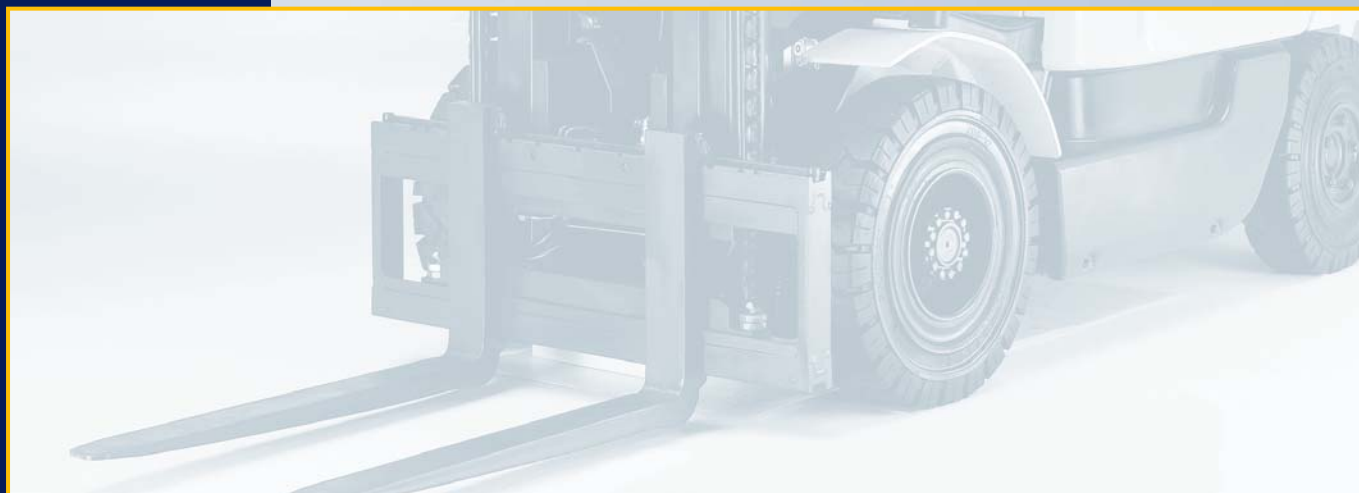


XD XG 25 - 30

Technical Data



designed to work



XD XG 25 - 30 Technical data

VDI 2198

Specification	1.1	Manufacturer	OM PIMESPO	
	1.2	Model designation	XD 25	
	1.3	Type of drive: Electric - Diesel - Petrol - GPL - Network Power (Electric)	Diesel	
	1.4	Operation Type: Hand - Stand-on - Driver seated	Driver seated	
Weights	1.5	Load Capacity	Q (t) 2.5 ⁽⁰⁾	
	1.6	Load Barycenter Distance	c (mm) 500	
	1.8	Axle centre to fork face	x (mm) 482 ^{(3) (4)}	
	1.9	Wheel Base	y (mm) 1620	
	2.1	Service Weight	kg 3980	
	2.2	Axle Weight with Rated Load front / rear	kg 5775 / 705	
Wheels and Tyres	2.3	Axle Weight without load front / rear	kg 1760 / 2220	
	3.1	Tyres: SE = Superelastic PN = Pneus	SE / SE ⁽¹⁾	
	3.2	Front Tyres Size	7.00 - 12 ⁽¹⁾	
	3.3	Rear Tyres Size	6.50 - 10 ⁽¹⁾	
	3.5	Tyres: Number of Front / Rear Tyres (x = drive)	2 (4) x / 2	
	3.6	Front Track Width	b10 (mm) 1007 ⁽⁹⁾	
	3.7	Rear track Width	b11 (mm) 940	
	Dimensions and Overall Sizes	4.1	Mast lift, forward / backward	Grad 4° 30' / 9° ⁽²⁾
		4.2	Mast Minimum Overall Height	h1 (mm) 2293 ⁽³⁾
		4.3	Free Lift	h2 (mm) 150
4.4		Lift Height	h3 (mm) 3250	
4.5		Mast Maximum Overall Height	h4 (mm) 3873	
4.7		Overhead Guard Height	h6 (mm) 2170 ⁽⁸⁾	
4.8		Seat Height	h7 (mm) 1095	
4.12		Drawbar Height	h10 (mm) 400	
4.19		Overall Length	l1 (mm) 3592 ^{(3) (4)}	
4.20		Overall Length Including Fork Arms	l2 (mm) 2592 ^{(3) (4)}	
4.21		Overall Width	b1/b2 (mm) 1180 ⁽⁷⁾	
4.22		Fork Arms Dimensions	s/e/l (mm) 45 / 100 / 1000	
4.23		Fork Carriage in Compliance with DIN 15173 Class / Form A, B	2A	
4.24		Fork Carriage Width	b3 (mm) 1150 (opt. 1600)	
4.31		Mast Ground Clearance (with load)	m1 (mm) 125 ⁽⁶⁾	
4.32		Chassis Ground Clearance (with load) [middle of the chassis]	m2 (mm) 150	
Performance		4.33	Aisle Width with Pallet 1000x1200 and Fork Arms Pitch 1200	Ast (mm) 3939 ^{(3) (4)}
		4.34	Aisle Width with Pallet 800x1200 and Fork Arms Pitch 800	Ast (mm) 4139 ^{(3) (4)}
	4.35	Turning Radius	Wa (mm) 2257	
