MX-X Technical Data
Very Narrow Aisle Truck (man-up)



MX-X/Li-Ion

MX-X iGo

Li-Ion INSIDE

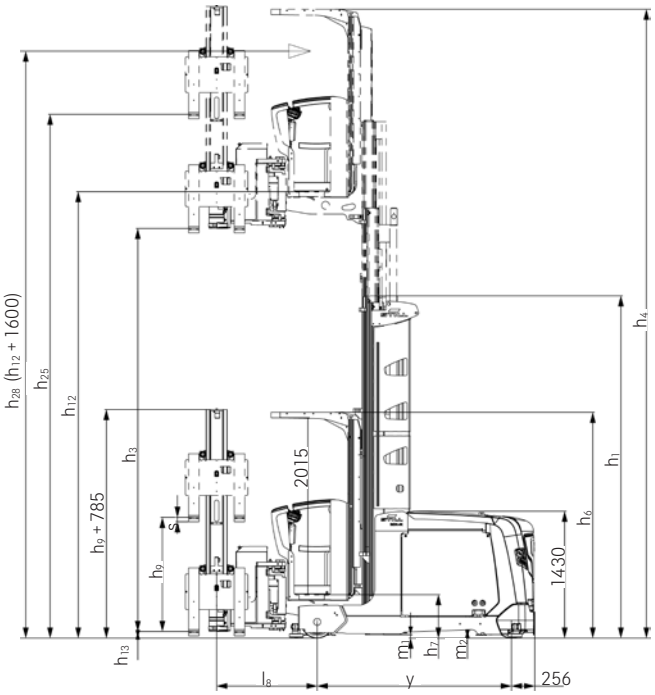
iGo

first in intralogistics

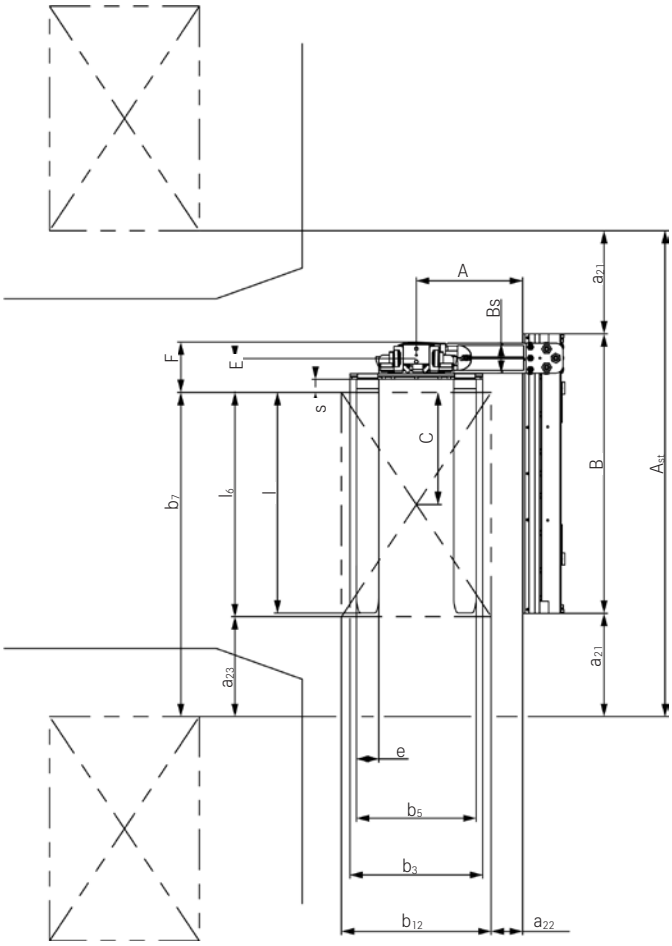


Features	1.1	Manufacturer				STILL	STILL	STILL	STILL
	1.2	Manufacturer's type designation				**MX-X/Li-Ion with turret head**	**MX-X/Li-Ion with turret head**	**MX-X/Li-Ion with telescopic fork unit**	**MX-X/Li-Ion with telescopic fork unit**
	1.3	Drive				Electric	Electric	Electric	Electric
	1.4	Operation				Stand-on/rider seated	Stand-on/rider seated	Stand-on/rider seated	Stand-on/rider seated
	1.5	Rated capacity/load		Q	kg	1500 (iGo 1400)	1250 (iGo 1150)	1250 (iGo 1150)	1250 (iGo 1150)
	1.6	Load centre		c	mm	600	600	600	600
	1.9	Wheel base		y	mm	1992	2212	1992	2212
Weights	2.1	Service weight (incl. battery)			kg	8410	11150	8088	10871
	2.2	Axle load, laden	drive end/load end		kg	2573/7337	3698/8702	2384/6954	3505/8615
	2.3	Axle load, unladen	drive end/load end		kg	3362/4972	4349/6801	3173/4915	4220/6651
Tyres/chassis	3.1	Tyres				Vulkollan	Vulkollan	Vulkollan	Vulkollan
	3.2	Tyre diameter/width	drive end		mm	406/170	406/170	406/170	406/170
	3.3	Tyre diameter/width	load end		mm	370/160	370/160	370/160	370/160
	3.5	Number of wheels (x = driven)	drive end/load end			1x/2	1x/2	1x/2	1x/2
	3.6	Track width	drive end/load end	b_{10}/b_{11}	mm	1245/0	1595/0	1145/0	1295/0
Basic dimensions	4.2	Height	mast lowered	h_1	mm	3900	5400	3400	5400
	4.3	Free lift		h_2	mm	-	4150	-	4150
	4.4	Lift		h_3	mm	5200	11550	4200	11550
	4.5	Height	mast extended	h_4	mm	7785	14135	6785	14135
	4.7	Height of overhead guard (cabin)		h_6	mm	2555	2555	2555	2555
	4.8	Stand height, lowered		h_7	mm	460	460	460	460
	4.11	Auxiliary fork lift		h_9	mm	1800	1800	800	800
	4.14	Stand height, raised		h_{12}	mm	5660	12010	4660	12010
	4.14.1	Reach height (h_{12} + 1600)		h_{28}	mm	7260	13610	6260	13610
	4.15	Height lowered		h_{13}	mm	60	60	380	380
	4.19	Overall length (incl. fork)		l_1	mm	3622	3937	3847	4067
	4.21	Overall width, load wheel axle		b_1/b_2	mm	1160/1450	1160/1800	1160/1350	1160/1500
	4.22	Fork dimensions		s/e/l	mm	50/120/1190	50/120/1205	65/174/1200	65/174/1200
	4.24	Width of fork carriage		b_3	mm	710	710	830	830
