

GX-X/GX-Q Technical Data Stacker with Turret Head/Telescopic Fork



first in intralogistics

Int Manufacturer STILL		GX-	-X Racking truck with turret head				
groups 1.2 Mundacturd's model designation No. No. <t< td=""><td></td><td>1.1</td><td>Manufacturer</td><td></td><td></td><td>STILL</td><td>STILL</td></t<>		1.1	Manufacturer			STILL	STILL
Non-District Non-District Triplex mast Triplex mast Instruct Triplex mast Instruct Triplex mast Triplex mast Electric		1.0	Manufacturar's model designation			GX-X	GX-X
Best Image Image <thimage< th=""> I</thimage<>	tics	1.2				Telescopic mast	Triplex mast
Bit A Control Control Stand-on/Seated Stand-on/Seated Stand-on/Seated 1.5 Capacity/add C.0 mm 600 600 1.5 Capacity/add C.0 mm 600 600 1.6 Markel base y mm 1811 1943 2.2 Ade load infand drive end/load end kg 1520/3707* 2203/3183* 2.2 Ade load infand drive end/load end mm 6230/140 9.30/140 3.3 Tyres ize ade load infand mm 9.30/140 9.30/140 9.30/140 3.3 Tyres ize ade load infand mm 9.30/140 9.30/140 9.30/140 3.4 Tyres ize mm 1200 9.30/140 9.30/140 9.30/140 3.4 Tyres ize mm 1200 9.30/140 9.30/140 3.5 Tyres ize mm 1200 9.30/140 9.30/140 4.2 Holght mstriaded mm 9.30 10.50<	teris	1.3	Drive			Electric	Electric
6 1.3 Capacity/Load 0 kg 1350 1350 1.4 Load Centre 0 mm 600 600 1.4 Load Centre 0 mm 1811 1943 2.1 Tock wright finct, lottery) kg 5987* 66938* 2.3 Ade load inden drive end/load end kg 2280/707* 2259/4343* 2.3 Ade load inden mm 0 9370/140 \$ 350/140 \$ 350/140 3.1 Tyres aize dive end/load end mm 0 \$ 350/140 \$ 350/140 \$ 350/140 3.5 Number of wheels (x - driven wheel) drive end/load end mm 0 \$ 370/160 \$	arac	1.4	Control			Stand-on/Seated	Stand-on/Seated
I.a Load centre nm 600 600 1.9 Wheel base y mm 1811 1943 2.1 Truck weight (incl, battery) incl, battery) 6938*. 6938*. 2.2 Axle load laden drive end/load end ikg 5987*. 6938*. 3.3 Tyres 2280./3207* 2556/4343*. Polyur=Ethne 3.3 Tyres mm 9.30/140 9.30/140 9.30/140 3.4 Tyres size drive end/load end mm 9.30/140 9.30/140 3.5 Number of wheels (x = driven wheel) drive end/load end mm 19.2 Yx/2 3.4 Track width, front bin mm 0 0 0 3.4 Track width, front bin mm 3.400 3.5 Number of wheels (x = driven wheel) drive end/load mm 1.20 0 0.40 3.5 Tyres width mm 1.20 mm 3.400 3.5 1.5 1.5 1.5	ů,	1.5	Capacity/load	Q	kg	1350	1350
I. 10 Windel base y mm 1811 1943 g 2.1 Tack weight (incl. batery) kg 5957* 6938* 2.3 Able bad laden drive end/load end kg 1240 /5597* 2103 /6185* 2.3 Able bad unladen drive end/load end kg 2280 /7140 9 360 /140 9 360 /140 9 360 /140 9 360 /140 9 370 /160 9 3		1.6	Load centre	С	mm	600	600
general back weight funct. battery) kg 5987* 6938* 2:2 Ake load laden drive end/load end kg 1740/5507* 2103/6185* 3:3 Tyres 3:2 Tyres		1.9	Wheel base	у	mm	1811	1943
mm mm constraint drive end/load end kg 128/0/3707* 213/0/185** 2.3 Ake load undern drive end mm 9 250/140 9 30/140 3.1 Trees drive end mm 9 30/140 9 30/140 3.2 Tree size drive end mm 9 30/140 9 30/140 3.3 Tree size drive end mm 9 30/140 9 30/140 3.5 Track width, front bin mm 0 0 0 4.7 Height, mast lowered bin mm 400 0 0 4.4 Lift Hight, mast lowered bin mm 0 0 0 4.4 Lift Height, mast lowered bin mm 0.0 0 0 0 4.2 Height, mast lowered bin mm 0.0 0 0 0 0 0 0 0 <	hts	2.1	Truck weight (incl. battery)		kg	5987*	6938*
Image: 2 2.3 Adv load unladen drive end /load end kg 2280/370?* 2590/4303* 3.1 Tyres ize drive end /load end mm 9.300/140	/eigl	2.2	Axle load laden drive end/load en	d	kg	1740/5597*	2103/6185*
8.1 Tyres Polymetham 3.2 Tyre size load end mm 9.30/140	5	2.3	Axle load unladen drive end/load en	d	kg	2280/3707*	2596/4343*
