STILL

@

RX 50-10
RX 50-13
RX 50-15
RX 50-16

# RX 50 Technical Data.

## Electric Forklift Trucks

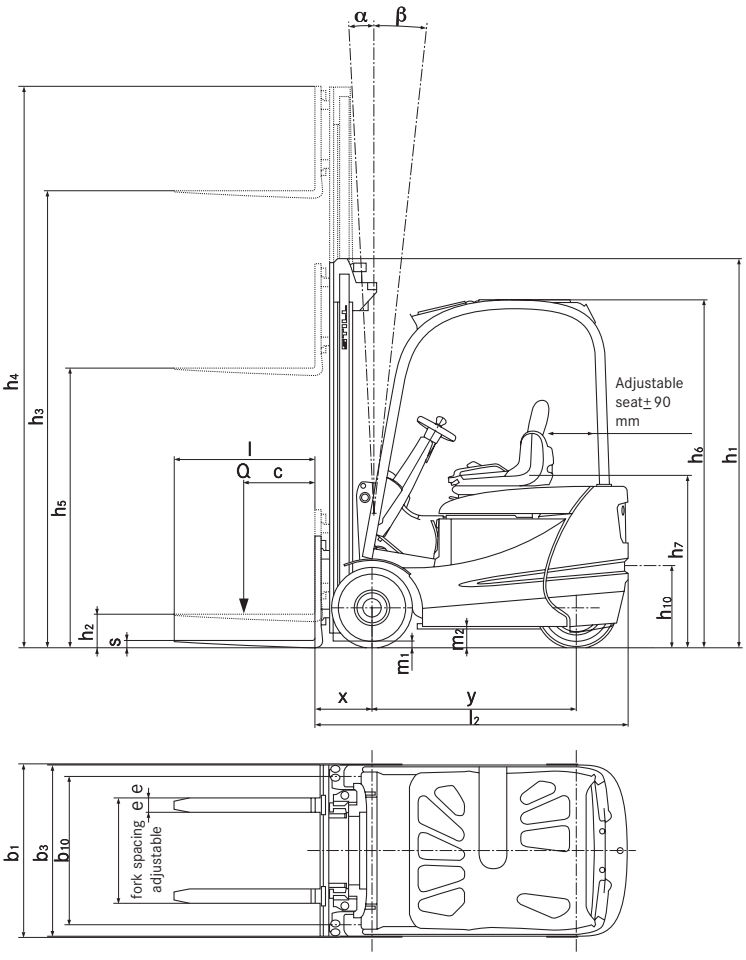

first in intralogistics

In accordance with VDI guidelines 2198, this specification applies to the standard model only.
Alternative tyres, mast types, ancillary equipment, etc. could result in different values.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Characteristics | 1.1 | Manufacturer | | | STILL | | | STILL | | | | |
| | 1.2 | Manufacturer's model designation | | | RX 50-10 | | | RX 50-13 | | | | |
| | 1.3 | Manufacturer's model designation | | | electric | | | electric | | | | |
| | 1.4 | Control - hand, pedestrian, stand-on, rider seated | | | rider seated | | | rider seated | | | | |
| | 1.5 | Carrying capacity/load | Q | kg | 1000 | | | 1250 | | | | |
| | 1.6 | Load centre | c | mm | 500 | | | 500 | | | | |
| | 1.8 | Load distance | x | mm | 298 | | | 325 | | | | |
| | 1.9 | Wheelbase (Mast Forward/Vertical/Back) | y | mm | 997 | 1030 | 1096 | 1079 | 1112 | 1178 | 1129 | |
| Weights | 2.1 | Weight | | kg | 2228 | | 2210 | 2538 | 2520 | 2502 | 2748 | |
| | 2.2 | Axle loadings laden front | | kg | 2847 | | 2805 | 3279 | 3265 | 3251 | 3697 | |
| | 2.2.1 | Axle loadings laden rear | | kg | 381 | | 405 | 509 | 505 | 497 | 551 | |
| | 2.3 | Axle loadings unladen front | | kg | 1072 | | 1060 | 1102 | 1090 | 1074 | 1132 | |
| | 2.3.1 | Axle loadings unladen rear | | kg | 1156 | | 1150 | 1436 | 1430 | 1424 | 1616 | |
| Wheels \| tyres | 3.1 | Tyres - rubber (V), SE, pneu. (L), poly. (PE) | | | V | | SE | V | SE | L | V | |
| | 3.2 | Tyre size - front | | | 16 x 6 x 10 1/2 | | 16 x 6-8 | 16 x 6 x 10 1/2 | 18 x 7-8 | 18 x 7-8/16PR | 16 x 7 x 10 | |
| | 3.3 | Tyre size - rear | | | 16 x 6 x 10 1/2 | | 16 x 6-8 | 16 x 6 x 10 1/2 | 18 x 7-8 | 18 x 7-8/16PR | 16 x 7 x 10 | |
| | 3.5 | Wheels - number front (x = drive wheel) | | | 2 | | | 2 | | | | |
| | 3.5.1 | Wheels - number rear (x = drive wheel) | | | 1x | | | 1x | | | | |