	4.25	Outer fork width	min./max.	b_5	mm	470/640	470/640	545/545	545/545
	4.27	Width over guide rollers		b_6	mm	1640	1870	1475	1595
	4.29	Shift, sideways		b_7	mm	1305	1398	1340	1400
	4.31	Floor clearance with load, beneath mast		m_1	mm	40	40	40	40
	4.32	Floor clearance centre of wheel base		m_2	mm	87	87	87	87
	4.34	Working aisle width		A_{st}	mm	1645	1875	1480	1600
	4.35	Turning radius		W_a	mm	2248	2468	2248	2468
	4.38	Distance fork pivot point		l_8	mm	1019	1114	1269	1269
	4.39	Length of shift carriage		A	mm	480	575	-	-
	4.40	Width of shift frame		B	mm	1465	1540	-	-
	4.41	Width of shift carriage		F	mm	250	310	-	-
	4.42	Width of transition aisle, min.		A_u	mm	4041	4466	4222	4442
	4.44	Clear width cabin access			mm	412	412	412	412
	4.45	Headroom clearance cabin			mm	2000	2000	2000	2000
Performance data	5.1	Driving speed	laden/unladen		km/h	14.0/14.0	12.0/12.0	14.0/14.0	12.0/12.0
	5.1.1	Driving speed iGo, inductive guidance	laden/unladen		km/h	7.2/7.2	7.2/7.2	7.2/7.2	7.2/7.2
	5.1.2	Driving speed iGo, mechanical guidance	laden/unladen		km/h	10.8/10.8	10.8/10.8	10.8/10.8	10.8/10.8
	5.2	Lift speed	laden/unladen		m/s	0.6/0.6	0.48/0.53	0.6/0.6	0.48/0.53
	5.3	Lowering speed	laden/unladen		m/s	0.45/0.45	0.45/0.45	0.45/0.45	0.45/0.45
	5.4	Shift speed	laden/unladen		m/s	0.29/0.29	0.30/0.30	0.25/0.25	0.25/0.25
	5.9	Acceleration time (10 m)	laden/unladen		s	6/6	7/7	6/6	7/7
	5.10	Service brake				Regenerative	Regenerative	Regenerative	Regenerative
Electric engine	6.1	Drive motor, capacity S2 = 60 min			kW	7.0	7.0	7.0	7.0
	6.2	Lift motor, capacity S3 = 15%			kW	24.0	24.0	24.0	24.0
	6.3	Battery according to IEC 254-2; A, B, C, no				IEC 254-2; A	IEC 254-2; A	IEC 254-2; A	IEC 254-2; A
	6.4	Battery type, voltage, rated capacity K_5			V/Ah	PzS, 80 V, 700 Ah	PzS, 80 V, 930 Ah	PzS, 80 V, 700 Ah	PzS, 80 V, 930 Ah
	6.5	Battery weight ±5% (depends on manufacturer)			kg	1863	2178	1863	2178
Misc.	8.1	Type of truck control microprocessor				Microprocessor	Microprocessor	Microprocessor	Microprocessor
	8.4	Sound level, driver's ear			dB(A)	68	68	68	68

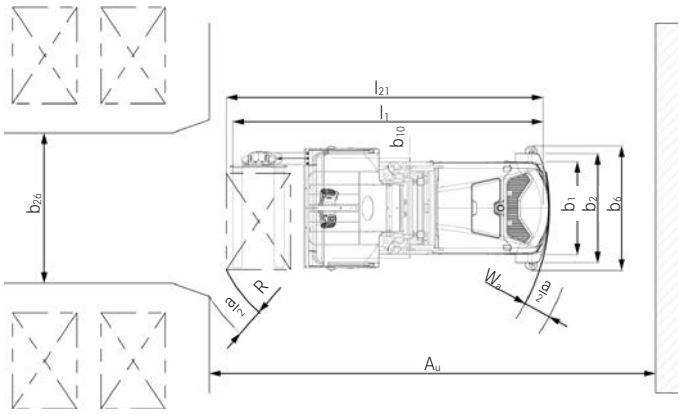
Please note: This is a sample configuration. Depending on the use of the truck, the values may differ.