3.3 Tyre size drive end mm 0.830/140 0.930/140 <th0.930 140<="" th=""> 0.930/140 0.930/140<td></td><td>3.1</td><td>Tyres</td><td></td><td></td><td>Polyur</td><td>ethane</td></th0.930>		3.1	Tyres			Polyur	ethane
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S S Number of wheels (x = driven wheel) drive end/load end Imm Imm </td <td>leel</td> <td>3.3</td> <td>Tyre size load en</td> <td>d</td> <td>mm</td> <td>Ø 370/160</td> <td>Ø 370/160</td>	leel	3.3	Tyre size load en	d	mm	Ø 370/160	Ø 370/160
3.6 Track width, front bit mm 1290 1290 3.7 Track width, froat bit mm 0 0 4.2 Height, mast lowered hit mm 3400 3400 4.3 Free lift. hit mm 4400 6330 4.4 Lift hit mm 4200 6330 4.4 Lift mm 5650* 7800* 4.7 Height, overeded hit mm 600 600 4.15 Height lowered hit mm 1050 1050 4.15 Height load wheel axle b/bit mm 1250/1500 1250/1500 4.22 Overall lock width bit mm 710 710 4.22 Overall fork width mit mm 710 710 4.22 Fork carriage width bit mm 1045 1645 4.23 Ford carrance, centre of wheel base mm mm 400 40 </td <td> ₹</td> <td>3.5</td> <td>Number of wheels (x = driven wheel) drive end/load en</td> <td>d</td> <td></td> <td>1x/2</td> <td>1x/2</td>	₹	3.5	Number of wheels (x = driven wheel) drive end/load en	d		1x/2	1x/2
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4.2 Height, mast lowered h mm 3400 3400 4.3 Free lift h mm - 2150 4.4 Lift h mm 4200 6330 4.4 Lift h mm 4200 6330 4.7 Height over overhead guard (cab) h mm 2000 2200 4.8 Standing height, lowered h mm 2000 2200 4.15 Height mart diverse h mm 2000 2200 4.10 Verall width load vinel axie h mm 3100* 3232* 4.21 Overall width load vinel axie b/b mm 50/120/1200 50/120/1200 4.22 Fork dimensions \$/e/1 mm 470/640 470/640 4.22 Fork dimensions b mm 404 400 4.23 Floor clearance, centre axis, laden m md 404 40 4.33 Floor clearance, centre axis, laden		3.7	Track width, rear	b11	mm	0	0
4.3 Free lift hz mm 2150 4.4 Lift hz mm 4200 6350 4.5 Height, mast raised hz mm 5650* 7800* 4.7 Height over overhead guard (cab) hz mm 1050 1050 4.8 Staning height, lowered hz mm 3100* 3232* 4.15 Height lowered hz mm 300* 3232* 4.20 Coreall length (incl. forks) h mm 710 710 4.22 Fork dimensions S/e/l mm 50/120/1200 50/120/1200 4.24 Fork dimensions S/e/l mm 1308 1308 4.23 Vidth over guide rollers bs mm 1404 40 4.25 Vidth over guide rollers bs mm 1308 1308 4.33 Floor clearance, centre of wheel base nz mm 40 40 4.34 Working sile width		4.2	Height, mast lowered	h1	mm	3400	3400
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4.7 Height over overhead guard (ab) hs mm 2200 2200 4.8 Standing height, lowered hs mm 60 60 4.10 Overall with load wheel axle by b mm 3100* 3232* 4.10 Overall with load wheel axle by b mm 3100* 3232* 4.21 Overall with load wheel axle by b mm 50/1500 1250/1500 1250/1500 4.22 Fork carriage width bi mm 710 710 710 4.22 Overall fork width min./max, bs mm 740 710 710 4.22 Overall off width min./max, bs mm 4455 1645 4.23 Floor clearance, centre of wheel base min mm 40 40 4.33 Floor clearance, centre of wheel base min mm 80 80 4.34 Working aise width A= mm wariable* variable* variable* 4.35 Turning radius<		4.5	Height, mast raised	h4	mm	5650*	7800*
4.8 Standing height, lowered hr mm 1050 1050 4.15 Height lowered hs mm 60 60 4.19 Overall length (incl. forks) h mm 3100* 3232* 4.21 Overall length (incl. forks) h mm 3100* 3232* 4.22 Overall length (incl. forks) b/b mm 700 1250/1500 150/120/1200 50/120/1200 4.24 Fork dimensions s/e/l mm 70 710 710 4.25 Overall fork width min./max. bs mm 470/640 470/640 4.25 Overall fork width over guide rollers bs mm 1045 1645 4.29 Side shift br mm 100 40 40 4.32 Floor clearance, centre of wheel base ma mm wariable* variable* variable* 4.33 Floor clearance, centre of wheel base ma mm variable* variable* 4.34		4./	Height over overhead guard (cab)	h ₆	mm	2200	2200