| | 3.6 | Track width - front | $b_{10}$ | mm | 848 | | | 835 | 842 | 870 | 853 | |
| | 3.7 | Track width - rear | $b_{11}$ | mm | 0 | | | 0 | | | | |
| Dimensions | 4.1 | Tilt angle, mast/fork carriage forwards | | ° | 3 | | | 3 | | | | |
| | 4.1.1 | Tilt angle, mast/fork carriage backwards | | ° | 6 | | | 6 | | | | |
| | 4.2 | Closed height | $h_1$ | mm | 2260 | | | 2260 | | | | |
| | 4.3 | Free lift | $h_2$ | mm | 150 | | | 150 | | | | |
| | 4.4 | Lift height | $h_3$ | mm | 3430 | | | 3430 | | | | |
| | 4.5 | Height, mast raised | $h_4$ | mm | 4080 | | | 4080 | | | | |
| | 4.7 | Height to top of overhead guard (cabin) | $h_6$ | mm | 2065* | | | 2080** | | | | |
| | 4.8 | Seat height | $h_7$ | mm | 920 | | | 935 | | | | |
| | 4.12 | Coupling height | $h_{10}$ | mm | 420 | | | 435 | | | | |
| | 4.19 | Overall length | $l_1$ | mm | 2423 | | | 2527 | | | | |
| | 4.20 | Length to front face of forks | $l_2$ | mm | 1623 | | | 1727 | | | | |
| | 4.21 | Overall width | $b_1$ | mm | 1006 | | 998 | 993 | 996 | 1043 | 1037 | |
| | 4.22 | Fork thickness | s | mm | 35 | | | 35 | | | | |
| | 4.22.1 | Fork width | e | mm | 80 | | | 80 | | | | |
| | 4.22.2 | Fork length | l | mm | 800 | | | 800 | | | | |
| | 4.23 | Fork carriage to DIN 15173 - class/form A or B | | | ISO II B | | | ISO II B | | | | |
| | 4.24 | Fork carriage width | $b_3$ | mm | 980 | | | 980 | | | | |
| | 4.31 | Ground clearance beneath mast, laden | $m_1$ | mm | 90 | | | 90 | | | | |
| | 4.32 | Ground clearance at centre of wheelbase | $m_2$ | mm | 100 | | | 100 | | | | |
| | 4.33 | Aisle width for pallets 1000 x 1200 wide | $A_{st}$ | mm | 2955 | | | 3058 | | | | |
| | 4.34 | Aisle width for pallets 800 x 1200 long | $A_{st}$ | mm | 3075 | | | 3180 | | | | |
| | 4.35 | Outer turning radius | $W_a$ | mm | 1325 | | | 1403 | | | | |
| | 4.36 | Inner turning radius | $b_{13}$ | mm | | | | | | | | |
| Performance | 5.1 | Speed laden | | km/h | 11.5 | | | 12 | | | | |