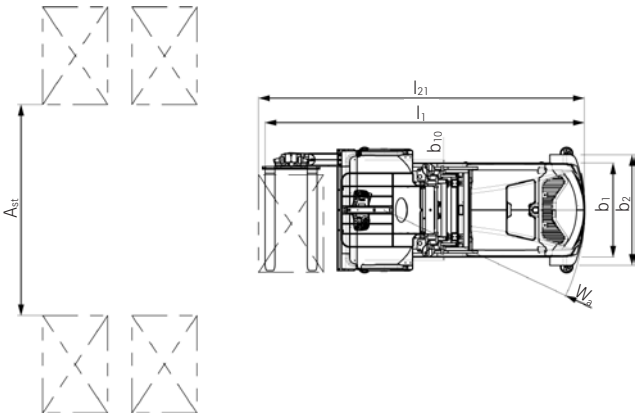
MX-X with turret head - side view



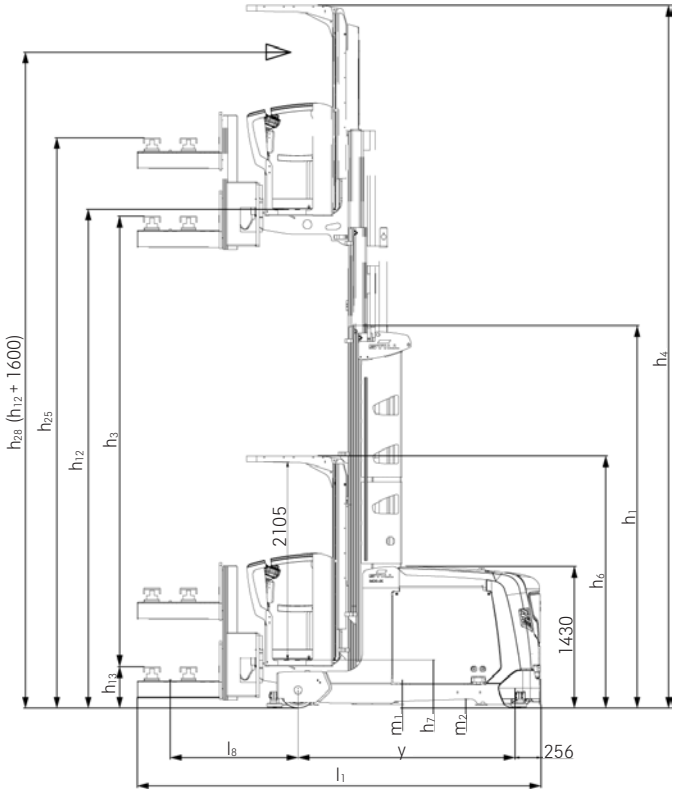
Turret head - top view



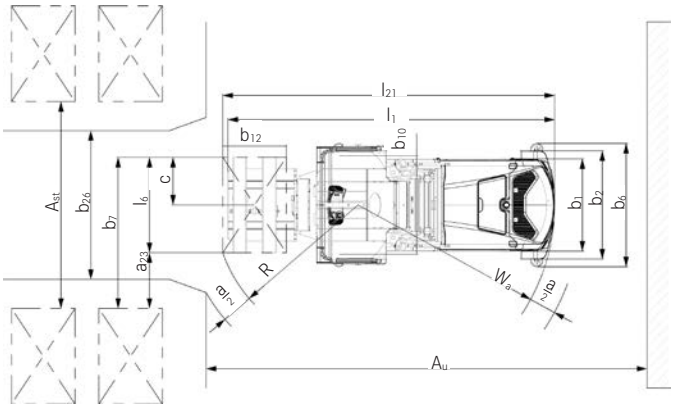
MX-X with turret head and mechanical guidance - top view



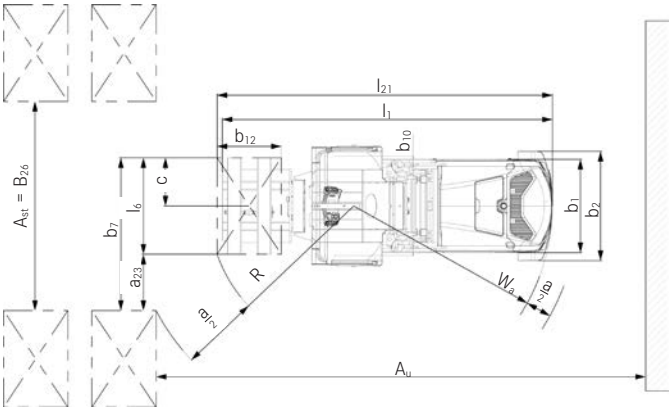
MX-X with turret head and inductive guidance - top view



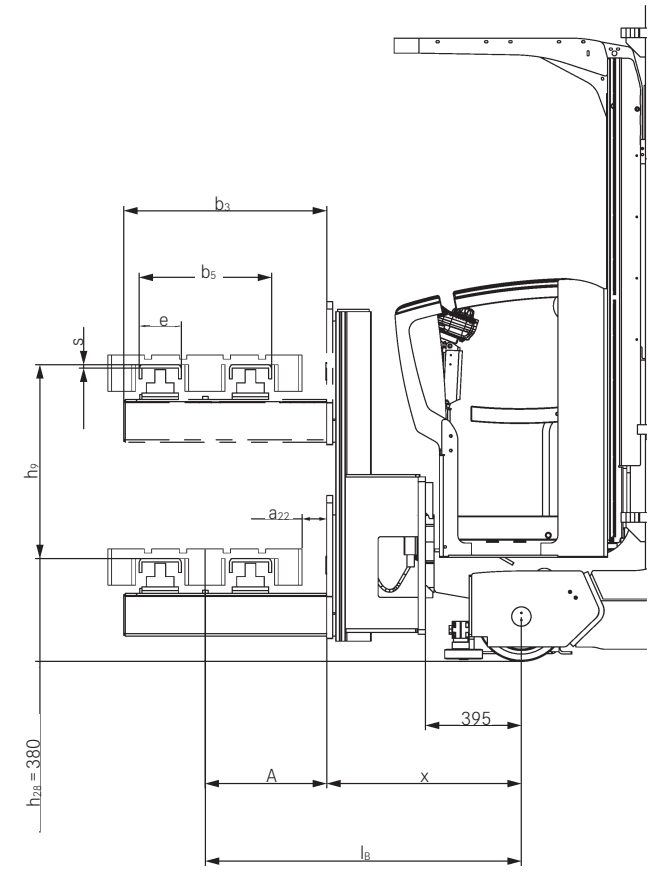
MX-X with telescopic fork unit - side view