	4.36	Turning Point Minimum Distance from the Truck Center Line	b13 (mm) 563	
	5.1	Drive Speed with / without load	km/h 19,5 / 20	
	5.2	Lifting speed with / without load	m/s 0,58 / 0,61	
	5.3	Lowering speed with / without load	m/s 0,48 / 0,44	
	5.5	Drawbar Pull Tractive Effort (at 2 km/h) with / without load	N 18000 / 10500 ⁽¹⁰⁾	
	5.7	Gradeability (at 2 km/h) with / without load	% 30 / 25 ⁽¹²⁾ (49 M.I.V) ⁽¹¹⁾	
	5.9	Acceleration Time (15 m) with / without load	s 4,9 / 4,2	
Engine	5.10	Service Brake	Mechanical/hydraulic	
	7.1	Engine Manufacturer / Engine Type	Deutz F4M2011	
	7.2	Engine Power in compliance with ISO 1585	kW 46,5	
	7.3	Rated Number of Revolutions	min ⁻¹ 2600	
	7.4	Cylinder Number / Displacement	cm ³ 4 / 3108	
Others	7.5	Fuel Consumption in compliance with VD-Cycle	l/h 3,3	
	8.1	Drive Control Type	Hydrodynamic Transm.	
	8.2	Service Pressure for Attachments	bar 160	
	8.3	Oil Flow rate for Attachments (max. available)	l/min 58	
	8.4	Noise at Operator's Ear	dB (A) 81	
	8.5	Drawbar, model/Type DIN	-	

Information and data reported here are not intended as binding in any way and refer to standard truck specification
For alternative masts see mast-table
For alternative wheels see wheels-table

XD DEUTZ

- (0) The actual load capacity is in accordance with the position of the load centre distance, the type of lift, lifting height, tyres and any equipment
(1) For alternative tyres see table
(2) 4°30'/6° (SX mast with h3 ≥ 4450 and TX mast)
(3) With lateral side shift + 20 mm (XD25) + 15 mm (XD30)
(4) With TX mast +25 mm
(5) With free lift 150mm
(6) XD 25:95mm (DX and TX); XD 30:115mm (DX and TX)

- (7) XD25:1305 (27x10-12); 1640 (twin)
XD30:1185 (opt 28x9-15);1640 (twin)
(8) With closed cab h6=2190mm (XD25), h6=2195mm (XD30); with opening overhead guard h6=2235mm (XD25), h6=2240mm (XD30);
(9) Twin: 1237
(10) Forward travelling traction limit f=0,9
(11) Theoretical data
(12) Forward travelling traction limit f=0,9, maximum gradeability brake complying with ISO 6292