| | 5.1.1 | Speed unladen | | km/h | 12 | | | 12.5 | | | | |
| | 5.2 | Lift speed laden | | m/s | 0.32 | | | 0.31 | | | | |
| | 5.2.1 | Lift speed unladen | | m/s | 0.52 | | | 0.52 | | | | |
| | 5.3 | Lowering speed laden | | m/s | 0.54 | | | 0.54 | | | | |
| | 5.3.1 | Lowering speed unladen | | m/s | 0.6 | | | 0.6 | | | | |
| | 5.5 | Rated drawbar pull laden | | N | 1650 | | | 1400 | | | | |
| | 5.5.1 | Rated drawbar pull unladen | | N | 1950 | | | 1700 | | | | |
| | 5.6 | Max. drawbar pull laden | | N | 2840 | | | 3500 | | | | |
| | 5.6.1 | Max. drawbar pull unladen | | N | 8200 | | | 7500 | | | | |
| | 5.7 | Gradeability laden | | % | 6.5 | | | 5 | | | | |
| | 5.7.1 | Gradeability unladen | | % | 11 | | | 8.5 | | | | |
| | 5.8 | Max. gradeability laden | | % | 19 | | | 19 | | | | |
| | 5.8.1 | Max. gradeability unladen | | % | 25 | | | 25 | | | | |
| | 5.9 | Acceleration time laden | | s | 5.3 | | | 5.4 | | | | |
| | 5.9.1 | Acceleration time unladen | | s | 4.7 | | | 4.8 | | | | |
| | 5.10 | Brakes | | | hydraulic | | | hydraulic | | | | |
| Motors | 6.1 | Drive motor hourly capacity | | kW | 4.5 | | | 4.5 | | | | |
| | 6.2 | Hoist motor capacity at 20% duty factor | | kW | 7.8 | | | 7.8 | | | | |
| | 6.3 | Battery equipment to DIN 43531/35/36 A, B, C, no | | | DIN 43535 A | | | DIN 43535 A | | | | |
| | 6.4 | Battery voltage | U | V | 24 | | | 24 | | | | |
| | 6.4.1 | Battery capacity | $K_5$ | Ah | 575 (500-625) | | | 805 (500-875) | | | | |
| | 6.5 | Battery weight | | kg | 445 | | | 600 | | | | |
| | 6.6 | Energy consumption 60 VDI work cycles/hour | | kWh/h | 3.3 | | | 4.0 | | | | |
| Other | 8.1 | Drive control | | | Stilltronic-Impulse | | | Stilltronic-Impulse | | | | |
| | 8.2 | Operating pressure for attachments | | bar | 230 | | | 230 | | | | |
| | 8.3 | Oil flow for attachments | | l/min | 20 | | | 20 | | | | |
| | 8.4 | Average noise peak at operator's ears | | dB(A) | < 70 | | | < 70 | | | | |
| | 8.5 | Trailer coupling, type/DIN | | | pin | | | pin | | | | |

