- Mirrors
- Alarm-Reverse Actuated 82-102 dB(A) - Self-Adjusting
- Amber Strobe Light - Continuous Activated
- Solid and radial tires
- 4 function (2 aux) hydraulic control valve
- 5° forward/6° backward tilt.



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Safety: This truck conforms to the current EU requirements. Specification is subject to change without notice.  
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Truck shown with optional equipment