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Image mm 3100* 3322* 4.21 Overall width load wheel axie b/bz mm 1250/1500 1250/1500 4.22 Fork dimensions \$/e/1 mm 50/120/1500 50/120/1200 50/120/1200 4.24 Fork dimensions \$/e/1 mm 710 710 710 4.25 Vorall lock width min./max, bs mm 470/640 470/640 4.27 Width over guide rollers bs mm 1045 1645 4.29 Side shift br mm 40 40 4.31 Floor clearance under mast, laden min mm variable* variable* 4.32 Floor clearance, centre of wheel base m2 mm 80 80 4.33 Distance to turret head pivot point Is mm variable* variable* 4.33 Distance to turret head pivot point Is mm variable* variable* 4.34 Working side-shift carriage B mm variable*<		4.15	Height lowered	h13	mm	60	60
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4.31 Floor clearance under mask, laden Init		4.29		D7	mm	1308	1308
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4.40 Width, side-shift carriage b Initial Variable Variable 4.41 Width of traverse arm F mm variable* variable* 4.42 Transfer aisle width, min Au mm variable* variable* 5.1 Travel speed laden/unladen km/h variable* variable* 5.2 Hoist speed laden/unladen m/s variable* variable* 5.3 Lowering speed laden/unladen m/s variable* variable* 5.4 Side-shift speed laden/unladen m/s variable* variable* 5.4 Side-shift speed laden/unladen m/s variable* variable* 5.4 Side-shift speed laden/unladen m/s variable* variable* 5.10 Service brake Generator Generator Generator 6.1 Drive motor, rating kW 6.5 kW/S2 = 60 min IEC 254-2; C 6.3 Battery to IEC 254-2 A, B, C, No KW 24 kW/S3 = 15 %* 6.4 Battery to ype, voltage, Rated capacity Cs V/Ah		4.39	Width aida abift aarriaga	P		variable*	variable*
4.4.1 With of traverse arm P Imm Variable Variable 4.42 Transfer aisle width, min Au mm variable* variable* 5.1 Travel speed laden/unladen km/h variable* variable* 5.2 Hoist speed laden/unladen m/s variable* variable* 5.2 Hoist speed laden/unladen m/s variable* variable* 5.3 Lowering speed laden/unladen m/s variable* variable* 5.4 Side-shift speed laden/unladen m/s variable* variable* 5.4 Side-shift speed laden/unladen m/s variable* variable* 5.9 Acceleration time (over 10 m) laden/unladen m/s variable* variable* 5.10 Service brake Generator Generator Generator 6.1 Drive motor, rating KW 6.5 kW/S2 = 60 min kW 6.2 Hoist motor, rating kW 24 kW/S3 = 15%* 6.3 Battery to IEC 254-2 A, B, C, No KW 24 kW/S3 = 15%* 6.4 Battery type, voltage, Rated capacity C5 V/Ah PzS, 48 V, 1120 Ah 6.5 Battery weight ±5% (depends o		4.40	Width, side-stillt callage			variable*	variable*
Number Number Variable Variable 98 5.1 Travel speed laden/unladen km/h variable* variable 5.2 Hoist speed laden/unladen m/s variable* variable* 5.3 Lowering speed laden/unladen m/s variable* variable* 5.4 Side-shift speed laden/unladen m/s variable* variable* 5.4 Side-shift speed laden/unladen m/s variable* variable* 5.9 Acceleration time (over 10 m) laden/unladen m/s variable* variable* 5.10 Service brake Generator Generator Generator 6.1 Drive motor, rating kW 6.5 kW/S2 = 60 min kW 6.2 Hoist motor, rating kW 24 kW/S3 = 15%* kW 6.3 Battery to IEC 254-2 A, B, C, No IEC 254-2; C kg 1688 6.5 Battery type, voltage, Rated capacity C5 V/Ah PzS, 48 V, 1120 Ah 1688 6.5 Battery weight ±5% (depends on make) kg 1688 1688		4.41	Transfer aisle width min	Γ	mm	variable*	variable*