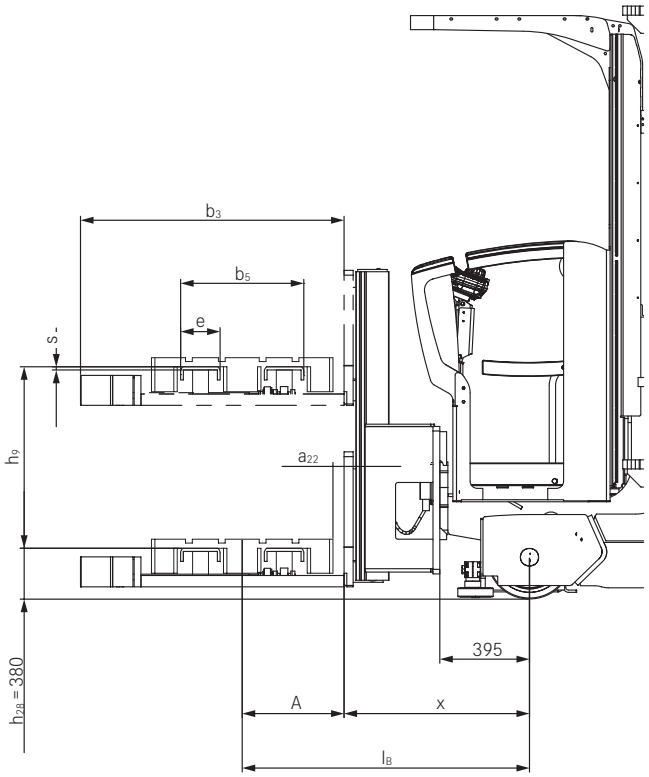
MX-X with telescopic fork unit and rail guidance - top view



MX-X with telescopic fork unit and inductive guidance - top view



MX-X with high telescopic fork unit - side view



MX-X with low telescopic fork unit - side view

MX-X Very Narrow Aisle Truck (man-up)
Mast Tables

MX-X with turret head

Telescopic mast (all heights indicated in mm)

Overall height h_1	Overall lift above floor h_{25} ($h_3 + h_9 + h_{13}$)	Overall lift h_{24} ($h_3 + h_9$)	Lift h_3	Height lowered h_{13}	Auxiliary lift h_9	Stand height h_{12} ($h_3 + h_7$)	Reach height h_{28} ($h_{12} + 1600$)	Maximum height h_4
2400	4060	4000	2200	60	1800	2660	4260	4785
2900	5060	5000	3200	60	1800	3660	5260	5785
3400	6060	6000	4200	60	1800	4660	6260	6785
3900	7060	7000	5200	60	1800	5660	7260	7785
4400	8060	8000	6200	60	1800	6660	8260	8785
4900	9060	9000	7200	60	1800	7660	9260	9785
5400	10060	10000	8200	60	1800	8660	10260	10785
5900	10860	10800	9000	60	1800	9460	11060	11585
6400	11860	11800	10000	60	1800	10460	12060	12585
6900	12660	12600	10800	60	1800	11260	12860	13385
7400	13660	13600	11800	60	1800	12260	13860	14385

Triplex mast with free lift (all heights indicated in mm)

Overall height h_1	Overall lift above floor h_{25} ($h_3 + h_9 + h_{13}$)	Overall lift h_{24} ($h_3 + h_9$)	Lift h_3	Height lowered h_{13}	Auxiliary lift h_9	Stand height h_{12} ($h_3 + h_7$)	Reach height h_{28} ($h_{12} + 1600$)	Maximum height h_4
2900	6910	6850	5050	60	1800	5510	7110	7635
3400	8210	8150	6350	60	1800	6810	8410	8935
3900	9310	9250	7450	60	1800	7910	9510	10035
4400	10610	10550	8750	60	1800	9210	10810	11335
4900	11910	11850	10050	60	1800	10510	12110	12635
5400	13410	13350	11550	60	1800	12010	13610	14135
5900	14710 [1]	14650	12850	60	1800	13310	14910	15435
6400	16210 [1]	16150	14350	60	1800	14810	16410	16935
6900	17510 [1]	17450	15650	60	1800	16110	17710	18235

[1] Lift h_{25} for iGo vehicles: up to 14,000 mm

MX-X with telescopic fork unit

Telescopic mast (all heights indicated in mm)

