

STILL RCE 25: A SOLID BASIC MODEL FOR ROUTINE USE

ON THE TEST TRACK BEFORE THE TRADESHOW LAUNCH

The new RCE series is the latest addition to Still's range of electric counterbalance forklift trucks. The aim in developing the product was to create affordable „basic equipment“ for light to regular use. Our test of the RCE 25 variant has shown that these solid newcomers are more than just entry-level models.

With the launch of the RCE series, Still is meeting the growing demand for forklift trucks beyond the premium segment. The trucks are not intended to be used around the clock, but to perform tasks for a few hours a day without claiming ultimate efficiency. High-end technical performance that drives up the price is not the main focus. The trucks are manufactured at the Kion plant in China, which has been specially designed for the new series. The 2.5 to 3.5 tonne trucks are ready for the European market and will make their debut at Logimat. Models with lower lifting capacities are to follow in the course of the year.

DRIVER'S CAB AND SEATING POSITION

Our test truck is a pre-series vehicle and, with a load capacity of 2.5 tonnes, is the „lightweight“ among the new trucks. Our first impression is positive: this is a smart truck in the typical Still design, solidly assembled and equipped with comprehensive lighting features and a panorama mirror.

We enter the driver's cab via a step with a non-slip grid profile. On the left-hand side there is a grab handle in an ergonomic position, which makes the entry safer. What is missing, is the corresponding counterpart for the right hand, so we use the battery compartment cover as a support. The flat floor plate is generously laid out and free of obstacles.

We easily get onto the standard driver's seat, which features a convincing, well-functioning adjustment to the driver's body weight. We find

the extended belt buckle, which simplifies the use of the hip belt, quite convenient.

The seating position behind the adjustable steering column with combined steering wheel is satisfactory. The lock of the battery compartment cover is positioned in such a way that it does not touch our lower leg, a fact that we have often criticised in tests of Asian truck models.

SAFETY AND COMFORT

Both the brake and the accelerator pedal are located in front of the right foot and are easy to operate. The pedal for the parking brake is located on the left side. The brake appears robust, works well and locks the truck completely. If the driver forgets to activate the parking brake, an acoustic signal sounds and a warning light flashes on the display.

The RCE series is equipped as standard with a grab handle including a horn on the B-pillar of the driver's cab, providing a secure support when reversing.



	Lifting speed 1,000 kg load [cm/s]	Driving speed 1,000 kg load [km/h]	Sprint over 27.2 m [s]	Practical operating time at max. battery power [ss:min]
Still RCE 25 Performance	37.8	13.67	7.6	07:26 450 Ah
Still RCE 25 Efficiency	37.8	13.67	7.8	07:37 450 Ah
Still RCE 25 Economy	37.8	12.86	8.2	08:00 450 Ah
∅	48.66	17.02	8.31	08:26 650 Ah

∅ = Average of the 2.5 to 3 tonne electric counterbalance trucks tested by us (2023)

There is a clip for papers on the side of the driver's seat. Integrated into the dashboard are two storage compartments, a small one on the right and a large and deep one on the left. There are also two illuminated 5 V/2.1 A USB sockets. The dashboard is made of high-quality, impact-resistant plastic and features a large, easy-to-read display that faces the driver's view.

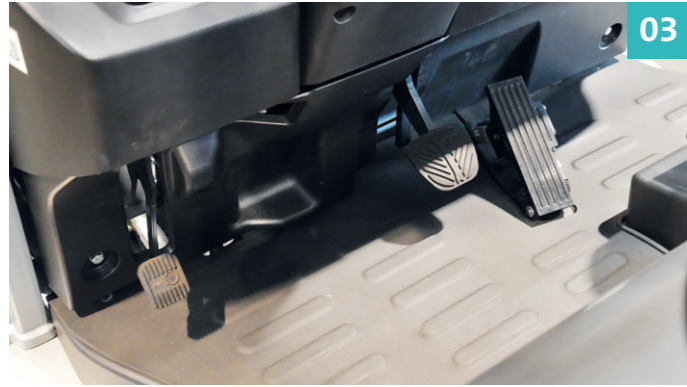
01 The step could have been a little larger, but with its non-slip surface it offers sufficient grip for getting in and out of the vehicle.

02 The floor plate is flat and generously laid out. The contours of the battery compartment cover do not get in the way.



	Consumption/ 100 handled pallets in kWh	Consumption during the test in kWh
Still RCE 25 Performance	16.2	5.82
Still RCE 25 Efficiency	16.0	5.67
Still RCE 25 Economy	15.6	5.4
∅	19.53	7.83

∅ = Average of the 2.5 to 3 tonne electric counterbalance trucks tested by us (2023)



The display shows all the usual information, including seat belt status. The speed display with one decimal place appears a little unsteady when driving.

