

Yale[®]
People. Products. Productivity.[™]



GP Series.

19,000–36,000 lbs.

GP190-280DC, GP300-360EC Series

It's good to have options.

As a leader in materials handling, Yale offers so much more than the most complete line of lift trucks. Yale has invested heavily in people, processes and capital equipment to provide the cornerstones of quality and dependability... innovative design, comprehensive testing, high quality, advanced components and superior manufacturing.

Our Tier 4 Final **GP190-280DC** and **GP300-360EC** series feature Cummins QSB 4.5L and Cummins QSB 6.7L engines respectively. This series of trucks is designed with the latest innovations in engine technology, implementing cooled Exhaust Gas Recirculation (EGR) and after-treatment technology using a Diesel Oxidation Catalyst (DOC), a Selective Catalytic Reduction (SCR) system requiring the use of urea, and a dosing unit for precise urea injection.





Twelve models are available for use in such applications as:

-  Concrete
-  Lumber
-  Steel manufacturing
-  Produce
-  General cargo

Also available with the Tier 4 final offering are compact, heavy duty lift trucks with 30,000 lbs. and 33,000 lbs. lifting capacity, featuring a short 114" wheelbase at a 24" load center, the **GP300ECS** and the **GP330ECS** trucks respectively. Suited for applications where compactness and high maneuverability are vital, these models round out the Yale offering of our 24" load center trucks.

Built to be operator friendly.

The Yale® ErgoCab is designed with the productive operator in mind. Operator controls are conveniently placed within the spacious cab for increased comfort and productivity. Mast and attachment control functions are integrated into the armrest for smooth, controlled actuation.



- 1 Ease of ingress/egress**
Low step heights allow easy entry and exit from the truck. Broad, slip-resistant running boards are designed for good traction even under wet and slick conditions.



- 2 Low noise**
The powertrain is mounted on vibration dampeners to reduce noise and vibration, helping to minimize operator fatigue throughout the shift. Minimal noise in the operator's ear (73 dB(A) BITA) enhances operator alertness and boosts productivity.



- 3 Visibility**
Fork tips are easily visible, aided by a high, open carriage and mast sections designed to provide an unobstructed view of fork tips both on ground and at trailer height. Lift chains and hoses are mounted outside of the mast channels to provide good visibility of the load at all times. Rear, side and corner visibility from the cab is greater due to curved tempered glass windshields with no corner posts. Additionally, the sloping counterweights enhance rearward visibility of steer tires.





Exceptional ergonomics

- **Mast** - Maximum visibility through the mast, inspiring operator confidence.
- **Isolated drivetrain** - Minimizes the effect of powertrain vibration and road-borne shocks to increase comfort all shift long.
- **Exclusive foot directional control pedal (optional)** - Provides quicker, smoother control of travel speed and direction, improving efficiency and bolstering productivity.
- **Two different seats choices** - Enable a more customizable level of comfort with enhanced designs and adjustable features.
- **Accutouch mini-lever e-hydraulic controls (optional)** - Accompanies the adjustable armrest, providing low-effort, fingertip control of hydraulic functions and horn.
- **Continuous Stability System (CSS™)** - Maintenance-free system which allows simple articulation over uneven surfaces, minimizing truck lean, enhancing lateral stability and improving comfort.

Ultimate productivity.

The GP190-360DC/EC series of trucks is available in several configurations to meet and exceed the customer's expectations in various material handling industries. All models can be configured with front end attachments that provide maximum performance and productivity for custom applications.

Automatic throttle-up provides automatic response to lift inputs from the operator when the lift lever is activated. A single-touch lever or joy-stick controlled rev-up keeps the engine in the most efficient operating range to deliver good fuel economy. Given the improved operator ergonomics, this feature enhances productivity while reducing operator fatigue. The automatic throttle-up feature applies only when the truck is in neutral.

Lift, lower and travel speeds

Yale® **GP190-280DC** trucks deliver high productivity with 4-mode average speeds of 90 ft/min (0.46 m/s) at rated capacity.

Yale® **GP190-280DC** lift, lowering and travel speeds.

