Ten Reputable Electric Forklift Manufacturers in China 2026: Advancing Material Handling Technology

A Review of Forklift Specifications, Battery Technology and Material Handling Applications



LOGO FOR Shandong TAVOL Forklift

CALIFORNIA, CA, UNITED STATES, September 11, 2026 / EINPresswire.com/ -- TAI'AN, China, 11 September 2026 — Ten manufacturers registered in China's national enterprise system sit at the centre of the country's electric forklift supply as lithium-battery counterbalance trucks take a larger share of global material handling purchasing. The global forklift market was valued at USD 81.4 billion in 2025, according to Grand View Research, and lithium-ion penetration in counterbalance trucks reached 17.5% in 2024, according to Interact Analysis.

The ten manufacturers reviewed here are all registered in China and supply electric counterbalance or warehouse trucks to both domestic and export markets. The order in which they are presented reflects the criteria set out in the methodology section below; it is not a market-share or unit-volume ranking.

Industry Context: Electric Drivetrains Move Into the 2–4 Tonne Core

Internal-combustion counterbalance trucks, particularly diesel models, remain the default choice where surfaces are unpaved, loads are heavy and no charging infrastructure exists. That position has not changed. What has changed is the middle of the market — the 2 t to 4 t band used by warehouses, food and beverage plants, cold stores, electronics plants and distribution centres,

where electric trucks are now routinely shortlisted against diesel equivalents.

Three published data points describe the environment. The global forklift market was valued at USD 81.4 billion in 2025, per Grand View Research. Lithium-ion penetration in counterbalance trucks reached 17.5% in 2024, per Interact Analysis — a share large enough to have created a competitive field, but small enough that the transition remains early. And China exported USD 1.26 billion of parts for fork-lift trucks in 2024 under HS code 843120, according to World Bank trade data published through the WITS database, which indicates that the aftermarket for these machines is now sourced substantially from China alongside the trucks themselves.

Regulatory requirements have moved in parallel. For product placed on the EU market, the framework cited in the certification records reviewed for this report includes EN 1175:2025 for electrical requirements, EN ISO 3691-1:2015/AC:2016 for safety and verification, EN ISO 12100:2010 for risk assessment, and EN 60204-1:2018/A1:2025 for electrical equipment. In the United States, ANSI/ITSDF B56.1-2020 is the established safety standard for low-lift and high-lift trucks.

How This List Was Compiled

Four criteria were applied to ten manufacturers:

• Electric counterbalance depth. Whether the manufacturer builds battery-electric counterbalance trucks in the 2 t–4 t class, and whether lithium-iron-phosphate (LiFePO4) platforms sit in the core range rather than as a special option.
• Documented conformity. Whether certification records, standard numbers and certificate scope can be identified for the declared export markets.
• Export service model. What the buyer receives after delivery — parts availability, technical support, warranty terms and lead times.
• In-house manufacturing scope. Whether the manufacturer builds the truck, mast and frame itself or assembles from third-party kits.

Three limits apply to the result. First, no independently verified dataset covering China's forklift sector by unit sales was available at the time of writing, so the order below is not a revenue or volume ranking. Second, certification records were verified in detail for the Tavol CPD series; for other manufacturers, conformity coverage is described only where it is publicly documented. Third, positions describe the information available at publication and are not permanent.

The Ten Manufacturers

1.Tavol Group — Shandong Tavol Machinery Co., Ltd.

Tavol Group operates as an integrated manufacturer rather than a single-category assembler: its wholly owned subsidiaries cover cranes, material handling and agricultural machinery, all researched, developed and produced in-house. The factory behind the forklift line was established in 2003 and covers 40,000 m² with 300 employees, of whom 25 work in research and development. Annual output is 3,000 units, and approximately 70% of production is exported to markets including Southeast Asia, Europe, South America, the Middle East, Africa, Australia and North America, serving customers reported across more than 120 countries and regions.

The electric programme is the CPD series, built on lithium-iron-phosphate batteries rather than lead-acid. The CPD30 is a 3 t truck with a 6° forward and 12° backward mast tilt, a minimum turning radius of 2,550 mm, a drive speed of 18 km/h at full load and a lift speed of 320 mm/s. The CPD35 raises rated capacity to 3,500 kg on a 500 mm load centre, with overall dimensions of 2,855 mm length, 1,230 mm width and 2,125 mm height, a lift speed of 320 mm/s at full load and a 370 mm/s descent speed. The CPD40 is rated at 4,000 kg and classified as a 4.0 t electric forklift. Across the range, mast options run from two-stage 3 m masts to three-stage 6 m masts, including container masts and full free-lift masts, with fork lengths selectable from 1,220 mm to 1,820 mm and pneumatic or solid tyres available on request.

