

# A NEW CONCEPT SETS THE STANDARD – THE STILL EXH-S 25 ELECTRIC LOW LIFT PALLET TRUCK IN THE TEST

With the EXH-S 20/25 Series of electric low lift pallet trucks, Still is breaking new ground when it comes to ease of operation. Unlike its predecessor, the warehouse truck is no longer equipped with tiller steering, but with the EasyDrive steering wheel that the manufacturer already uses in its order pickers. And the decision seems to have paid off. Our test truck, the EXH-S 25, takes a top place for ease of operation in our test history of comparable trucks.

At first sight, our test candidate looks more powerful, faster and in a more appealing design than the predecessor models from the EXU-S Series. Still offers the new warehouse trucks in model variants, which we like. We have extensively tested the most common variant with fixed side walls and rear entry. We also took a closer look at the model with side entry – for us the clear favorite if you also want to use the low lift pallet truck for order picking or regularly have to work in confined spaces.

The models of the EXH-S 20/25 Series cover lifting capacities of two or 2.5 tonnes. The industrial trucks are designed for truck loading and unloading and for horizontal load transport. With a very respectable travel speed of 14 km/h, even longer driving distances are no problem. The acceleration is also quick, immediately helping us to work faster. But our greatest attention is focused on the new steering concept already mentioned and, in this context, on ergonomics.

	Travel speed without load [km/h]	Travel speed with 1600 kg load [km/h]	Sprint over 10 m without load [in s]	Sprint over 10 m with 1600 kg load [in s]	Practical operating time [hh:mm]
Still EXH-S 25 Max	13,85	10,14	4,00	5,30	8,54
Still EXH-S 25 BQ	10,00	10,00	4,80	5,50	10,76
Average value*	10,54	8,89	4,97	6,28	

\*the electric low lift pallet truck tested by us



01 Model variants with rear entry and side entry are available

02 The steering wheel is equipped with all necessary function switches

## STEERING LIKE THE “BIG BROTHERS”

The manufacturer has replaced the classic servo tiller steering common on low lift pallet trucks with the EasyDrive steering wheel. We are familiar with steering wheel controls from the order pickers of various manufacturers, but this steering concept was completely new to us on a low lift pallet truck. According to Still, this variant was chosen due to the practical benefits and the safety performance. We suspect that the manufacturer also wanted to create a unique selling point, at least until other manufacturers follow suit.

As far as the practical benefits are concerned, this solution strikes us as being extremely successful. All switching functions that are constantly needed during work are located on the steering wheel or in the immediate vicinity: Direction of travel, travel speed, lifting and lowering of the forks. Even the less frequent “secondary” settings such as driving program, energy-saving mode or creep speed are made at the steering wheel. The complete steering console is also infinitely height-adjustable.

The hand(s) remain(s) on the steering wheel while driving and do not swing out to the left and right as on a warehouse truck with

Consumption per 100 pallets in kWh		Consumption during the test in kWh	
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Still EXH-S 25 Max	1,62	Still EXH-S 25 Max	1,56
Still EXH-S 25 BQ	1,38	Still EXH-S 25 BQ	1,23
Average value*	1,65	Average value*	1,40

\*the electric low lift pallet truck tested by us







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tiller steering, so that the operator remains safely within the vehicle contours. This is necessary on the models of the EXH-S 20/25 Series, as the width of the industrial trucks is only 720 mm.

### ONCE YOU GET TO KNOW IT ...

After we had taken a close look at the steering with all the function switches in theory, it was time for the practical test: On an order picker, you generally drive in the direction indicated by the position of the steering wheel. With the low lift pallet truck, you drive in the direction of the load, i.e. in the direction of the steering wheel, only during positioning. During transport, the stand-on platform determines the direction of travel. Is it then not confusing to equip a low lift pallet truck with a steering wheel?

We have to admit, it is at first, but you get a feel for it within the first few minutes. You immediately get used to the steering when working in fork direction, and it doesn't take long either when working in platform direction as long as you steer with one hand. We don't find having two hands on the steering wheel to be very ergonomic in view of the slightly rotated standing position. For those who can't get used to the steering principle, Still offers the possibility of setting up the steering direction the opposite way round. However, we do expect that the majority of the operators will quickly get used to the standard setting.