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open definition 0.2 100st speed 100st speed variable variable variable 5.3 Lowering speed laden/unladen m/s variable* variable 5.4 Side-shift speed laden/unladen m/s variable* variable* 5.9 Acceleration time (over 10 m) laden/unladen s variable* variable* 5.10 Service brake 6.1 Drive motor, rating KW 6.5 kW/S2 = 60 min 6.2 Hoist motor, rating kW 24 kW/S3 = 15%* 6.3 Battery to IEC 254-2 A, B, C, No IEC 254-2; C 6.4 Battery type, voltage, Rated capacity C5 V/Ah PzS, 48 V, 1120 Ah 6.5 Battery weight ±5% (depends on make) kg 1688 sig 8.1 Drive control Microprocessor 8.4 Sound level, driver's ear dB(A) 68	e	5.2	Hoist speed	n	m/s	variable*	variable*
Bit Side bit mig speed Inderformation Inf of the function 5.4 Side-shift speed Iaden/unladen m/s variable* 5.9 Acceleration time (over 10 m) Iaden/unladen s variable* 5.10 Service brake Generator 6.1 Drive motor, rating KW 6.5 kW/S2 = 60 min 6.2 Hoist motor, rating kW 24 kW/S3 = 15%* 6.3 Battery to IEC 254-2 A, B, C, No IEC 254-2; C 6.4 Battery type, voltage, Rated capacity C5 V/Ah PzS, 48 V, 1120 Ah 6.5 Battery weight ±5% (depends on make) kg 1688 sig 8.1 Drive control Microprocessor 8.4 Sound level, driver's ear dB(A) 68	anc	53	Lowering speed	n	m/s	variable*	variable*
Pred0.4Other SingleVariableVariable5.9Acceleration time (over 10 m)laden/unladensvariable*5.10Service brakeGenerator6.1Drive motor, ratingkW $6.5 kW/S2 = 60 min$ 6.2Hoist motor, ratingkW $24 kW/S3 = 15\%^*$ 6.3Battery to IEC 254-2 A, B, C, NoIEC 254-2 C6.4Battery type, voltage, Rated capacity C5V/Ah6.5Battery weight ±5% (depends on make)kg6.1Drive controlMicroprocessor8.1Drive controlMicroprocessor	orm	5.4	Side-shift speed	n	m/s	variable*	variable*
S.7 Rediction interform (over 10 m) Indenty divided Structure With the formation 5.10 Service brake Generator 6.1 Drive motor, rating kW 6.5 kW/S2 = 60 min 6.2 Hoist motor, rating kW 24 kW/S3 = 15%* 6.3 Battery to IEC 254-2 A, B, C, No IEC 254-2; C 6.4 Battery type, voltage, Rated capacity Cs V/Ah 6.5 Battery weight ±5% (depends on make) kg 5.8 8.1 Drive control 8.1 Drive control Microprocessor 8.4 Sound level, driver's ear dB(A) 68	Perf	5.0	Acceleration time (over 10 m)	n	e 111/ 5	variable*	variable*
Bit Drive motor, rating kW 6.5 kW/S2 = 60 min 6.1 Drive motor, rating kW 24 kW/S3 = 15%* 6.3 Battery to IEC 254-2 A, B, C, No IEC 254-2; C 6.4 Battery type, voltage, Rated capacity Cs V/Ah 6.5 Battery weight ±5% (depends on make) kg 8.1 Drive control Microprocessor 8.4 Sound level, driver's ear dB(A)		5.10	Service brake		5	Gene	Prator
Bit Drive control KW C13 KW / 02 = 00 mm² 6.2 Hoist motor, rating KW 24 kW/S3 = 15 %* 6.3 Battery to IEC 254-2 A, B, C, No IEC 254-2; C 6.4 Battery type, voltage, Rated capacity Cs V/Ah 6.5 Battery weight ±5% (depends on make) kg 5 Battery control Microprocessor 8.1 Drive control Microprocessor 8.4 Sound level, driver's ear dB(A) 68		6.1			kW	6.5 kW/S	2 = 60 min
bit Difference Difference Difference 6.3 Battery to IEC 254-2 A, B, C, No IEC 254-2; C 6.4 Battery type, voltage, Rated capacity Cs V/Ah 6.5 Battery weight ±5% (depends on make) kg 5 8.1 Drive control Microprocessor 8.4 Sound level, driver's ear dB(A) 68	gine	6.2	Hoist motor, rating		kW	24 kW/S	3 = 15%*
Image: Second	c en	6.3	Battery to IEC 254-2 A. B. C. No		KW	IFC 25	54-2: C
Image: Second	sctri	6.4	Battery type, voltage, Rated capacity C₅		V/Ab	PzS. 48 V	. 1120 Ah
Size 8.1 Drive control Microprocessor 8.4 Sound level, driver's ear dB(A) 68	E	6.5	Battery weight ±5% (depends on make)		kg	16	88
in the process of the second	ن ا	8.1	Drive control			Microp	rocessor
	Mis	8.4	Sound level, driver's ear		dB(A)	6	8

