

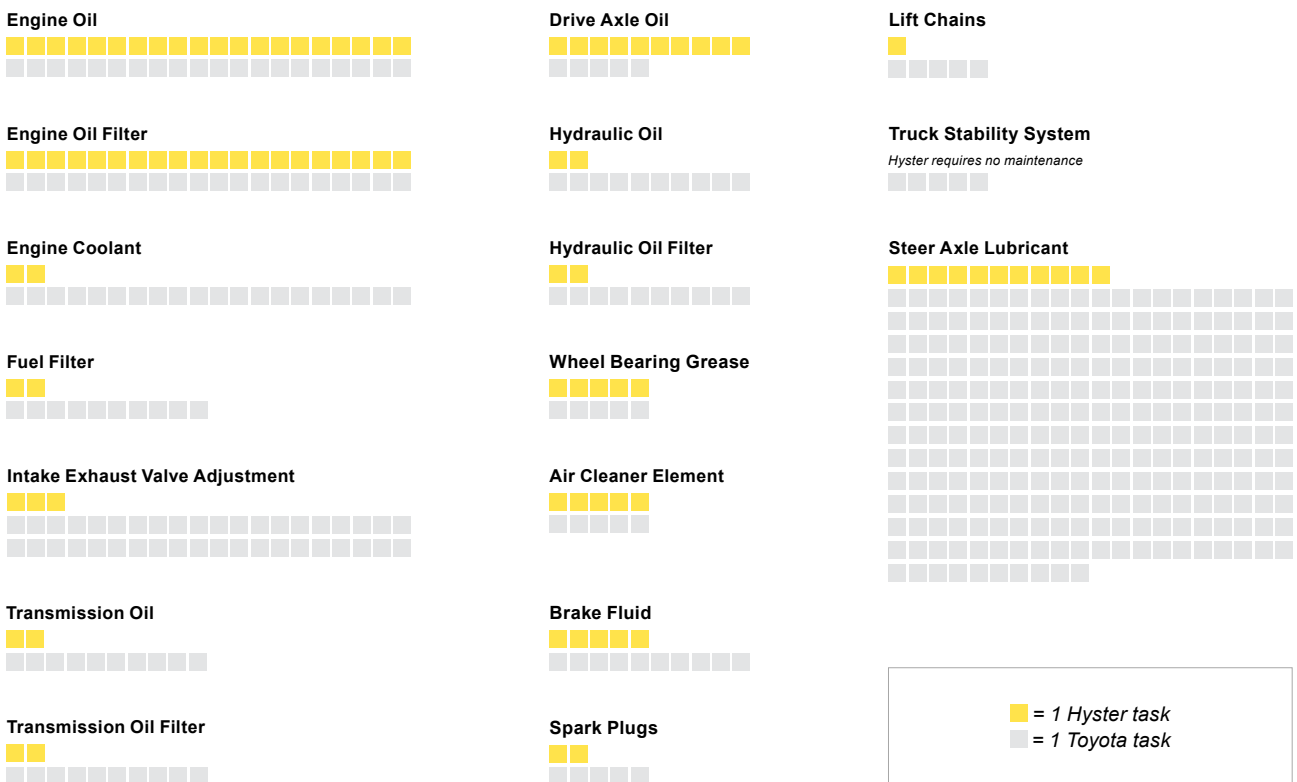
# HYSTER H50A VS. TOYOTA 8FGU25



## // 75% LESS PLANNED MAINTENANCE FOR THE HYSTER H50A MEANS \$24,000 IN POTENTIAL SAVINGS

While all forklifts need maintenance, the frequency of planned tasks and the associated downtime and costs for technician labor and parts can vary dramatically. This comparison between the Hyster® H50A<sup>1</sup> forklift model and the Toyota 8FGU25<sup>2</sup>, a leading competitive model, reviews the planned maintenance the two have in common, and the number of times maintenance tasks are anticipated to be completed over 10,000 hours of use<sup>3</sup>. Based on the designated service intervals, there are 103 planned maintenance tasks associated with the Hyster model. In contrast, the Toyota truck requires 440.

Differences in service frequency, along with differences in parts pricing<sup>4</sup> and fluid content, amounted to **more than \$24,000 in savings compared to the Toyota model.**



### Lifetime planned maintenance tasks & service costs over 10,000 hours of use:

<p>HYSTER H50A</p> <p><b>103 TASKS</b></p> <p><b>\$9,498</b></p>	<p> </p> <p>VS</p> <p> </p>	<p>TOYOTA 8FGU25</p> <p><b>440 TASKS</b></p> <p><b>\$33,705</b></p>
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To learn more about the advantages of the Hyster A Series, visit [Hyster.com/A-Series](https://Hyster.com/A-Series)

<sup>1</sup>Comparison applies only to the premium models, not other configurations. Service data comes from Technical Resource Data (TRD) for planned service tasks, frequency, fluid capacity, and March 2024 Consumer List pricing for parts and fluids. Service Warranty labor times were used where available; reasonable estimates were used if not available.

<sup>2</sup>An undated Toyota service manual was sourced online for the 5,000-pound Toyota 8FGU25 with dry brakes and standard transmission; unclear if any changes from the Toyota Tier 4 certification issues for their ICE trucks are reflected. The same service times as the Hyster model were assumed, and parts pricing was estimated from online results.

<sup>3</sup>Labor rate of \$135 per hour was used for both trucks. Travel time is not considered in this comparison.

<sup>4</sup>No inflation factors were used in developing pricing gaps.