Overall height h_1	Overall lift above floor h_{25} ($h_3 + h_9 + h_{13}$)	Overall lift h_{24} ($h_3 + h_9$)	Lift h_3	Height lowered h_{13}	Auxiliary lift h_9	Stand height h_{12} ($h_3 + h_7$)	Reach height h_{28} ($h_{12} + 1600$)	Maximum height h_4
2400	3380	3000	2200	380	800	2660	3860	4755
2900	4380	4000	3200	380	800	3660	4860	5755
3400	5380	5000	4200	380	800	4660	5860	6755
3900	6380	6000	5200	380	800	5660	6860	7755
4400	7380	7000	6200	380	800	6660	7860	8755
4900	8380	8000	7200	380	800	7660	8860	9755
5400	9380	9000	8200	380	800	8660	9860	10755
5900	10180	9800	9000	380	800	9460	10660	11555
6400	11180	10800	10000	380	800	10460	11660	12555
6900	11980	11600	10800	380	800	11260	12460	13355
7400	12980	12600	11800	380	800	12260	13460	14355

Triplex mast with free lift (all heights indicated in mm)

Overall height h_1	Overall lift above floor h_{25} ($h_3 + h_9 + h_{13}$)	Overall lift h_{24} ($h_3 + h_9$)	Lift h_3	Height lowered h_{13}	Auxiliary lift h_9	Stand height h_{12} ($h_3 + h_7$)	Reach height h_{28} ($h_{12} + 1600$)	Maximum height h_4
2900	6230	5850	5050	380	800	5510	7110	7605
3400	7530	7150	6350	380	800	6810	8410	8905
3900	8630	8250	7450	380	800	7910	9510	10005
4400	9930	9550	8750	380	800	9210	10810	11305
4900	11230	10850	10050	380	800	10510	12110	12605
5400	12730	12350	11550	380	800	12010	13610	14105
5900	14030 [1]	13650	12850	380	800	13310	14910	15405
6400	15530 [1]	15150	14350	380	800	14810	16410	16905
6900	16830 [1]	16450	15650	380	800	16110	17710	18205

[1] Lift h_{25} for iGo vehicles: up to 14,000 mm



Individually adjustable rear view mirrors for easy access into the aisles



Work in comfort, whether sitting or standing



Compact and ergonomic control panel with colour display and driver information



Three-dimensional positioning of the control panel



Tilting bar for ergonomic order picking to the last article on the pallet



Upholstered knee protector and cup holder for comfortable work



Versatile support system for individual work spaces



Spacious work space with multiple supports for accessories

MX-X Very Narrow Aisle Truck (man-up)
STILL Mobile Personal Protection System

Full protection for people in narrow aisles according to DIN 15185-2

Reliable detection of people in narrow aisles thanks to state-of-the-art scanner technology with a range of up to 9 metres

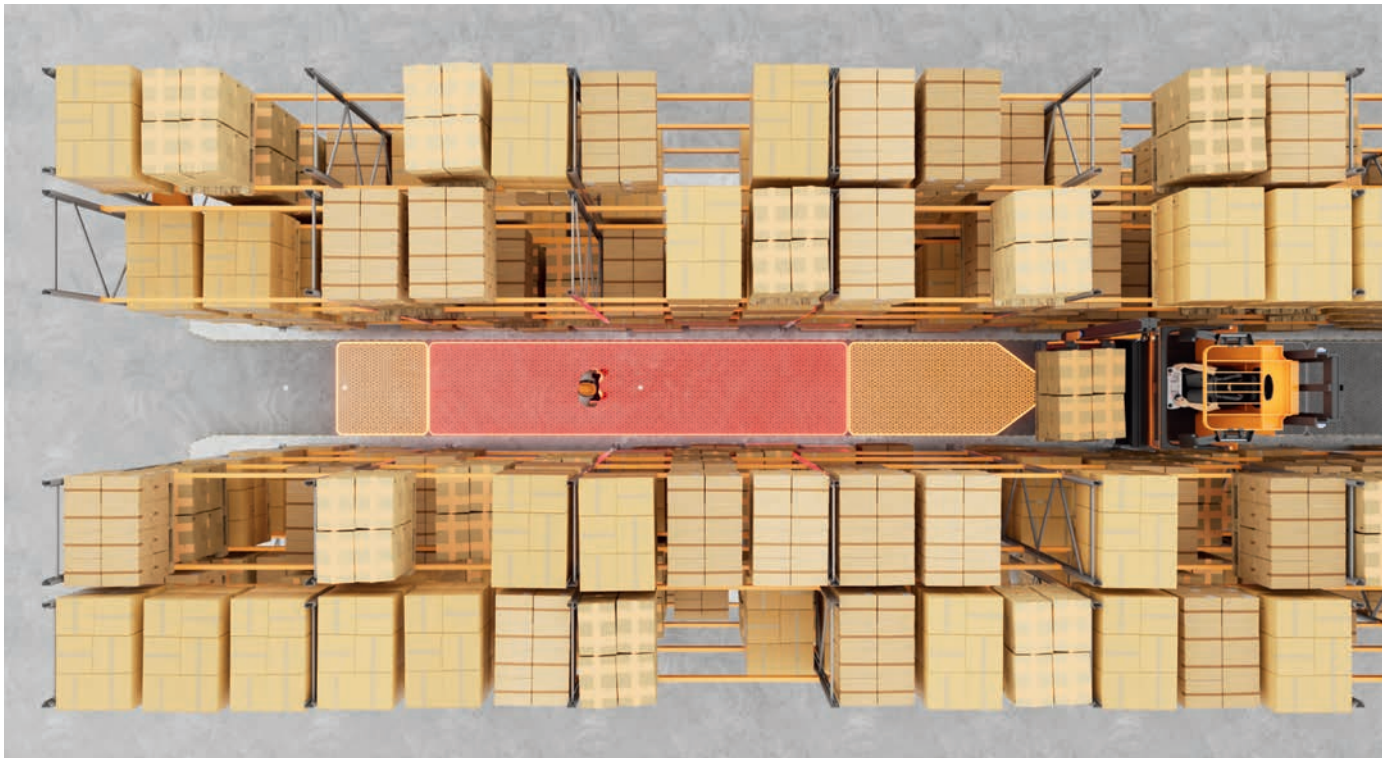
Work more safely and efficiently thanks to the distinction between warning field and safety field