AGILITY, STABILITY AND THE LIFT MAST

Driving and working with the RCE 25 is quiet and predictable. The power steering setting suits us well, but there are two points that could be improved. The first is a „software issue“ for which the manufacturer promises an update: the setting of the Curve Speed

Control assistance system is not quite right in our opinion. The system intervenes a little too late and too strongly and decelerates the driving speed for too long. The truck only accelerates when the wheels at the rear of the vehicle are almost straight again after cornering. As a result, we lose a lot of time in each sharp bend, which unnecessarily reduces the impression of „smoothness“, which is one of the characteristics of the truck.

The agility beyond cornering is partly a result of the good weight distribution and the characteristics of the solid rubber tyres from Chinese production. The good features of the tyres are also our second point of criticism: the tyres are a little too „smooth“ for us. Without load everything is fine, and they make good use of their advantages. With heavier loads on board, however, the truck loses stability, and driving it feels a bit spongy.

The lift mast is controlled by mechanical levers located on the right of the driver's seat. They have a contemporary design, are quite handy and comfortable to use, and allow a precise fork position to be set. Visibility through the triplex lift mast with sideshift and free lift is above average for this type of lift mast. This also applies to the all-round visibility.

THREE DRIVING MODES - HARDLY ANY DIFFERENCE

Using the service setting on the display, we can set three driving programmes: Performance, Efficiency and Economy.

As we perceive it, however, the different settings only have an influence on the respective sprint speed. For this reason, the differences between the individual driving programmes can be described as rather minor.

EVALUATION

- + Noise emission and agility
- + Handling
- + Energy consumption
- No grab handle for the right hand
- Curve Speed Control setting
- Quality/stability of the SE tyres

03 The brake and accelerator pedals on the right-hand side are positioned appropriately. The parking brake is on the left.

04 The dashboard is clearly laid out, solidly finished and offers two storage compartments. The triplex mast facilitates an above-average visibility to the front.

05 The display is easy to read and provides all relevant information. Displaying the driving speed with one decimal place is not optimal.

06 The standard equipment includes a grab handle with horn for more safety when reversing.

07 Underneath the cover is a conventional 80 V/450 Ah lead-acid battery. RCE models with lithium-ion batteries are expected to be available in the near future

The productivity of the RCE 25 is below the average of the trucks we tested in this segment, which is due to the modest lifting and driving speed and the aforementioned delay in cornering due to the inadequately adjusted Curve Speed Control function. Nevertheless, the truck does not give a modest impression, as the sprint speed is above average. This makes for a pleasantly dynamic feel, especially in Performance mode, which we prefer.

According to the measurements, the consumption of the RCE 25 is far below the average of the comparable devices we tested. With the 80 V/450 Ah lead-acid battery, we achieve a practical operating time of 7.5 hours in performance mode and eight hours in economy mode.

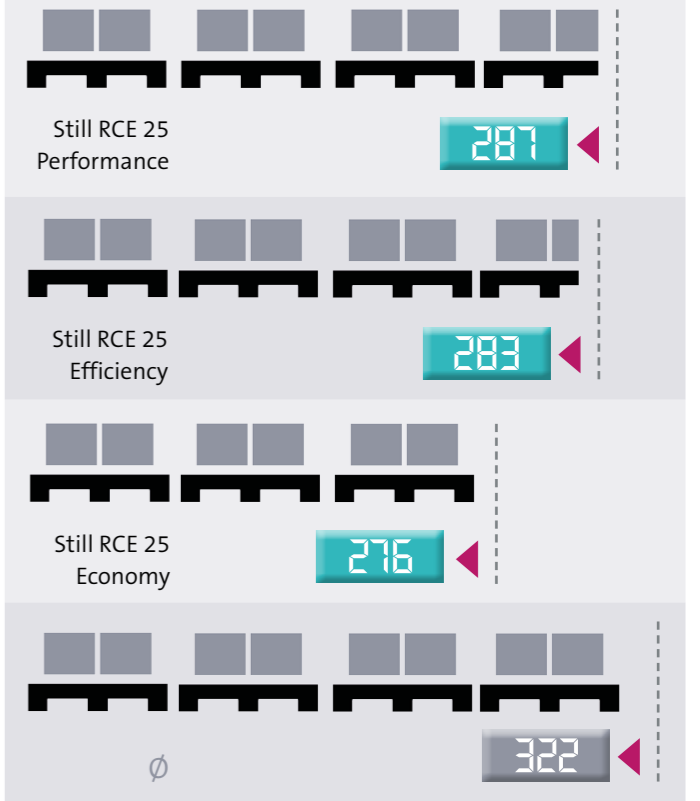
CONCLUSION

Still has not designed the RCE series for intensive continuous use - and there is no need for this, as the manufacturer has the RX series in its portfolio for this purpose. If you need a forklift truck for occasional use that is predictable, solid and easy to handle, the basic trucks of the RCE series are just right. In addition, they offer decent workmanship and low-noise operation. There is room for improvement in the settings of the Curve Speed Control assistance system. Also, more stable solid rubber tyres would be advisable.

Text and photos: Andersom Testing, Theo Egberts and Mark Dohmen

Graphics: VFV, Sonja Daniel

Pallets handled per 8 hours



∅ = Average of the 2.5 to 3 tonne electric counterbalance trucks tested by us (2023)