OM PIMESPO	OM PIMESPO	OM PIMESPO
XD 30	XG 25	XG 30
Diesel	G.P.L.	G.P.L.
Driver seated	Driver seated	Driver seated
3.0 ⁽⁹⁾	2.5 ⁽⁹⁾	3.0 ⁽⁹⁾
500	500	500
487 ^{(3) (4)}	482 ^{(3) (4)}	487 ^{(3) (4)}
1620	1620	1620
4475	4000	4500
6570 / 905	5775 / 725	6575 / 925
1740 / 2735	1760 / 2240	1740 / 2760
SE / SE ⁽¹⁾	SE / SE ⁽¹⁾	SE / SE ⁽¹⁾
27x10 - 12 ⁽¹⁾	7.00 - 12 ⁽¹⁾	27x10 - 12 ⁽¹⁾
6.50 - 10 ⁽¹⁾	6.50 - 10 ⁽¹⁾	6.50 - 10 ⁽¹⁾
2 (4) x / 2	2 (4) x / 2	2 (4) x / 2
1057 ⁽⁹⁾	1007 (twin 1237)	1057 ⁽⁷⁾ (twin 1237)
940	940	940
4° 30' / 9° 2'	4° 30' / 9° 2'	4° 30' / 9° 2'
2305 ⁽⁵⁾	2293 ⁽⁵⁾	2305 ⁽⁵⁾
150	150	150
3250	3250	3250
4035	3873	4035
2175 ⁽⁸⁾	2170 ⁽⁹⁾	2175 ⁽⁹⁾
1100	1095	1100
395	400	395
3687 ^{(3) (4)}	3592 ^{(3) (4)}	3687 ^{(3) (4)}
2687 ^{(3) (4)}	2592 ^{(3) (4)}	2687 ^{(3) (4)}
1305 ⁽⁷⁾	1180 ⁽⁸⁾ (twin 1640)	1305 ⁽⁸⁾ (twin 1640)
45 / 100 / 1000	45 / 100 / 1000	45 / 100 / 1000
3A	2A	3A
1150 (opt.1600)	1150 (opt.1600)	1150 (opt.1600)
145 ⁽⁶⁾	125 ⁽⁶⁾	145 ⁽⁶⁾
160	150	160
4025 ^{(3) (4)}	3939 ^{(3) (4)}	4025 ^{(3) (4)}
4225 ^{(3) (4)}	4139 ^{(3) (4)}	4225 ^{(3) (4)}
2338	2257	2338
563	563	563
20,5 / 21	18.5 / 19.0	19.0 / 19.5
0,58 / 0,61	0.49 / 0.54	0.43 / 0.48
0.48 / 0.44	0.48 / 0.44	0.48 / 0.44
16700 / 10300 ⁽¹⁰⁾	15090 / 10960 ⁽¹²⁾	14100 / 10680 ⁽¹²⁾
24 / 21 ⁽¹²⁾ (41 M.I.) ⁽¹¹⁾	24 / 24 ⁽¹⁰⁾ (39.5 M.I.) ⁽¹¹⁾	20 / 21 ⁽¹⁰⁾ (33 M.I.) ⁽¹¹⁾
5,3 / 4,3	5.4 / 4.7	5.6 / 4.8
Mechanical/hydraulic	Mechanical/hydraulic	Mechanical/hydraulic
Deutz F4M2011	NISSAN K25 ⁽¹³⁾	NISSAN K25 ⁽¹³⁾
46,5	43	43
2600	2400	2400
4 / 3108	4 / 2488	4 / 2488
3,6	8,6	9,4
Hydrodynamic Transm.	Hydrodynamic Transm.	Hydrodynamic Transm.
175	160	175
58	50	50
81	80	80
-	-	-