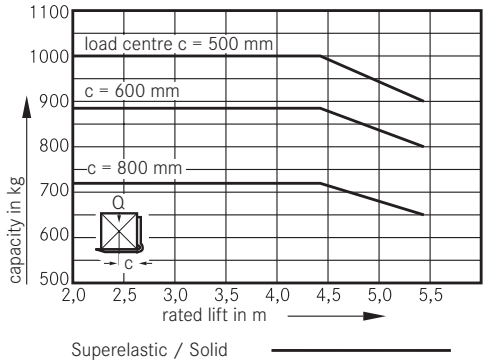
* Overhead guard height above 1965 mm available ** Overhead guard height above 1980 mm available

| | | | | | |
|---|---|---|---|---|---|
| STILL | | | STILL | | |
| RX 50-15 | | | RX 50-16 | | |
| electric | | | electric | | |
| rider seated | | | rider seated | | |
| 1500 | | | 1600 | | |
| 500 | | | 500 | | |
| 325 | | | 330 | | |
| | 1162 | 1228 | 1129 | 1162 | 1228 |
| | 2730 | 2702 | 2798 | 2780 | 2762 |
| | 3685 | 3673 | 3878 | 3875 | 3854 |
| | 545 | 539 | 520 | 505 | 508 |
| | 1120 | 1108 | 1142 | 1130 | 1118 |
| | 1610 | 1604 | 1656 | 1650 | 1644 |
| | SE | L | V | SE | L |
| 1/2 | 18 x 7-8 | 18 x 7-8/16PR | 16 x 7 x 10 1/2 | 18 x 7-8 | 18 x 7-8/16PR |
| 1/2 | 18 x 7-8 | 18 x 7-8/16PR | 16 x 7 x 10 1/2 | 18 x 7-8 | 18 x 7-8/16PR |
| 2 | | | 2 | | |
| 1x | | | 1x | | |
| | 842 | 870 | 853 | 842 | 870 |
| 0 | | | 0 | | |
| 3 | | | 3 | | |
| 6 | | | 6 | | |
| 2260 | | | 2260 | | |
| 150 | | | 150 | | |
| 3430 | | | 3430 | | |
| 4080 | | | 4080 | | |
| 2080** | | | 2080** | | |
| 935 | | | 935 | | |
| 435 | | | 435 | | |
| 2577 | | | 2582 | | |
| 1777 | | | 1782 | | |
| | 996 | 1043 | 1037 | 996 | 1043 |
| 35 | | | 40 | | |
| 80 | | | 80 | | |
| 800 | | | 800 | | |
| ISO II B | | | ISO II B | | |
| 980 | | | 980 | | |
| 90 | | | 90 | | |
| 100 | | | 100 | | |
| 3108 | | | 3117 | | |
| 3230 | | | 3239 | | |
| 1453 | | | 1458 | | |
| | | | | | |
| 12 | | | 12 | | |
| 12.5 | | | 12.5 | | |
| 0.3 | | | 0.3 | | |
| 0.52 | | | 0.52 | | |
| 0.54 | | | 0.54 | | |
| 0.6 | | | 0.6 | | |
| 1280 | | | 1240 | | |
| 1670 | | | 1670 | | |
| 3770 | | | 3470 | | |
| 7500 | | | 7500 | | |
| 4 | | | 4 | | |
| 8 | | | 7.5 | | |
| 16 | | | 15 | | |
| 25 | | | 25 | | |
| 5.5 | | | 5.6 | | |
| 4.9 | | | 5 | | |
| hydraulic | | | hydraulic | | |
| 4.5 | | | 4.5 | | |
| 7.8 | | | 7.8 | | |
| DIN 43535 A | | | DIN 43535 A | | |
| 24 | | | 24 | | |
| 920 (700-1000) | | | 920 (700-1000) | | |
| 676 | | | 676 | | |
| 4.4 | | | 4.5 | | |
| Stilltronic-Impulse | | | Stilltronic-Impulse | | |
| 230 | | | 230 | | |
| 20 | | | 20 | | |
| < 70 | | | < 70 | | |
| pin | | | pin | | |

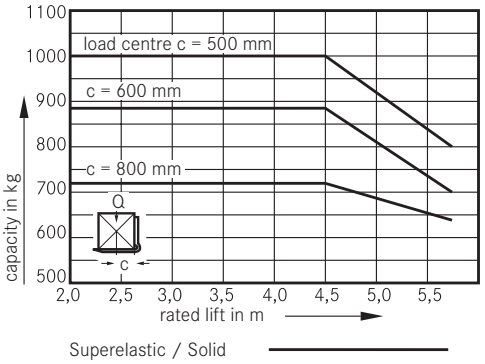



The models depicted in this brochure may contain special parts or attachments which are not supplied as standard.

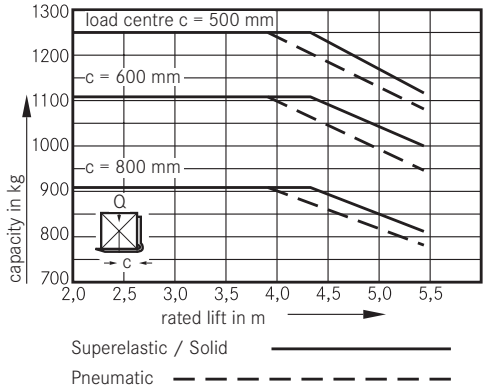
### Capacities RX 50-10 Tele / HiLo mast