Travel speeds
18 mph (30 km/h) with load
19 mph (31 km/h) without load

Lifting speeds
79 ft/min (0.40 m/s) with load
79 ft/min (0.40 m/s) without load

Lowering speeds
98 ft/min (0.50 m/s) with load
94 ft/min (0.48 m/s) without load

Yale® **GP300-360EC** trucks deliver high productivity with 4-mode average speeds of 86 ft/min (0.44 m/s) at rated capacity.

Yale® **GP300-360EC** lift, lowering and travel speeds.

Travel speeds
17 mph (27 km/h) with or without load

Lifting speeds
81 ft/min (0.41 m/s) with load
91 ft/min (0.46 m/s) without load

Lowering speeds
98 ft/min (0.50 m/s) with load
94 ft/min (0.48 m/s) without load



Less maintenance effort

- Greaseable top load rollers with convenient location of grease points that no longer require reaching the top of the mast
- Maintenance free bearings on lift chain sheaves
- Forged chain anchors provide durability and corrosion resistance
- New lift cylinders to accommodate higher lift pressures
- Optional automatic greasing system



Rated capacities

Yale® heavy duty lift trucks offer full rated capacities at required load centers. These trucks are engineered to offer minimal derate for DFSSFP carriage options.

- Full rated capacity up to 28,000 lbs. with a pin type and apron sideshift carriages on GP190-280DC trucks.
- Full rated capacity up to 36,000 lbs. with a pin type and apron sideshift carriages on GP300-360EC trucks.
- Minimal derate (500 lbs.) for DFSSFP carriages.

Wireless asset management

Take your fleet operation to the next level with wireless asset management from Yale. Yale Vision provides a scalable solution for fleets. From monitoring truck utilization to limited operator access, Yale Vision allows you to track your fleet at your fingertips.



Short wheelbase option

When a more compact truck is needed with the same capabilities, the short 114" wheelbase model is an excellent option. 30,000 and 33,000 lbs capacity models are available with an outside turning radius (OTR) suitable for the most compact operating conditions where space is limited and the maneuverability of trucks is paramount.

The short wheelbase model trucks are available via SPED* with all the features of the standard wheelbase models including masts, carriages and fork options.

* Contact Yale application engineering for details.

Low cost of operation.

The purchase price of a lift truck is only a small part of its overall cost. Yale understands that your lift truck's total cost of ownership is the largest portion of dollars spent on your operations including such elements as periodic maintenance, unscheduled repairs, fuel and tires. Yale has collaborated with our suppliers to provide significant cost savings, world-class serviceability and unparalleled dependability by delivering trucks with substantial operating cost savings.



On-demand cooling

This feature provides cooling on-demand to match the required cooling expectations. A proportional viscous drive cooling fan draws power only when cooling is required. This is unlike direct drive fans which draw high levels of power at all times. This feature reduces accessory loads on the powertrain, consumes less fuel and lowers noise levels.

On-demand hydraulics

This optional feature is designed to deliver flow only when required. A variable displacement pump, capable of more oil displacement even at low pump speeds, means the engine runs at lower speeds thereby extending the life of components while operating quieter. The system consumes up to 10% less fuel than a typical fixed displacement hydraulic system while generating less heat*. The life of hydraulic components including filters, hoses and seals is extended with less component wear.

Integrated systems design

The well-integrated powertrain features a Cummins 4.5L QSB or Cummins 6.7L QSB engine paired with a ZF WG 161 transmission. This powertrain solution is optimized to provide maximum performance and outstanding fuel economy.

The Tier 4 Final after-treatment package offers cooled Exhaust Gas Recirculation (EGR), a Selective Catalytic Reduction system (SCR) for NOx reduction, a Diesel Oxidation Catalyst (DOC) for Particulate Matter (PM) removal, and a Diesel Exhaust Fluid (DEF) dosing module.

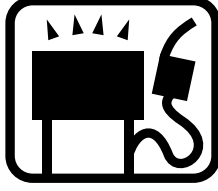
Innovative ECO Modes control maximum engine RPM and throttle response to provide the required balance of performance and fuel savings:

- Hi-P provides maximum performance and good fuel economy.
- e-Lo provides minimum fuel consumption without losing productivity.

* Results will vary based on application, physical environment, fuel quality, etc.