XG

(0) The actual load capacity is in accordance with the position of the load centre distance, the type of lift, lifting height, tyres and any equipment

(1) For alternative tyres see table

(2) 4° 30' / 6° (SX mast with h3 ≥ 4450 and TX mast)

(3) With lateral side shift + 20 mm (XG 25) + 15 (XG 30)

(4) With TX mast + 25 mm (XG 25 - XG 30)

(5) With free lift 150 mm

(6) XG 25 : 95 mm (DX e TX) XG 30 : 115 mm (DX e TX)

(7) XG30 : also with 28x9-15 single (SX-DX-TX)

(8) XG 25 : 1305 (27x10-12) - XG 30 : 1185 (opt 28x9-15)

(9) With closed cab : 2190 mm (XG 25), 2195mm (XG 30)

opening overhead guard : 2235mm (XG 25), 2240mm (XG 30)

(10) Forward travelling traction limit f=0,9;

maximum gradeability brake complying with ISO 6292

(11) Theoretical data

(12) Forward travelling traction limit f=0,9

(13) Modello motore NISSAN K 25, sigla 37B-1DA-5890

LIFT MAST SPECIFICATIONS

				Standard (Simplex)					Duplex				Triplex				
XD 25 - XG 25 fork plate 4 Rollers (*)	Lift Height	h_3	mm	3250	3750	4050	4450	5050	2950	3250	3750	4050	4225	4675	5425	5875	6475
	Minimum Overall Height	h_1	mm	2293	2543	2693	2893	3193	2098	2248	2498	2648	2110	2260	2510	2660	2860
	Maximum Overall Height	h_4	mm	3873	4373	4673	5073	5673	3573	3873	4373	4673	4860	5310	6060	6510	7110
	Free Lift	h_2	mm	150	150	150	150	150	1462	1612	1862	2012	1475	1625	1875	2025	2225
XD 30 - XG 30 fork plate 6 Rollers	Lift Height	h_3	mm	3250	3750	4050	4450	5050	2950	3250	3750	4050	4225	4675	5425	5875	6475
	Minimum Overall Height	h_1	mm	2305	2555	2705	2905	3205	2110	2260	2510	2660	2110	2260	2510	2660	2860
	Maximum Overall Height	h_4	mm	4035	4535	4835	5235	5835	3735	4035	4535	4835	5010	5460	6210	6660	7260
	Free Lift	h_2	mm	150	150	150	150	150	1325	1475	1725	1875	1325	1475	1725	1875	2075

(*) rollers fork plate (6 rollers)