Figures can vary by ±10%. The calculated drive profiles are based on our floor guidelines. Subject to technical changes. * The figures are scaleable and conform to the customer's individual requirements

Telescopic mast "light" with turret head (all heights given in mm)

Type 1 Total lift from floor Total lift Main lift Height lowered Aux. lift 2 Greatest height 3 Overall height h1 h25 (h3 + h9 + h13) h24 (h3 + h9) h3 h13 h9 h4 (h3 + 2200) 4900 8655 8595 7600 60 995 9800 4400 7655 7595 6600 60 995 8800											
Overall height h1 h2s (h3 + h9 + h13) h24 (h3 + h9) h3 h13 h9 h4 (h3 + 2200) 4900 8655 8595 7600 60 995 9800 4400 7655 7595 6600 60 995 8800	Type ¹	Total lift from floor	Total lift	Main lift	Height lowered	Aux. lift ²	Greatest height ³				
4900 8655 8595 7600 60 995 9800 4400 7655 7595 6600 60 995 8800	Overall height h	h25 (h3 + h9 + h13)	h24 (h3 + h9)	h₃	h13	h9	h4 (h3 + 2200)				
4400 7655 7595 6600 60 995 8800	4900	8655	8595	7600	60	995	9800				
	4400	7655	7595	6600	60	995	8800				
<u>3900 6655 6595 5600 60 995 7800</u>	3900	6655	6595	5600	60	995	7800				
3400 5655 5595 4600 60 995 6800	3400	5655	5595	4600	60	995	6800				
2900 4655 4595 3600 60 995 5800	2900	4655	4595	3600	60	995	5800				
2400 3655 3595 2600 60 995 4800	2400	3655	3595	2600	60	995	4800				
2200 3255 3195 2200 60 995 4400	2200	3255	3195	2200	60	995	4400				

Telescopic mast with turret head

(all heights given in mm) Total lift from floor Total lift h₂₄ (h₃ + h₉) Type ¹ Main lift Height lowered Aux. lift Greatest height ³ h₄ (h₃ + 2200) 9400 h25 (h3 + h9 + h13) Overall height h1 h₃ h13 h۹

Triplex mast with turret head

(an neights given in min)											
Type ¹	Total lift from floor	Total lift	Main lift	Free lift	Height lowered ¹	Aux. lift ²	Greatest height ³				
Overall height h1	h ₂₅ (h ₃ + h ₉ + h ₁₃)	h24 (h3 + h9)	h₃	h2	h13	h∘	h4 (h3 + 2200)				
3900	8505	8445	7450	2650	60	995	9650				
3400	7405	7345	6350	2150	60	995	8550				
2900	6105	6045	5050	1650	60	995	7250				
2400	4605	4545	3550	1150	60	995	5750				
2200	4005	3945	2950	950	60	995	5150				

 1 Intermediate overall heights on request 2 No intermediate lift is used: h_9 = 0 mm 3 Without auxiliary lift the attachment overall height is 1,450 mm