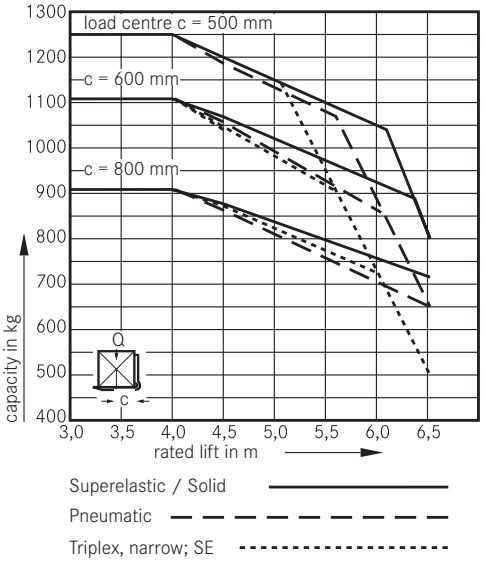

### Capacities RX 50-10 Triplex mast




### Capacities RX 50-13 Tele / HiLo mast




### Capacities RX 50-13 Triplex mast

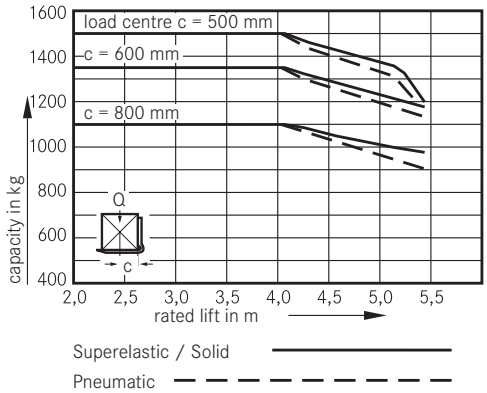



## Mast Types.

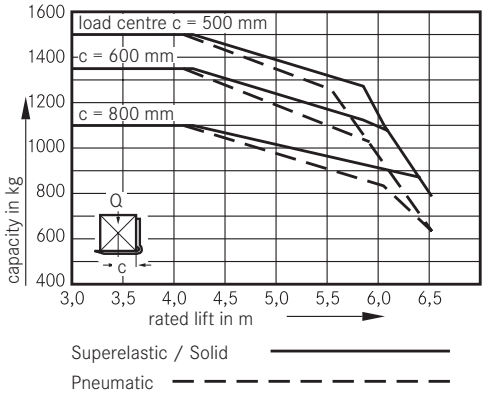
| | | | Telescopic-Mast | | | | HiLo-Mast | | Triplex-Mast | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Lift Height | $h_3$ | 2630-3430 | 3530-4430 | 4530-4830 | 4930-5430 | 2775-3475 | 3575-4075 | 4020-4470 | 4620-4920 | 5070-5520 |
| | Closed Height | $h_1$ | 1860-2260 | 2310-2760 | 2810-2960 | 3010-3260 | 1860-2210 | 2260-2510 | 1860-2010 | 2060-2160 | 2210-2360 |
| | Free Lift | $h_2$ | 150 | | | | 1230-1580 | 1630-1880 | 1230-1380 | 1430-1530 | 1580-1730 |
| | Overall Height Raised | $h_4$ | 3280-4080 | 4180-5080 | 5180-5480 | 5580-6080 | 3425-4125 | 4225-4725 | 4670-5120 | 5270-5570 | 5720-6170 |
| RX 50-10 | Angle of Tilt | α\|β | 3/6 | | | | 3/6 | | 3/5 | | |
| | Wheelbase* | y | 997/1030/1096 | | | | 997/1030/1096 | | 1017/1050/110 | | |
| | Overall Width | $b_1$ SE | 998 | | | | 998 | | 1062 | | |
| | | V | 1006 | | | | 1006 | | 1098 | | |
| | Load Distance | x | 298 | | | | 298 | | 298 | | |
| | Aisle Width Pallet 1000 x 1200 across 800 x 1200 long | $A_{st}$ | 2955/3075 | | | | 2960/3080 | | 2980/3100 | | |
| RX 50-13 | Angle of Tilt | α\|β | 3/6 | | | | 3/6 | | 3/5 | | |
| | Wheelbase* | y | 1079/1112/1178 | | | | 1079/1112/1178 | | 1099/1132/118 | | |
| | Overall Width | $b_1$ SE | 996 | | | | 996 | | 1186 | | |
| | | V | 993 | | | | 993 | | 1127 | | |
| | | L | 1043 | | 1205 | | 1043 | | 1205 | | |
| | Load Distance | x | 325 | | | | 325 | | 325 | | |
| | Aisle Width Pallet 1000 x 1200 accross 800 x 1200 long | $A_{st}$ | 3058/3180 | | | | 3058/3180 | | 3082/3199 | | |
| RX 50-15 | Angle of Tilt | α\|β | 3/6 | | | | 3/6 | | 3/5 | | |
| | Wheelbase* | y | 1129/1162/1228 | | | | 1129/1162/1228 | | 1149/1182/123 | | |
| | Overall Width | $b_1$ SE | 996 | | | | 996 | | 1186 | | |
| | | V | 1037 | | | | 1037 | | 1139 | | |
| | | L | 1043 | | 1205 | | 1043 | | 1205 | | |
| | Load Distance | x | 325 | | | | 325 | | 325 | | |
| | Aisle Width Pallet 1000 x 1200 accross 800 x 1200 long | $A_{st}$ | 3108/3230 | | | | 3108/3230 | | 3128/3249 | | |
| RX 50-16 | Angle of Tilt | α\|β | 3/6 | | | | 3/6 | | 3/5 | | |
| | Wheelbase* | y | 1129/1162/1228 | | | | 1129/1162/1228 | | 1149/1182/123 | | |
| | Overall Width | $b_1$ SE | 996 | | | | 996 | | 1186 | | |
| | | V | 1037 | | | | 1037 | | 1139 | | |
| | | L | 1043 | | 1205 | | 1043 | | 1205 | | |
| | Load Distance | x | 330 | | | | 330 | | 330 | | |
| | Aisle Width Pallet 1000 x 1200 accross 800 x 1200 long | $A_{st}$ | 3108/3230 | | | | 3317/3239 | | 3117/3239 | | |