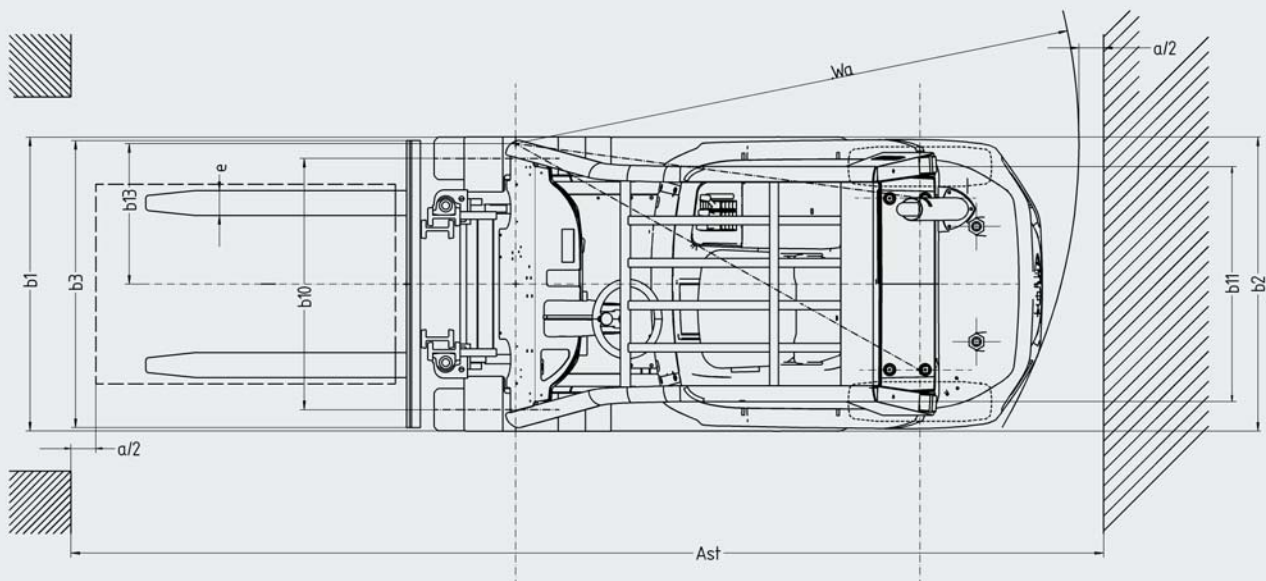
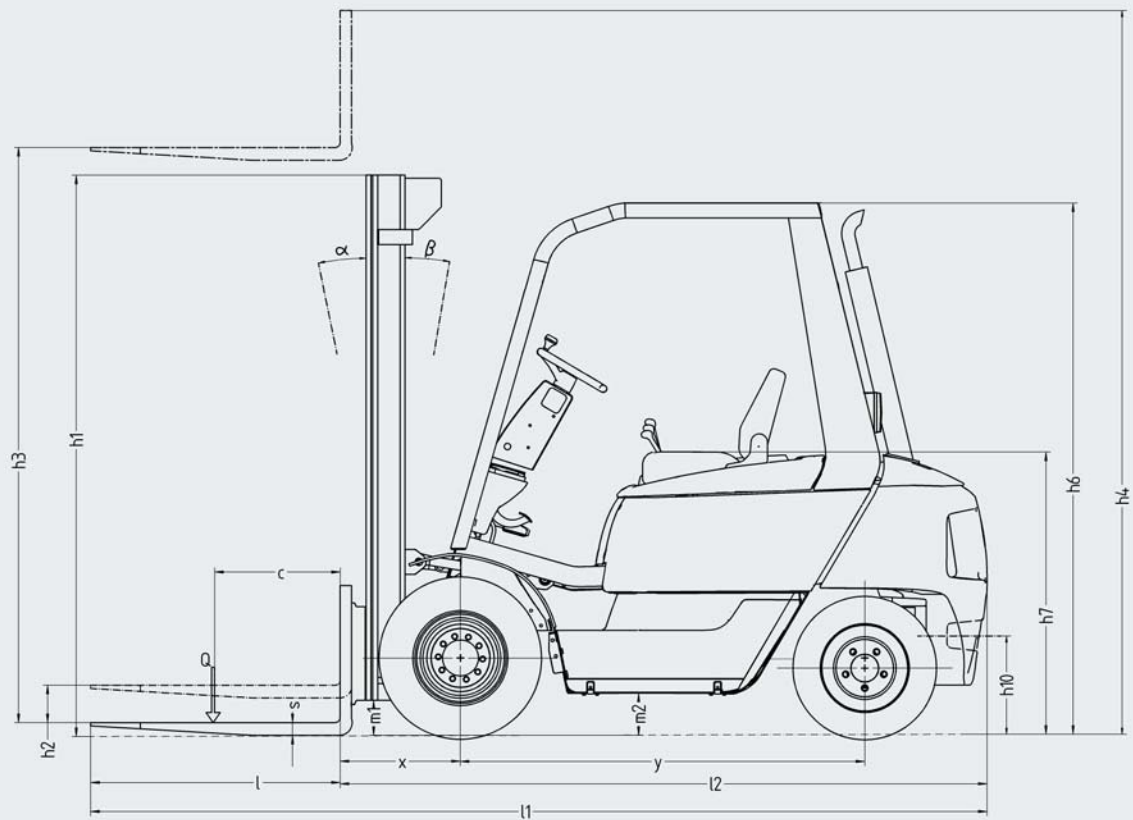
$h_4 = h_4 + 150$ mm (SX-DX-TX)