Rail guidance







	GX-	Q Racking truck with Telescopic Forks				
	1.1	Manufacturer			STILL	STILL
	1.0	Manufacturar's model designation			GX-Q	GX-Q
tics	1.2				Telescopic mast	Triplex mast
eris	1.3	Drive			Electric	Electric
ract	1.4	Control			Stand-on/Seated	Stand-on/Seated
Cha	1.5	Capacity/load	Q	kg	1250	1250
	1.6	Load centre	с	mm	600	600
	1.9	Wheel base	у	mm	1811	1943
lts	2.1	Truck weight (incl. battery)		kg	5848*	6799*
(eigt	2.2	Axle load laden drive end/load end		kg	1864/5234*	2217/5832*
3	2.3	Axle load unladen drive end/load end		kg	2344/3504*	2654/4145*
	3.1	Tyres			Polyur	ethane
	3.2	Tyre size drive end		mm	Ø 360/140	Ø 360/140
leels	3.3	Tyre size load end		mm	Ø 370/160	Ø 370/160
l ≯	3.5	Number of wheels (x = driven wheel) drive end/load end			1x/2	1x/2
	3.6	Track width, front	b10	mm	1240	1240
	3.7	Track width, rear	b11	mm	0	0
	4.2	Height, mast lowered	h1	mm	3400	3400
	4.3	Free lift	h ₂	mm	-	2150
	4.4	Lift	h₃	mm	4200	6350
	4.5	Height, mast raised	h4	mm	5500*	7600
	4.7	Height over overhead guard (cab)	h6	mm	2200	2200
	4.8	Standing height, lowered	h7	mm	1050	1050
	4.15	Height lowered	h13	mm	380	380
	4.19	Overall length (incl. forks)	11	mm	3487*	3619*
su	4.21	Overall width load wheel axle	b1/b2	mm	1250/1450	1250/1450
nsio	4.22	Fork dimensions	s/e/l	mm	65/174/1200	65/174/1200
me	4.24	Fork carriage width	b3	mm	1165	1165
ic d	4.25	Overall fork width min./max	. D5	mm	545/545	545/545
Bas	4.27	Width over guide rollers	D6	mm	1595	1595
	4.29	Side shift	D7	mm	1400	1400
	4.31	Floor clearance under mast, laden	M1	mm	40	40
	4.32	Hoor clearance, centre or wheel-base	m2	mm	80 wariahla*	80
	4.34		Ast		variable*	variable*
	4.30	Distance Telesconie forke, mid neint	VVa	mm	variable*	variable*
	4.30	Length of Tologoopia fork bod	18	mm	variable*	variable*
	4.39	Width side shift services	P	mm	variable*	variable*
	4.40	Transfer aisle width min	Δ	mm	variable*	variable*
<u> </u>	5 1		I Au	km/h	variable*	variable*
l o	5.2	Hoist speed laden / unladen		m/s	variable*	variable*
anc	5.3	Lowering speed		m/s	variable*	variable*
orm	5.4	Side-shift speed laden/unladen		m/s	variable*	variable*
Perf	5.0	Acceleration time (over 10 m)		e 111/ 5	variable*	variable*
	5 10	Service brake		3	Gene	erator
	6.1	Drive motor, rating		kW	6.5 kW/S	2 = 60 min
L _	6.2	Hoist motor, rating		kW	24 kW/S	3 = 15%*
loto	6.3	Battery to IEC 254-2 A B C No			IFC 25	54-2: C
Ц Ч Ч	6.4	Battery type, voltage, Rated capacity C ₅		V/Ah	P7S, 48 V	. 1120 Ah
	6.5	Battery weight ±5% (depends on make)		kg	16	88
ن ن	8.1	Drive control			Microp	ocessor
Mis	8.4	Sound level, driver's ear		dB(A)	6	8

Figures can vary by ±10%. The calculated drive profiles are based on our floor guidelines. Subject to technical changes. * The figures are scaleable and conform to the customer's individual requirements

T

Telescopic mast "light" with telescopic forks (all heights given in mm)											
Type ¹ Total lift from floor Total lift Main lift Height lowered Greatest height											
Overall height h	h25 (h3 + h9 + h13)	h24 (h3 + h9)	h₃	h13	h4						
4900	7980	7600	7600	380	8700						
4400	6980	6600	6600	380	7700						
3900	5980	5600	5600	380	6700						
3400	4980	4600	4600	380	5700						
2900	3980	3600	3600	380	4700						
2400 2980 2600 2600 380 3700											
2200	2580	2200	2200	380	3300						

Telescopic mast with telescopic forks

(all heights given in mm)										
Type ¹	Total lift from floor	Total lift	Main lift	Height lowered	Greatest height					
Overall height h1	h25 (h3 + h9 + h13)	h24 (h3 + h9)	h₃	hı₃	h4					
4900	7580	7200	7200	380	8500					
4400	6580	6200	6200	380	7500					
3900	5580	5200	5200	380	6500					
3400	4580	4200	4200	380	5500					
2900	3580	3200	3200	380	4500					
2400	2580	2200	2200	380	3500					
2200	2180	1800	1800	380	3100					

Triplex mast with telescopic forks (all heights given in mm)										
Type ¹	Type 1 Total lift from floor Total lift Main lift Free lift Height lowered 1 Greatest height									
Overall height h1	h ₂₅ (h ₃ + h ₉ + h ₁₃)	h ₂₄ (h ₃ + h ₉)	h₃	h2	h13	h4				
3900	7830	7450	7450	2650	380	8700				
3400	6730	6350	6350	2150	380	7600				
2900	5430	5050	5050	1650	380	6300				
2400	3930	3550	3550	1150	380	4800				
2200	3330	2950	2950	950	380	4200				

¹ Intermediate overall heights on request







Telescopic forks Two versions h13 = 180 mm or h13 = 380 mm											
a21 = 90 mm											
l ₆ x b ₁₂ pallet	A	a 22	Х	18	b₃	b7	Ast	A _u min.	Q max.		
1200 x 800	450	50	298	748	1165	1350	1380	variable*	1250		
1200 x 1000	550	50	298	848	1365	1350	1380	variable*	1000		
1200 x 1200	650	50	298	948	1565	1350	1380	variable*	800		
1240 x 835	450	30	298	748	1165	1400	1420	variable*	1250		
1300 x 1300	700	50	298	998	1665	1450	1480	variable*	800		

7

* The figures are scaleable and conform to the customer's individual requirements





Racking truck with turret head/telescopic forks

STILL presents the modern and futuristic GX-X with OPTISPEED.