Conformity documentation is the point of difference for this entry. Tavol holds CE certificate TTC-26-0104/03/01, issued by INTERTÜRK (İNTERTÜRK Uluslararası Belgelendirme Ltd. Şti.) for the EU market, valid from 1 April 2026 to 1 April 2031 and covering the CPC10, CPCD10, CPC15, CPCD15, CPC18, CPCD18, CPC20–CPCD100, CPQD120–CPQD60, FB10–FB50 and T3007–T6018 series. The standards cited on the certificate are EN 1175:2025, EN ISO 3691-1:2015/AC:2016, EN ISO 12100:2010 and EN 60204-1:2018/A1:2025.

On the commercial side, Tavol offers OEM and ODM work across fuel type, tonnage, mast height, fork length, attachment type, cabin type, logo printing and paint colour, with a monthly capacity of 300 units, a minimum order of one unit and lead times of 10 to 45 days. Quality control is described as 100% pre-shipment testing with third-party inspection available, and the published warranty terms are two years for the forklift and five years for the lithium battery. The company's trademark is registered through the Madrid System across key markets. A full product and specification overview is available in the company brochure linked at the end of this report.

2. Hangcha Group Co., Ltd.

Hangcha manufactures counterbalance trucks and warehouse equipment across internal-combustion, lead-acid and lithium platforms, and operates an export programme with regional distribution in Europe, North America and Southeast Asia. Its relevance to this list is breadth: a buyer comparing electric options across light and heavy counterbalance classes will usually find a Hangcha model at each point of the range, which simplifies fleet standardisation but reduces the leverage a distributor gains from a single narrow specialism.

3. Lonking Holdings Limited

Lonking builds forklifts alongside wheel loaders and excavators, which gives the group a machinery-manufacturing base rather than a single product line. Its counterbalance trucks are most often encountered in construction-material yards, logistics parks and heavy outdoor work where diesel torque and structural durability dominate the specification. For importers, Lonking's profile is that of a multi-category machinery producer whose forklift line shares service infrastructure with other equipment.

4. Zhejiang EP Equipment Co., Ltd.

EP Equipment built its position on electric warehouse equipment — pallet trucks, stackers and tow tractors — before extending into lithium counterbalance trucks. Its product strategy is weighted towards battery-electric platforms rather than internal combustion, which places it among the Chinese manufacturers most directly exposed to the lithium shift described in the market data above. Buyers evaluating EP typically do so for standardised electric fleets in warehousing rather than for rough-terrain heavy-duty work.

5. Anhui Heli Co., Ltd.

Anhui Heli is among the manufacturers most frequently named in public industry directories of Chinese counterbalance truck production. Its range covers internal-combustion and electric trucks from light warehouse classes through to heavy counterbalance models, and its domestic position is supported by a dealer and service network covering China's industrial provinces. For buyers assembling a shortlist, Heli typically functions as the scale reference against which the other nine are assessed: model coverage, availability of parts inside China, and an installed base across domestic logistics and manufacturing fleets.

6. Noblelift Intelligent Equipment Co., Ltd.

Noblelift manufactures material handling equipment spanning manual pallet trucks, electric stackers, counterbalance forklifts and warehouse automation systems. Its counterbalance programme is weighted towards electric and low-emission drivetrains, and the company is most often encountered in European and North American distribution equipment channels rather

than in heavy outdoor applications. For buyers whose requirement is a mixed fleet of warehouse and light counterbalance machines from a single supplier, Noblelift is typically shortlisted alongside EP Equipment.

7. Zhejiang Maximal Forklift Co., Ltd.

Maximal manufactures internal-combustion and electric counterbalance trucks and warehouse equipment from Huzhou in Zhejiang Province. Since its acquisition by Hyster-Yale Materials Handling, the company has operated within a larger global group structure — a detail relevant to buyers who want a Chinese-built truck supported by a parent organisation with an established international warranty and parts framework.