Fuel Economy Estimates

GP190-360DC/EC Series

<p>Fixed Displacement Hydraulic System</p> <p style="font-size: 24pt; color: green;">9,000</p> <p>GAL/YR</p>		<p>Power On-Demand Hydraulic System</p> <p style="font-size: 24pt; color: green;">8,100</p> <p>GAL/YR</p>
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Estimated Annual Fuel Savings

SAVE \$2,250 per year*

Save 10% in fuel so you save
 $0.1 \times 9000 \text{ gal/yr} \times \$2.50/\text{gal} = \$2,250/\text{year}.$

Typical 3000 hrs/yr with on-demand hydraulic system and \$2.50/gal fuel price

This series offers up to 25% lower fuel consumption than other leading competitive products with 10% saved due to On-Demand hydraulics.

Based on results of validation testing conducted May 2015.



Empty seat engine shutdown

This cost-reducing feature shuts down the truck when the operator is out of the seat for extended periods of time, thereby limiting idle hours on the truck. Empty seat engine shutdown is programmable to activate within a 3–15 minute window after an operator leaves the seat. Factory preset to 15 minutes, the setting is conveniently adjustable by the customer with minimal tools.

Travel speed limiter

An optional traction speed limiter reduces speeds and helps drivers to operate the truck in an optimal manner with regard to application site limitations. While an unconditional traction speed limiter sets the maximum speed*, the loaded traction speed limiter restricts speeds to a set point when a specified load weight is sensed on the forks. Settings are factory pre-set to 10mph and activated at 10% rated load, and are adjustable by your Yale® dealer.

** Less speed means lower fuel consumption*

Rugged dependability.

Yale® lift trucks are designed and manufactured to be among the most dependable trucks in the industry today. Our rugged powertrain offers durability with computer-controlled engine and transmissions, robust clutch packs and stronger gears and shafts.

Sturdy mast and carriage design

Expanded 2-stage mast options are available for the GP190-360DC/EC series, providing masts designed for both pin type and apron style carriage as well as hook type DFSSFP carriage mounting options with individual and simultaneous fork positioning.*

Sturdy mast design is common throughout the capacity range, realizing less mast deflection than comparable products with overhead tilt.

Carriages are designed for maximum capacity on standard pin type and apron sideshift carriages with a minimal derate on hook type DFSSFP carriages. This ensures that the truck is able to provide full rated capacity under all operating conditions.

** Less carriage options are available with provision for base carriages enabling 3rd party supplier attachments*



Standard pin type carriage with mechanical fork locks



Apron style sideshift with simultaneous and individual fork positioning





Kessler D61 and D81 axle

- Durable and reliable - specifically designed for heavy duty materials handling market.
- Reduced axle widths for easier transport.
- Parts commonality with other large capacity lift trucks.

On-demand Hydraulics

The standard load-sensing on-demand hydraulic system is engineered to deliver flow only when required. A variable displacement pump, capable of more oil displacement even at low pump speeds, means that the engine runs at lower speeds, extending the life of components while operating more quietly. The system uses less fuel than a fixed displacement hydraulic pump while producing less heat. Oil and filters last longer; hoses, seals and components also wear less and last longer.

The quad-cooler radiator features four separate cooler cores, packaged so that cool air (not preheated air) is channeled across the cores. Cool overhead air is drawn in for more efficient cooling than in stacked radiator configurations. Louvered cooling fins allow maximum air flow to the radiator.



Apron style sideshift



Dual function sideshift fork positioning (DFSSFP)



Pin type with individual hydraulic fork positioning


For more information, or to find your nearest Yale® dealer, go to Yale.com.



YALE MATERIALS HANDLING CORPORATION

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Truck performance may be affected by the condition of the vehicle, how it is equipped and the application. Consult your Yale® Industrial Truck Dealer if any of the information shown is critical to your application. Specifications are subject to change without notice. CERTIFICATION: Yale lift trucks meet the design and construction requirements of B56.1-1969, per OSHA Section 1910.178(a)(2), and also comply with the B56.1 revision in effect at time of manufacture. Classified by Underwriters' Laboratories, Inc., as to fire and electric shock hazard only for Type E industrial trucks.

Manufactured in our own ISO 9001 and 14001 Registered Facilities

2275F 1/2019 All trucks shown with optional equipment.