Here are the features for this generation of trucks:

- Modular build design.
- Flexible in use.
- Scaleable dimensions and performance.
- Ergonomic work station.
- High handling capacity.
- Low energy consumption.
- Low operating costs.
- Innovative OPTISPEED concept is ahead of its time.

Driver's compartment

- Roomy driver's compartment with adjustable controls and great leg room. For added safety, the driver is always kept within the contours of the truck.
- Damped driver's compartment (optional) greatly reduces impacts and shocks from uneven floors, significantly reducing operator back problems and subsequent absenteeism.
- Proportional seat and floor plate adjustment with electrical rail adjustment (optional) provides ergonomic adjustment of the controls for the best view onto the fork tips, whatever the physique.
- Luxury tilting seat with individual weight and horizontal adjustments is gentle on the neck when looking upwards at the load, or when looking around the side of the mast.
- Open steps enable trouble free entry and exit.
- Individual storage facilities with large utensil compartments, A4 storage areas and drinks holders.
- High level of safety due to optimised visibility overhead guard with inclined strut arrangement and superb all-round vision.
- An ergonomic joystick with maintenance-free sensor technology for the actuation of all hydraulic functions without changing grip and noticeable direction selection.

Modern efficient technology

- Energy recovery when braking and when lowering the main lift.
- Three-phase drive technology for peak performance with high efficiency and low operating costs. Wear-free for high availability and greater handling capacity.
- Peak speeds even when lowering unladen in auxiliary lift.
- Powerful low wear hydraulics.
- Sensitive secondary movements thanks to proportional valve technology.
- Powerful, effective hoist movements, pump speed regulated by on/ off valve technology.
- Particularly low wear due to low working pressure and integral high pressure filter.
- Compact, stable build for optimal utilisation of space and safe working even at extreme heights.
- Smaller aisle widths or greater safety clearances due to turret head with integral overreach.
- Integral height measurement system for precise positioning of the forks.
- Maximum residual capacity due to optimal matching of the truck width to the aisle width.
- Speedy, trouble-free entry into the aisle thanks to the variably adjustable mechanical rail guidance.



Steering

- Electric steering acting directly on the drive through a gear for easy accurate positioning.
- Free ranging, mechanically or inductively guided in the racking, with automatic straight ahead setting of the steered drive wheel and noncontact aisle recognition.

Chassis

- Rigid steel structure with large running wheels for high driving comfort.
- Optional removable battery side plates protect the battery and round off the overall image of the chassis design.
- Various chassis widths.

Masts

- Telescopic mast "Light" optimised for smaller loads of up to 1,000 kilograms.
- Telescopic mast as standard.
- Triplex mast with free lift for wherever joists, doorways or fixtures make a lower closed mast height necessary.
- Three-point mast structure, sturdy and rigid for congenial working even at extreme heights.

Turret head with auxiliary lift

A functional group for load pick-up on three sides, with integral controller and hydraulics. Unnecessarily long connections such as cables and hydraulic hoses are done away with, increasing operating reliability in the long term. Diagnosis and maintenance becomes easier and faster.

- Great flexibility due to synchronous rotation, enabling the operator to service the left and right hand sides of the racking in a single pass.
- The total lift height is increased by the auxiliary lift (optional).
- Optimal space utilisation right up to the ceiling. Higher handling capacity due to simultaneous lowering with the main lift.
- High lowering speed even with low load weights.

Hydraulics

The truck is fitted as standard with proportional valve technology for particularly sensitive and smooth control of secondary movements. The hoist pump speed controlled through on/off valves by the hoist pulse controller for maximum effectiveness.

- All movements can be separately and individually adjusted to the application conditions.
- All end positions are approached gently and smoothly.
- Up to 15% energy recovery is possible due to the hoist motor acting as a generator when lowering.
- The bypass concept when lowering allows sensitive, precise positioning.

Three-phase drive technology

The low wear, low maintenance drive units combined with the offload switching MOSFET technology are the basis for an efficient, robust and economical drive concept.

- 48-volt drive modules.
- Monitoring and display of the drive states for effective preventive maintenance.
- The enclosed air-cooled three-phase motor does not move with the steering, so there are no cable connections under stress.
- Generously dimensioned gearbox and drive wheel for high driving comfort and safety.
- High torque and peak speeds with particularly sensitive control for driving, independent of the load. Economical for low energy consumption and maintenance, with above-average performance.

