



SU 20 Technical Data.

Stand-on low lift pallet truck.



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	
	1.2	Manufacturer's model designation			SU 20	
	1.3	Power supply - electric, diesel, petrol, gas, mains electric			electric	
	1.4	Type of control - hand, pedestrian, stand-on, rider seated			stand-on/rider seated	
	1.5	Carrying capacity/load	Q	kg	2000	
	1.6	Load centre	c	mm	600	
	1.8	Load distance	lowered	x	mm	969/904
	1.9	Wheelbase	lowered	y	mm	1623/1558
	Weight	2.1	Weight (inc. battery)		kg	1070
2.2		Axle loadings laden front	drive end/load end	kg	1450/1620	
2.3		Axle loadings unladen front	drive end/load end	kg	820/250	
Wheels Tyres	3.1	Tyres - rubber (V), superelastic (SE), pneumatic (L), polyurethane (PE)			rubber	
	3.2	Tyre size	drive end	mm	Ø 250 x 100	
	3.3	Tyre size	load end	mm	2 x/Ø 65 x 80	
	3.4	Support rollers	drive end	mm	2 x/Ø 125 x 50	
	3.5	Wheels - number front (x = drive wheel)	drive end/load end		1x/3/4	
	3.6	Track width	drive end	b ₁₀	mm	507
	3.7	Track width	load end	b ₁₁	mm	350
Dimensions	4.4	Lift height		h ₃	mm	120
	4.9	Height of steering wheel		h ₁₄	mm	1345
	4.15	Height lowered		h ₁₃	mm	85
	4.19	Overall length		l ₁	mm	1970
	4.20	Length to front face of forks		l ₂	mm	820
	4.21	Overall width		b ₁	mm	796
	4.22	Fork thickness		s/e/l	mm	52/170/1150
	4.24	Fork carriage width		b ₃	mm	668
	4.25	Overall fork width		b ₅	mm	520
	4.31	Ground clearance beneath mast, laden		m ₁	mm	33
	4.34	Aisle width for pallets 800 x 1200 long		A _{st}	mm	2220
4.35	Outer turning radius		Wa	mm	1795	
Performance	5.1	Speed	laden/unladen	km/h	8/11	
	5.2	Lifting time	laden/unladen	m/s	1,6/1,1	
	5.3	Lowering time	laden/unladen	m/s	2,4/3,0	
	5.7	Gradeability laden	laden/unladen	%		
	5.8	Gradeability	laden/unladen	%	8/12	
	5.9	Acceleration time (over 10 m)	laden/unladen	s	6,34/4,80	
5.10	Brakes				electric	
Electric Motors	6.1	Drive motor, rating S2 = 60 min.		kW	2,0	
	6.2	Hoist motor, rating at S3 = 15%		kW	2,0	
	6.3	Battery to IEC 254-2; A, B, C, no				IEC 254-2; A
	6.4	Battery voltage, capacity K		V/Ah		24/420 L
	6.5	Battery weight +/- 5 % (dependent of manufacturer)		kg		370
	6.6	Energy consumption according to VDI cycle		kWh/h		0,8
Other	8.1	Drive control				electronic
	8.4	Noise peak at operator's ears		dB (A)		< 70

The STILL SU 20.

Electric stand-on low lift pallet truck is designed for a high turnaround of goods especially when loading and unloading lorries, and also for horizontal transportation of goods up to 2000 kg. With compact length and overall width of less than 800 mm, normal commercial pallets can be handled lengthways or crossways.