* Mast Forward/Vertical/Backward

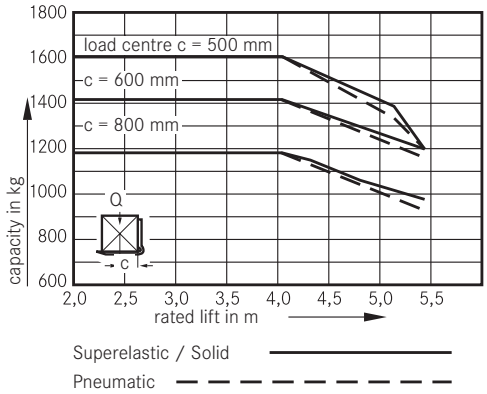
### Capacities RX 50-15 Tele / HiLo mast



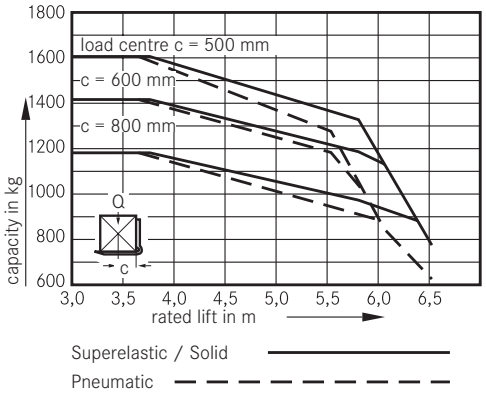

### Capacities RX 50-15 Triplex mast




### Capacities RX 50-15 Tele / HiLo mast



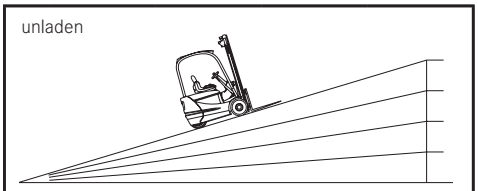

### Capacities RX 50-16 Triplex mast




| | | Triplex-Mast, Narrow | | | | |
|---|---|---|---|---|---|---|
| 5620-5920 | 6070-6370 | 4020-4320 | 4470-4770 | 4920-5220 | 5370-5770 | 5920-6370 |
| 2460-2560 | 2610-2710 | 1860-1960 | 2010-2110 | 2260-2260 | 2310-2510 | 2560-2710 |
| 1830-1930 | 1980-2080 | 1230-1330 | 1380-1480 | 1530-1630 | 1680-1880 | 1930-2080 |
| 6270-6570 | 6720-7020 | 4670-4970 | 5120-5420 | 5570-5870 | 6020-6420 | 6570-7020 |
| | | - | | | | |
| 5 | | - | | | | |
| | | - | | | | |
| | | - | | | | |
| | | - | | | | |
| | | - | | | | |
| | | 3/5 | | | | |
| 7 | | 1099/1132/1187 | | | | |
| | | 1073 | | | | |
| | | 1005 | | | | |
| | | - | | | | |
| | | 325 | | | | |
| | | 3082/3199 | | | | |
| | | 3/5 | | 3/4 | | |
| 7 | | 1149/1182/1237 | | 1149/1182/1225 | | |
| | | 1073 | | | | |
| | | 1049 | | | | |
| | | - | | | | |
| | | 325 | | | | |
| | | 3128/3249 | | | | |
| | | 3/5 | | 3/4 | | |
| 7 | | 1149/1182/1237 | | 1149/1182/1225 | | |
| | | 1073 | | | | |
| | | 1049 | | | | |
| | | - | | | | |
| | | 330 | | | | |
| | | 3137/3259 | | | | |

## Gradients (dry rough concrete surface - coefficient of friction = 0.8, SE tyres).

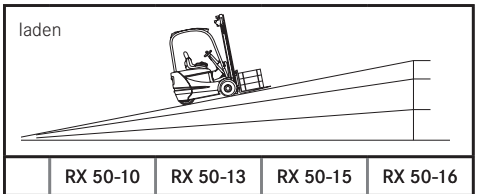
Permissible travel distance per hour in metres.




| | RX 50-10 | RX 50-13 | RX 50-15 | RX 50-16 |
|---|---|---|---|---|
| 20% | 730 m | 570 m | 400 m | 380 m |
| 15% | 1800 m | 820 m | 740 m | 700 m |
| 10% | 6010 m | 2730 m | 2240 m | 2100 m |
| 5% | 8400 m | 7980 m | 7800 m | 7500 m |

## Example RX 50-13 (laden and with SE tyres). Gradient 10%, 10 m long.

This gradient can be negotiated 97 times an hour.




| | RX 50-10 | RX 50-13 | RX 50-15 | RX 50-16 |
|---|---|---|---|---|
| 13% | 710 m | 420 m | 270 m | 250 m |
| 10% | 1490 m | 970 m | 570 m | 510 m |
| 5% | 6930 | 3900 | 2600 | 2360 |