Always on the safe side in narrow aisles – with the STILL mobile personal protection system (PPS)

With the mobile personal protection system from STILL, you are on the safe side when it comes to protecting people in narrow aisles. Sensitive safety scanners on the drive and load sides of the VNA truck monitor the route and reliably detect people in the aisle. The system distinguishes between two warning fields and one safety field and initiates appropriate vehicle responses. For example, if a person is detected in the warning field, the vehicle speed, depending on the setting, is automatically reduced to creep speed (maximum 2.5 km/h).

If there is a person in the safety field, the truck immediately brakes to a standstill and optionally triggers an alarm signal. Thanks to the latest scanner technology, the STILL PPS meets all legal requirements for occupational health and safety and workplace regulations - in a lean and efficient way. Optionally, the warning field can be used as an assistance system outside the narrow aisle, as no additional unknown components are required apart from the safety scanner.







Reliable protection against impact damage thanks to sensitive laser scanners with a range of up to 8 metres

Flexible configuration to meet any customer need

Efficient support through direct communication between assistance system and vehicle



Safe and efficient in narrow aisles – with the STILL Predictive Braking System (PBS)

Very narrow aisles often make it difficult to reliably detect obstacles on the route in good time and to react appropriately. With the predictive braking system from STILL, you no longer have to worry about unexpected objects on your (narrow aisle) route and can concentrate fully on your work. The intelligent system uses sensitive laser scanners on the load and drive side to detect static objects within defined warning fields at a distance of up to 8 metres and triggers the truck to react accordingly. Depending on the warning zone and individual configuration, this can be an acoustic signal, a speed reduction or even stopping the vehicle. The system can be easily integrated into existing or new forklift truck solutions and flexibly configured according to individual customer requirements - effectively reducing collisions and impact damage inside* and outside the narrow aisle.

*not in accordance with DIN 15185-2



MX-X Very Narrow Aisle Truck (man-up) iGo

The right system for any customer requirement: STILL iGo pilot can read RFID tags and barcode labels

Custom configuration: the system can be individually adapted to any conceivable very narrow-aisle warehouse

Optimal working conditions: doing away with search processes and wasted trips relieves the burden on the operator and enables quick incorporation of new employees

iGo pilot

STILL iGo pilot – Performance profile at a glance

The iGo pilot navigation and iGo pilot safety functions link the specific warehouse topography to the trucks operating within.
The iGo pilot navigation interface communicates with the warehouse management system and combines the warehouse processes into an intelligent whole. As a result, the truck knows which high shelving location to drive to next, thus unburdening the operator. When the operator accepts the next order, the truck finds its own way through the warehouse aisles. Thanks to iGo pilot safety assistance and warning systems, which can be individually preconfigured to any warehouse, the truck proactively adapts to its route as well as to local conditions and potential hazards. Once the truck has arrived at its destination, iGo pilot navigation stops the fork at exactly the right shelf position according to the task at hand. Once the task has been completed, the data is sent back to the warehouse management system in order to prevent order-picking errors and incorrect storage or retrieval of pallets. The result is a significant increase in handling capacity as well as increased safety thanks to networked agility.





MX-X Very Narrow Aisle Truck (man-up) iGo

Maximum safety: smart safety functions increase transport quality and eliminate risks of accidents and damage to people, vehicles, storage equipment and goods

Outstanding process excellence: avoiding mispicks and empty runs increases transport quality

Maximum availability: efficient transport control and IT integration enable optimal fleet utilisation around the clock

Optimum cost-effectiveness and efficiency through individual automation concepts as well as transparent and optimised continuous material flow