### The test truck

#### Dimensions and technical data

Truck length	2320 mm
Truck width	720 mm
Wheel base	1408 mm
Ground clearance	35 mm
Working aisle width	2876 mm
Length I2	1170 mm
Battery voltage, capacity	24 V, 410 Ah
Drive motor rating	3 kW
Lift motor rating	1.5 kW
Max. permissible load capacity	2 500 kg
One-hand operation	Yes
Automatic lift stop	Yes

All data are based on research and measurements by the test team any may deviate from the manufacturer's specifications



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**03+04** For additional comfort, the complete steering column is infinitely height-adjustable

**05** After a brief familiarization phase, we got along well with the steering coordination; we recommend steering with just one hand on the steering wheel

**06** Sensors on the stand-on platform monitor the correct foot position

**07** Cables and plugs for an optional charger can be conveniently stowed

### PRODUCTIVITY AND DRIVING COMFORT

With the new steering method and the above-average powerful driving characteristics, we achieve a very good performance with the Still EXH-S 25 with lithium-ion battery. The 5-wheel configuration keeps our test candidate precisely on track and ensures predictable handling. We actually achieved the highest productivity measured by us in this class. As far as energy consumption is concerned, the Still truck is well above average. In the Blue-Q energy-saving mode, productivity remains high, yet we still measure an energy saving of almost 15 percent per pallet movement.

The use of a steering wheel instead of tiller steering also has a positive effect in terms of available working space. We stand comfortably on the generously sized stand-on platform with its pneumatic suspension that can be adjusted to the desired damping using the built-in compressor.

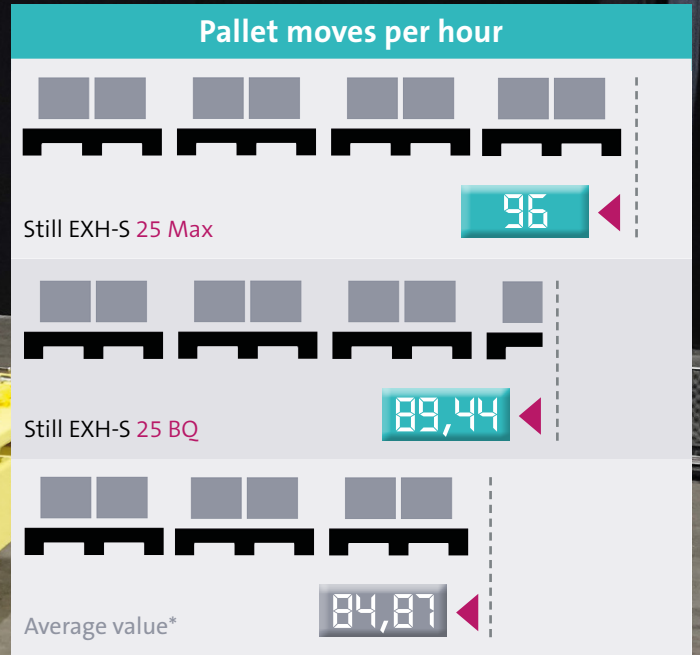
The sturdy side walls give you a feeling of safety. The (optional) foot sensor ensures that the feet remain inboard. On the comfortable platform, we didn't activate

### RATING

- + Steering concept
- + Overall performance
- + Ergonomics
- Storage possibilities
- Position of the paper clamp on the lithium ion version



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\* the electric low lift pallet truck tested by us



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the sensor unintentionally even once during our work. Should this happen, the industrial truck is braked automatically and in a controlled manner until it comes to a standstill. Once you put your foot back on the platform and briefly release the direction of travel switch, the ride can continue.

The forks can be operated in various ways, either with the switches on the steering wheel or with additional rocker switches behind the steering wheel. These can be operated with both the left and the right hand.

### STORAGE POSSIBILITIES

The possibilities for storing important work utensils are fairly scarce on our test truck with lithium ion battery. There is a storage compartment in the right side panel and a paper clamp on the steel battery compartment cover. This is a point that the manufacturer plans to improve, because as soon as you reach over the steering wheel with two hands to fix something under the clamp, there is a risk of unintentionally setting the truck in motion. The version with the conventional lead-acid battery has a plastic battery compartment cover with more and more convenient storage possibilities. According to the manufacturer, both cover types are available for all truck versions. Common to both truck variants is an additional compartment for stowing plugs and cables for an optional integrated charger.

### LITHIUM ION OR LEAD ACID?

The EXH-S 25 version with side entry has a lead-acid battery and that is noticeable during testing. There is a significant difference compared with the lithium ion version. This version feels more powerful, every "command" is executed without any delay. It is thanks to this good performance that we achieve the high productivity values, and driving is a lot of fun, too. Further points in favor of the lithium ion technology are the convenience of intermediate charging, the operation without battery maintenance and the high energy efficiency.

### TEST RESULTS

With the EXH-S 20/25 Series, we believe Still is breaking new ground in the electric low lift pallet truck sector. The change from tiller steering to the "steering wheel" concept impressed us. The positive overall picture is further enhanced by the choice of model variants, the strong driving performance and comfort features such as the pneumatic suspension for the stand-on platform.

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