Brake system

- Generator brake as a service brake. Electrical spring-loaded brake for parking/securing and as an emergency stop.
- Two independent braking systems operate practically wear free.
- Optional running wheel brake to increase the braking and driving performance.

CAN bus

- All controllers, sensors and actuators are linked to each other.
- Great flexibility due to central access to all units and functions.
- High level of safety due to tried and tested technology from the car and commercial vehicle field.
- Additional operating reliability thanks to less wiring and fewer sensors.

Battery compartment

Battery changing from one side using a roller track with battery changing frame.

Auxiliary equipment in the driver's workplace

- Hydraulically damped driver's seat.
- Proportional seat and floor plate adjustment.
- Tilting seat.
- Seat heater.
- Workplace illumination.
- Working spotlights.
- Reading lamp.
- DIN A4 writing surface with document clip.
- Overhead guard covers in Macrolon or mesh grid.
- Preparation for radio installation integrated in the overhead guard.
- Fork camera systems with integral colour display.
- Panoramic rear-view mirror.
- Climbing aid on overhead guard leg.
- Digisound acoustic interval signals.
- PIN code access authorisation through numeric key pad.
- Standardised interface for data terminal, scanner, printer.
- Dual pedal control.

Auxiliary equipment - turret head

- Fork carriages for different pallets.
- Various attachment frames.
- Overreach for turret head.
- Hydraulics turret head functions.
- Tooth flank guard in the area of the turret head (recommended for bagged goods).
- Three variants of hydraulic fork adjuster.
- Load sensing.
- Weight sensing.
- Weight measurement.
- Fork sideshift cut-out.

Battery compartment and battery

- Various capacities of 48-Volt battery for different power classes.
- Battery roller track for side battery changes.
- Side battery locking device, electronically monitored.
- Battery compartment side covers.
- Cable set for replacement battery.

Safety

- Automatic braking at end of aisle, various versions.
- Hoist cut-outs and various drive cut-outs.
- Integral mobile personal protective equipment.
- Additional braking system for the load wheels.

Automation components

- Automatic fork cycle.
- Lift height preselection system.
- Semi-automatic shelf approach, OPTISPEED 4.0.
- Automation interface for unmanned fully automatic operation.
- Materialflow Management MMS, radio data transfer with data terminal, terminals, printer and scanner. Increases the efficiency by paperless Materialflow control.

OPTISPEED Version 3.x – the futuristic control concept

The excellent performance data and optimal technical conditions of the GX-X can only be fully utilised by OPTISPEED 3.x, both for driving and hoisting, and also for secondary movements.

- Powerful microprocessor, drive and hoist pulse controller.
 The individual controls, sensors and actuators are cross linked by CAN bus.
- The CAN Bus with CAN Open protocol provides high flexibility and quick service access.
- The height measurement system provides the absolute fork height. Thanks to the non-slip, reliable height detection, also incorporating the auxiliary lift, performance-optimised driving profiles and load change cycles can be realised.

Features

- Made-to-measure performance by the selection and suitable combination of the drives.
- Quick load changes thanks to automatic adjustment of the deceleration and acceleration ramps.
- Dynamic, intelligent load diagram for greater safety in the warehouse.
- Increased turnover of goods due to standard synchronous slewing in the aisle and in front of the racking.
- Increased performance due to the optional equipment: load sensing and weight measurement.
- Less damage to the truck, goods and equipment due to individual adjustment of the speeds, end positions, acceleration and deceleration to the application conditions.
- Greater functional convenience/safety as all moving axes are continuously measured and monitored.
- Effective configuration, diagnosis and maintenance through a modem or with the Service Tool Box through a central interface
- Fast reaction time due to on-board diagnosis at the operating panel.
- Safe and fast commissioning by the "teach-in" process for the main functions, directly on the operating panel.
- Individual driver settings ergonomics and driving comfort can be specifically adjusted to the application conditions and the operator, for truly optimised performance.
- Improved access control thanks to optional PIN code instead of key.
- Integral height pre-selection for fast, safe and comfortable height positioning (optional).
- Automatic forks cycle for quicker and easier load changes.





STILL Materials Handling Ltd Aston Way Leyland Preston PR26 7UX Tel.: +44 (0)845 603 6827 Fax: +44 (0)1772 454668

STILL Materials Handling Ltd 19 Hennock Road Marsh Barton Trading Estate Exeter EX2 8RU Tel.: +44 (0)1392 435151 Fax: +44 (0)1392 824328 info@still.co.uk For further information please visit: www.still.co.uk



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



first in intralogistics