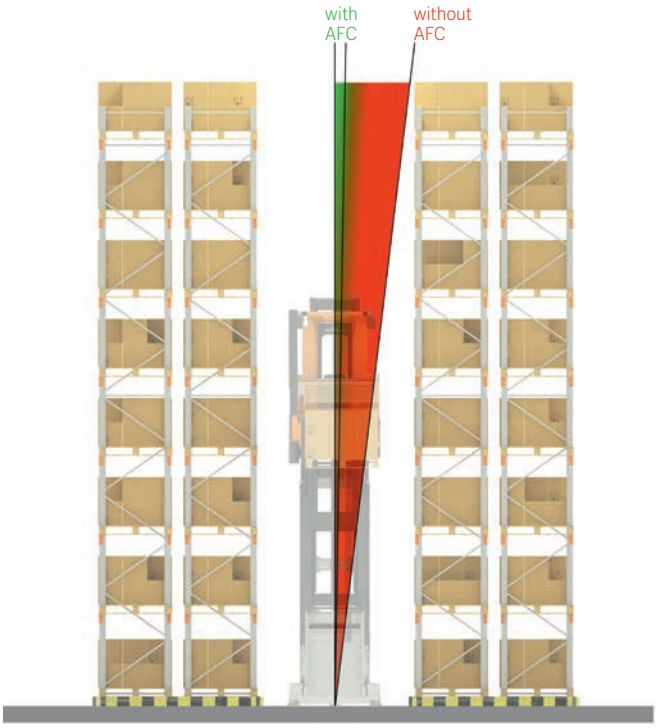


iGo – Automated transport solutions

STILL iGo enables automated interaction between one or more different trucks so that transport tasks in the warehouse can be performed without a driver. No matter what your transport task, we have the right automated truck for you. The various trucks in the iGo systems portfolio assist with incoming and outgoing goods, storage, buffering, order picking, as well as production supply and disposal. The iGo software takes over control and traffic regulation tasks, achieves effective fleet utilisation and monitors all battery charge statuses. Modern navigation technology is used to guide the trucks through the warehouse. Personnel protection scanners ensure the highest level of safety, while suitable sensors accurately detect pallets. The fully automated STILL devices cooperate effectively with manually controlled and semi-automated transport systems. Automation kits with standardised components, controls and interfaces transform a series truck into an industrial AGV (automated guided vehicle). We offer you reliable and scalable solutions across the entire automation spectrum. With your return on investment always in mind, we will support you all the way: from conception and quoting to implementation and maintenance.







Active Floor Compensation (AFC)

Active Floor Compensation (AFC) – Maximum performance even on uneven ground
For narrow-aisle warehouses, there are particularly high demands on the evenness of the floor. Should they be uneven or have any traces of wear, these will be transferred directly to the forklift truck in the form of vibrations. For maximum speeds and efficiency to be achieved, the floor needs to be absolutely level. Reconditioning the floor is not only costly, it also prevents the warehouse from being fully utilised while the work is being carried out.

Active assistance system: AFC
With the assistance system for the MX-X Very Narrow Aisle Truck, STILL offers a genuine alternative to reconditioning the warehouse floor. The system identifies any uneven surfaces in the load wheels' path and compensates for them in real time. This ensures that the truck frame always remains horizontal and the mast vertical. The AFC system has ultra-fast processors which allow it to react instantaneously, even when travelling at top speeds. In contrast to passive systems that only have a dampening effect, this system actively prevents vibrations before they occur.

Reduced vibrations – higher handling performance
Preventing mast vibrations protects the load, the warehouse and the driver and, last but not least, facilitates a significant increase in handling capacity with the help of AFC.

Active Load Stabilisation (ALS)

Unique around the world: STILL Active Load Stabilisation (ALS)
Active load stabilisation is unique in narrow aisle operations. It not only increases comfort, but also optimises the pushing movement when loading and picking. The hydraulic control inhibits mast vibrations and increases handling capacity by up to 5 percent.

MX-X Very Narrow Aisle Truck (man-up)
Perfection in performance and comfort

Optimum use of storage space: 18-metres lift height and highest residual load capacity

Fast storage and retrieval: Active load stabilisation (ALS) to reduce mast oscillations

Maximum possible working comfort: Spacious and flexibly adjustable driver's cabin

Maximum travel speeds: Active Floor Compensation (AFC) compensates for uneven ground



Innovative technologies and smart modularity: The STILL MX-X VNA Very Narrow Aisle Truck (man-up) sets standards in handling capacity and user-friendliness. Developed to optimally handle any challenge, the MX-X scores with performance packages for every application profile. Thus you receive a truck precisely adapted to your individual requirements - from its dimensions to its technical features. The focus is on the operator: A spacious and flexibly adaptable driver's cabin, intuitive controls and smart assistance systems promise safe, comfortable and efficient work throughout a whole shift.

Driving speeds of up to 14 km/h, a lift height of up to 18 metres and the highest residual load capacity on the market make the MX-X a turnover champion in highly compacted warehouse worlds. Whilst the active load stabilisation (ALS) notably shortens storage and retrieval processes by up to 5 %, the mechanism of the turret head promises even shorter picking distances. Thanks to the fully welded auxiliary lift, the MX-X scores with maximum stability up to the highest point. The STILL MX-X high bay order pickers can be individually configured according to your requirements and will thrill you with their excellent functionality.



Simply easy

- Intuitive vehicle comprehension as well as safe and ergonomic operation thanks to the compact control panel with colour display, visual instructions and individual definition of favourites
- Customised and space-optimised design of the driver's cab with multifunctional bars and holders to fasten small load carriers in the driver's compartment
- Ergonomic order picking: small distance between driver's cab and load carrier guarantees optimum power transmission

Simply powerful

- Maximum turnover rates through configurable performance packages. In addition, various OptiSpeed options are available to increase performance, e. g. active load stabilisation (ALS) when operating the push function
- Maximum storage density: thanks to the massive chassis, the MX-X has a particularly high residual load capacity and can store even heavy goods high up
- Particularly high degree of space utilisation due to the lifting height of more than 18 metres
- Compensation of uneven floors even at high travel speeds thanks to Active Floor Compensation (AFC) as a cost-effective alternative to floor renovation
- Absolute availability: can be used with various batteries (lead-acid and lithium-ion) in 48 V and 80 V, and thus a real power pack even in multi-shift operation
- In the Blue-Q efficiency programme, the MX-X also saves energy at the touch of a button - without any drop in performance

Simply safe

- Twofold protection: sensor-controlled two-hand operation and electronic monitoring of the battery lock provide safety at work
- The shock-absorbing floor in the driver's cab and the foot section facing the load side ensure a high level of user comfort and health protection
- Accident prevention with Rescue Alarm, Safety Light and the optional iGo pilot safety function: the alarm system reacts sensitively to abnormal driver behaviour in narrow aisles, the lighting system increases the vehicle's visibility to third parties, and the pedestrian protection system (PPS) prevents accidents caused by carelessness
- Continual high performance at a consistently low noise level: particularly quiet drive and lift motors ensure minimal noise impact on the driver