## Drive.

The 24 volt 3-phase drive motor acts directly on the steered rear wheel of the RX 50 and ensures high performance capability and driving dynamics. The 3-phase drive (ASM Technology) provides rapid acceleration and high gradeability. Because it is totally enclosed and there are no carbon brushes, the drive motor is maintenance-free. The drive motor acts directly on the rear steered wheel where there is a long turning radius, providing optimum drive efficiency. For frequent and tight curves, depending on the work cycle, up to 30% less energy is consumed than with twin-motor front-wheel drives. The drive is also suitable for freeing tightly wedged pallets in containers, wagons or lorries. Thanks to its electrical regenerative braking the motor can feed back up to 15% of the energy into the battery when the accelerator pedal is released, depending on the application, and thus increases the useful work from a battery charge by up to 1.5 hrs. This means that intermediate charging or changing of the battery is often not needed, or the use of a smaller battery might be possible.

Wear free electrical braking also leads to 90% less wear on the brake linings and further reduces the maintenance costs. Sensitive driving with optimal energy utilisation is guaranteed by the STILL controller. This also makes it possible to hold the truck on a ramp without using the brakes, providing greater safety and driving convenience. The drive controller is protected within the counterweight on which it is directly mounted. The heat from the controller is dissipated by the large area of the counter weight. This arrangement gives very good cooling without additional fans and makes work agreeably quiet and reliable.

## Electrical system.

The electrical system of the RX 50 is digital in operation with information exchange between the electrical assemblies through a CAN bus system which is already used successfully in the automobile industry. The reduction in the number of cables and plug connectors improves the operational reliability and allows other electrical equipment to be retrofitted easily using pre-installed terminals.

## Mast.

The STILL clear view mast is supported high on the frame and connected to the front axle at the bottom. Due to the wide spacing of these points the mast retains high rigidity with no twisting of the mast section. Depending on the application, Telescopic, HiLo or Triplex designs are available.