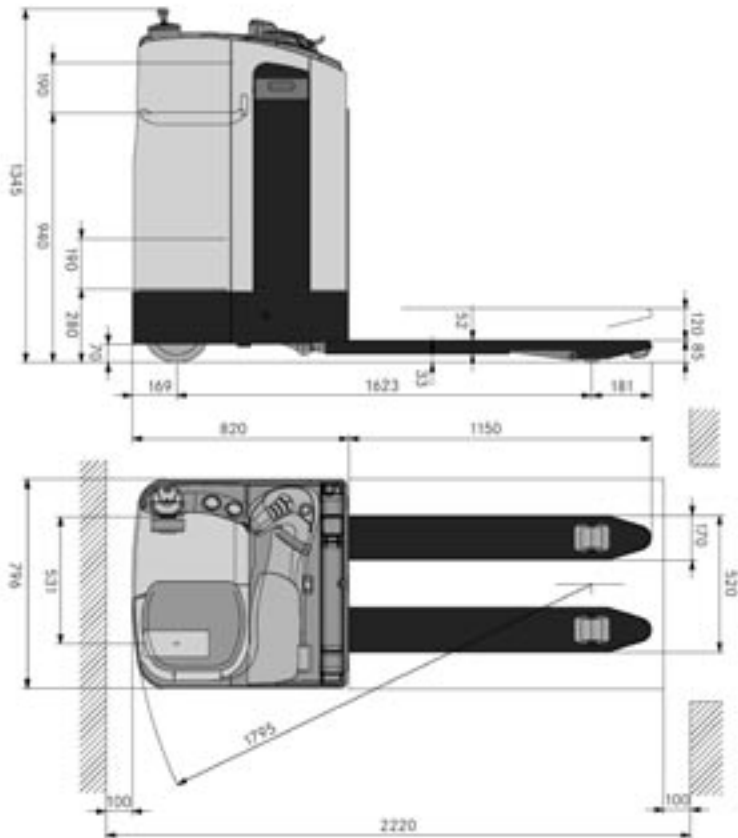
Driver's compartment.

- An ergonomically designed driver's standing compartment is also fitted with a bucket seat to allow the driver to be seated if required.
- A high level of driving comfort is achieved due to the padded interior plus integral storage facilities for working papers and utensils.
- Gas-damped non-slip footplate and seat, can be adjusted for height by up to 180mm. Adjustment is smooth and easily achieved by a simple push of a button.
- Ergonomically designed hand grip allows the driver to maintain his position safely when accelerating and braking.

- The controls fall easily to hand without changing grip and a clear layout avoids confusion. Drive direction and travel speed are controlled by a butterfly switch with integral buttons for hoist and lower functions - features that ensure safer operation and avoid the risk of confusion.
- Footrests on the right of the footwell prevent fatigue during long horizontal transport runs.
- Standard display gives battery discharge, operating hours and fault code read-outs.

Chassis.

- Rounded chassis contour gives excellent all round vision and the optimum view of the fork tips.
- Robust, torsionally rigid steel frame consists of drive section and load lifting section.
- A patented hinged section gives ideal access to the electrical components. Ease of servicing reduces maintenance costs.
- Automatic level compensation for the load wheels makes for safer transport. The result: no twisting of the truck frame, plus constant contact with the ground even when the floor surface is not level.



- Good weight distribution and reduced point loading due to the 4-wheel principle - ideal for upper storey use.
- Patented friction aids on the fork tips allow non-skid pallet handling.
- Skids under the fork tips make it easier to drive over thresholds and enter the pallets from the side.

Steering.

- Full electric steering for 180° lock-to-lock movement without kickback. Steering wheel diameter of only 120 mm and 4½ turns guarantees fast, effortless steering.
- The steer motor is protected against shocks from uneven floors by a safety coupling and is connected with the steered wheel by low maintenance direct gearing.
- Automatic reduction of speed when driving round corners, thereby ensuring a high level of safety through optimal driving characteristics. This enables safe transport of the load at all times.

Drive.

- A robust 2.0 kW shunt wound drive motor provides quick acceleration and powerful ramp travel. Efficient energy utilisation due to the spur and bevel gear transmission.

Hydraulics.

- The hydraulic unit consists of a powerful, high efficiency 2.0 kW pump motor actuated via push buttons in the operating panel.
- Automatic shut-off on reaching maximum lift is achieved by an overload protection for the hydraulic pump - saving energy and reducing noise.

Brakes.

- Two independent braking systems are fitted.
- Generator braking activated by releasing the butterfly switch or changing drive direction guarantees soft braking and protects the brake linings. During braking the drive unit acts as a generator and puts the energy gained back into the battery.
- An electromagnetic brake acts as a parking brake. It is also called into operation when the Emergency Off button is pressed.
- Starting on gradients is possible without rolling back.
- Automatic brake monitoring is achieved by means of a load sensor, which regulates the braking current to suit the load.

Battery.

- For multi-shift use the battery is changed using the patented battery free lift and a roller track at the side.
- Double safety thanks to two interlock systems.

Auxiliary equipment.

- Other fork lengths and overall fork widths
- Various drive wheels
- Tandem load rollers
- Wheel positioning indicator
- Data terminal/scanner



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