PLANNED MAINTENANCE COMPARISON

Yale GP50N vs. Toyota 8FGU25

75% LESS PLANNED MAINTENANCE FOR THE YALE GP50N 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 Yale® GP50N[1] forklift model and the Toyota 8FGU25[2], 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[3]. Based on the designated service intervals, there are 103 planned maintenance tasks associated with the Yale model. In contrast, the Toyota truck requires 440.

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

Engine oil

Engine oil filter

Engine coolant

Fuel filter

Intake exhaust valve adjustment

Transmission oil

Transmission oil filter

Drive axle oil

Hydraulic oil

Hydraulic oil filter

Wheel bearing grease

Air cleaner element

Brake fluid

Spark plugs

Lift chains

Truck stability system
Yale requires no maintenance

Steer axle lubricant

= *1 Yale task*
= *1 Toyota task*

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

YALE GP50N		TOYOTA 8FGU25
103 tasks	vs	440 tasks
$9,498		$33,705

To learn more about the advantages of the Yale N Series, visit Yale.com/SeriesN.

[1]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.

[2]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 Yale model were assumed, and parts pricing was estimated from online results.

[3]Labor rate of $135 per hour was used for both trucks. Travel time is not considered in this comparison.

[4]No inflation factors were used in developing pricing gaps.

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