- Telescopic suitable for many applications, economical and gives a clear-view through the mast.
- HiLo supplements the Telescopic mast with an additional central full free lift cylinder for high stacking under low ceilings, to utilise the space right up to the roof.
- Triplex for applications with low doorways but high stacking heights to utilise the space right up to the roof.

The nested I-beam mast sections with integral hoist cylinders and in-line rear mounted lift chains, in conjunction with the slim profile of the fork carriage, give excellent visibility. The hydraulic hoses are run in the dead visibility area of the mast sections - with no hose reels - for optimum visibility and wear-free operation, even with attachments.

## Moving front axle.

The length of the wheelbase is altered by around 100 mm by means of a centrally located cylinder acting on the front axle. This variable wheelbase gives the following advantages when extended:

- More driving comfort due to fewer rocking movements and greater safety when transporting loads.
- Reliable transfer of the driving force to the floor due to up to 56% greater contact pressure on the rear wheel because of the longer lever arm of the front axle. This is particularly helpful when driving on ramps.
- Saves unnecessary extra weight on the rear wheel by redistribution of weight and a larger radius of action for lower energy consumption from one battery charge.

Benefits of a shorter wheelbase:

- Greater manoeuvrability for better utilisation of storage space and less shunting.

## Hydraulic system.

Thanks to the STILL controller, the speed of the pump motor is regulated exactly, according to demand, by the position of the valve lever or the steering wheel. This allows longer use from one battery charge.

Sensitive operation of the hydraulics increases the working safety due to highly accurate lifting. The pump draws the oil from the tank through a filter, so that all hydraulic units are supplied with clean oil. This reduces the wear to a minimum.

The hydraulics themselves also improve energy consumption by:

- The high efficiency of the hydraulic pump even at low speeds (e.g. when steering). Bronze coated wear discs with very low friction properties seal the gears against the housing and guarantee a loss-free oil flow within the pump.
- By replacing the pressure relief type anti-cavitation valve with a load retaining valve, the pump does not have to overcome a pre-set valve preload with a specific hydraulic pressure. For example, when tilting without a load.
- The priority valve is directly connected to the pump so that hydraulic interfaces and hoses are not needed. Leakage is avoided and a safer, cleaner operation guaranteed. The same applies to a pressure relief valve for attachments which are located directly on the valve block.

## Driver's compartment.

- The low entry height, large footwell and inclined floor plate with anti-slip lining, ensure fast convenient entry and exit, plus a relaxed leg position when driving.
- The smoothly adjustable steering column with its small steering wheel offers ergonomic adjustment for the driver, and reduced steering movements.
- The pedal layout, like that in a car, can be replaced with a dual pedal arrangement if required, in order to adapt the RX 50 to the personal driving habits of the driver for maximum turnaround of goods.
- The Forward - Neutral - Reverse switch on the valve lever (lift and lower) allows a quick and comfortable change of driving direction without changing the grip, making for fatigue-free operation even over long shifts.
- The heated display with clock, service and battery indicator and error messages, ensures a constant display of the condition of the vehicle even when changing from cold to warm areas of use.
- With 5 selectable driving programmes the driver can change the driving characteristics of the RX 50 at any time to match the application or his own driving preferences. Each programme can be adapted precisely to the application profile in order to achieve an optimum level of economy and turnaround of goods.
- The overhead guard on the RX 50 gives generous headroom even for tall drivers. Innovative design of the guard optimises the allround vision by presenting the slimmest profiles to the driver's line of vision.

## Safety.

The RX 50 complies with all applicable EC safety requirements and regulations.

It thus carries the "CE" symbol.

## Quality.

All forklift trucks from STILL comply with the ISO 9001 quality standard. They are carefully constructed and manufactured. The materials used are checked to stringent standards.

## Service.

The maintenance interval of the RX 50 is 1000 hours or 12 months. These intervals save on maintenance costs, especially in single shift operation where 1000 hours corresponds roughly to the annual number of operating hours.

Quick diagnosis is achieved via a laptop computer. All components requiring maintenance are readily accessible and quick availability of all necessary spares ensures maximum uptime.

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Rx 50 EN 11/10 TD Subject to technical modifications.

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