$h_2 = h_2 - 150$ mm (DX-TX)

WHEELS

Type	Superelastic		Pneumatic	
	Front	Rear	Front	Rear
XD 25	7.00 - 12 single (SX-DX)	6.50 - 10	7.00 - 12/16 p.r. single (SX-DX)	6.50 - 10/14 p.r.
XG 25	27x10 - 12 single (TX)	6.50 - 10	7.00 - 12/16 p.r. twin (TX-SX-DX)	6.50 - 10/14 p.r.
	7.00 - 12 twin (TX-SX-DX)	6.50 - 10	-	-
XD 30 XG 30	27x10 - 12 (TX-SX-DX)	23x9 - 10	-	-
	27x10 - 12 single (TX-SX-DX)	6.50 - 10	27X10 - 12/14 p.r. single (SX-DX)	6.50 - 10/14 p.r.
	opt. 28x9 - 15 single (SX-DX)	6.50 - 10	opt. 28x9 - 15/14 p.r. single (SX-DX)	6.50 - 10/14 p.r.
	7.00 - 12 twin (TX-SX-DX)	6.50 - 10	7.00 - 12/16 p.r. twin (TX-SX-DX)	6.50 - 10/14 p.r.
	27x10 - 12 (TX-SX-DX)	23x9 - 10	-	-







XD - XG Diesel LPG Counterbalanced Trucks

The **design**, developed in collaboration with Zagato, was engineered specifically with operator ergonomics and practicality in mind. The compact size of the truck allows it to be used in narrower aisles and inside containers.

The **operator protection unit** is completely suspended. The F.S.C. – **Full Suspended Cab** reduces vibrations to a minimum, and together with the acoustic insulation system, reduces noise levels. The MSG20 seat, the hydraulic levers located next to the operator, and the foot pedals are arranged in automotive layout. The excellent visibility all contributes to a comfortable, ergonomic working posture for the operator. Steering is instinctive, reducing fatigue, and ultimately leading to improved performance.

The **chassis** was designed by a CAD-3D system using the F.E.M. (Finite Elements Methods) method of calculation to obtain greater torsional strength. It has greater stability, obtained by double welded seams. Internally components are very easily accessed due to the modular structure of the frame.

A new 3.1 litre, 46,5 kW DEUTZ engine and a 2.5 litre, 43 kW LPG Nissan **engine** provide the optimum amount of power with lower emissions. Meeting the Stage II requirements of Directive 97/68/CE, the engines have been designed specifically for use on forklift trucks, and as such, require less maintenance and less fuel.

The new hydrodynamic **transmission** with torque converter is ideal for loading and unloading and transportation over long distances. The large diameter drum brakes provide fail-safe braking in all working conditions. The inching system allows the truck to manoeuvre and approach with precision lifting at top speed, thus providing a high degree of flexibility and versatility in different working conditions.

The **hydraulic steering** and customized steering wheel with proportional diameter make steering light and accurate, requiring less than 0.5 kg. of effort.

The new **axle** provides wider steering angles and a smaller turning radius. Its compact size, allows the truck to work

in narrower aisles. Grease nipples located on the contact points allow optimal maintenance requiring less time and this results in lower costs.

The optimized profiles of the **mast** and the new fork carriage assembly allow for excellent visibility and a high residual load capacity. The high lift speed results in reduced material handling times and thus lower operating costs. Simplex, Duplex and Triplex masts with heights up to 6475 mm are available. The 3.0 t mast is equipped with a 6 roller fork carriage assembly.

Options: manual reversing control, heated seat, work lights, rotating beacon, headlights, catalyzes, particulate filters, integral side shift. Various operator cab versions and many other options allow a wide range of customization.

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