Simply flexible

- Customised very narrow aisle trucks with individually configured vehicle dimensions and cabin variants enable high warehouse density and a high degree of utilisation diversity for all requirements
- High functionality in goods accessibility: optional tiltable side barrier facilitates ergonomic access to goods up to the last item

Simply connected

- Minimise errors and increase throughput at the same time by using the iGo pilot navigation assistance system for automatic approach to the shelf
- Compact overview of all relevant vehicle information in the STILL neXXt fleet web application
- Optimisation of the flow of goods through uncomplicated connection to the company's own warehouse management system (WMS) with the iGo pilot navigation interface



MX-X Very Narrow Aisle Truck (man-up)
Equipment Variants



		MX-X with turret head	MX-X with telescopic fork unit
Driver's seat	Ergonomic, shock absorbing seat with horizontal adjustment	●	●
	Seat variants with arm rests and heating or air-suspended comfort seat	○	○
	Shock-absorbing work space for optimum comfort on bumpy floors and trespasses	●	●
	Combi cabin for freedom of movement when order picking or stacking	●	●
	Comfort cabin for greatest freedom of movement	○	○
	Many different cabin widths (1,070–1,970 mm)	●	●
	Cold store version for temperatures up to -30 °C	○	○
	Heights overhead guard 1,900/2,000/2,100 mm	○/●/○	○/●/○
	Single centrally placed control panel with ergonomic steering knob to control the truck	●	●
	Two-piece control panel integrated in the armrests of the seat for seated and standing driving	○	○
	Colour display to indicate operating states	●	●
	Tilting barrier for optimum reach	○	○
	Full glass swivel door for the closed cabin	○	○
	Upholstered backrest for standing truck operation	●	●
	Knee upholstering for support when order picking	○	○
	Mounting support to attach storage compartments for small utensils (load end and/or lift end)	○	○
	Flexible bar system for individual work space layout (load end and/or mast end)	○	○
	Adjustable rear view mirrors, optionally with integrated LED lighting and fans	○	○
	LED lights to light the cabin	○	○
	LED spot light for the rack	○	○
	Reversing camera system with 180° field of vision consisting of one or two cameras	○	○
	Integrated storage compartments, for example for writing pad, bottles, or USB socket	○	○
	Prepared for installation of standard car radios	○	○
	Electric and mechanic preparation for data terminal	○	○
Performance packages	OptiSpeed 3.0: Basic equipment with reach control	●	●
	OptiSpeed 3.1: Load detection for speed optimisation	○	○
	OptiSpeed 3.3: Weight and load detection for speed optimisation	○	○
	OptiSpeed 3.4: Active load stabilisation and weight and load detection for speed optimisation	○	○
	STILL iGo pilot navigation: semi-automatic approach to shelf	○	○
	Active Floor Compensation (AFC): Assistance system to compensate for uneven floors for maximum driving speed	○	○
	Performance package lifting	○	○
	Performance package driving	○	○
Safety	STILL iGo pilot safety: tailor-made safety and flexibility in the narrow aisle	○	○
	FleetManager: access authorisation, shock detection, reports	○	○
	Rescue Alarm for atypical user input to attract attention	○	○
	Reach control depending on lift height and load weight for safe storage and retrieval	●	●
	Automatic end-of-aisle stop with pedestrian protection system, RFID tags or magnetic switches	○	○
	Rail guidance with entrance rollers	●	●
	Inductive guidance with automatic loop finder	○	○
	Increased residual load capacity for heavy loads at large heights	○	○
	Automatic fork cycle for faster and safer load change, integrated in the control panel	○	○
	Lift height pre-selection for faster positioning at the storage bay and for stacking	○	○
	PIN code access, keyless with push button	○	○
	Warning light, drive end for better perception of the truck	●	●
	Warning light, load end	○	○
	STILL Safety Light	○	○
	Acoustic warning when driving in load and/or drive direction	○	○
	Adjustable lift cutoff and lowering stop	○	○
	Contactless collision guard on the OHG	○	○
	Installed rope rescue system, ready for use	●	●
	Maximum safety through iGo systems automation	○	○
Hydraulics	Over shift function for turret head	○	—
	Symmetric hydraulic fork arm adjustment	○	—
	Parallel hydraulic fork arm adjustment	○	—
	Hydraulic fork arm adjustment single fork arm	○	—
	Auxiliary functions attachment	○	—
	Mast transition damping	●	●
	Auxiliary lift h_9	●	●
	Noise-optimised hydraulic pump	●	●
	Energy recovery when lowering	●	●
Drives	Jerk-free, stepless acceleration up to top speed	●	●
	Maintenance-free drives for driving, steering and lifting	●	●
	Fully capsulated, dirt and dust resistant components	●	●
	Regenerative brake system for energy recuperation when braking	●	●
	Additional hydraulic load wheel brake	○	○
Battery	48-V battery compartment for 480 to 1240 Ah	○	○
	80-V battery compartment for 360 to 930 Ah	○	○
	Li-Ion for the 48- and 80-V battery compartment	○	○
	Battery roller track for lateral battery change	○	○
	Electronic battery lock monitor	●	●
	Preparation for fast charging access	○	○
	Fast charging access	○	○

● Standard ○ Option — Not available

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STILL is certified in the following areas: Quality management, occupational safety, environmental protection and energy management.

MX-X EN 01/25 Subject to technical modifications.

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