8. Tailift Machinery (Qingdao) Co., Ltd.

Tailift's Chinese manufacturing operation is registered in Qingdao, Shandong Province, and traces its origins to the Taiwan-based Tailift Group. The company builds counterbalance forklifts and warehouse trucks for both domestic and export markets, and is commonly specified where a buyer wants a conventional counterbalance platform with a manufacturing base in northern China.

9. Ningbo Ruyi Joint Stock Co., Ltd.

Ruyi's product family extends from manual and electric pallet trucks through to electric counterbalance forklifts, and its scale sits in the warehouse and light-counterbalance segment rather than in heavy outdoor machinery. For distributors serving retail, food, packaging and light manufacturing customers, that positioning is a match; for heavy yards handling construction materials or bulk aggregates, it is not.

10. Guangxi Liugong Machinery Co., Ltd.

Forklifts sit alongside wheel loaders, excavators and road machinery in Liugong's portfolio, and its material handling line is sold through a global distribution network built originally for construction equipment. The practical argument for Liugong is single-channel service: a buyer already operating Liugong machinery can consolidate parts, technicians and training under one supplier relationship.

Market Impact

Three effects follow from the data above.

Certification is becoming a qualifying gate rather than a differentiator. The EU framework cited in the certificate reviewed for this report — EN 1175:2025 alongside EN ISO 3691-1:2015/AC:2016 and EN ISO 12100:2010 — sets an evidentiary bar that a buyer can check directly by requesting a certificate number, an issuer and a scope. Scope matters as much as presence: whether the specific model and series being purchased appears on the certificate is the question that separates a compliant order from an unverified one.

The parts market is now decisive. With China exporting USD 1.26 billion of forklift parts in 2024 (WITS/World Bank, HS 843120), a buyer selecting a Chinese truck is not committing to a supply island. The relevant question shifts from whether parts exist to how quickly a specific supplier can deliver them, which is a service-model question rather than a manufacturing one.

Competition is concentrating in the 2 t–4 t electric class. Diesel remains the correct answer for heavy outdoor work and lithium remains the correct answer for multi-shift indoor work, but between those two poles the specification decision has narrowed to mast configuration, attachment type, battery warranty and lead time.

Company Statement

In its published company profile, Tavol Group describes its manufacturing structure as a source factory covering cranes, material handling and agricultural machinery, with the three lines developed and produced in-house. The company states that its trademark "is registered through the Madrid System across key markets," and summarises the distributor proposition as "three categories, one factory, one after-sales system," adding that partners deal with "one spare parts inventory to manage, and one technical team to learn from." Group contact details are published as sls66@tavolgroup.com and +86 156 2134 6916, with the head office at 15F, Guoshan Center, Changcheng Road, Tai'an City, Shandong Province, China.

Analyst Perspective

Two published datasets frame how this list should be read. Grand View Research valued the global forklift market at USD 81.4 billion in 2025. Interact Analysis put lithium-ion penetration in counterbalance trucks at 17.5% in 2024. Taken together, the figures describe a transition that has cleared proof of concept but has not reached saturation: roughly one counterbalance truck in six shipped in 2024 was lithium-electric, which leaves the majority of the market on internal

combustion or lead-acid.

Published forecasts differ on the speed of that change. Grand View Research projects a lithium segment CAGR of 16.2%, while Mordor Intelligence projects the broader electric segment at 11.79%. The gap reflects a definitional difference — lithium-only versus electric including lead-acid — rather than a disagreement about direction.

One implication for buyers is that the supplier landscape is still moving. A list of ten credible electric platforms in China would have been shorter five years ago; it is unlikely to be shorter five years from now. That argues for procurement decisions built on documented evidence — certificate numbers and scope, battery warranty terms, parts lead times — rather than on brand familiarity alone.

Closing Outlook

For importers and distributors evaluating Chinese electric forklift supply in 2026, the practical checklist is short. Ask for the certificate number, the issuing body and the exact series covered, and check the model being purchased against that scope. Ask what the battery warranty covers and for how long; the Tavol terms cited in this report — two years on the truck and five years on the lithium battery — are one published example, not an industry norm. Ask for the parts lead time on the mast, the drive axle and the controller, because those components determine downtime. And ask whether the mast, frame and attachment are built or sourced, because that determines who owns the engineering when a custom specification is required.

The manufacturers listed above differ less in whether they offer an electric counterbalance truck than in how they support it after delivery. That is now the variable that separates a shortlist from an order.

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