

European premiere: Toyota's hydrogen truck at work

Toyota Material Handling Finland presents the first ever fuel cell truck sold in Europe to be used in actual real life production. The truck will be supplied to Woikoski, and it is the first fuel cell-based work machine sold in Finland.

The Traigo 80V Compact hydrogen truck will be used at Woikoski's production sites and warehouses in Mäntyharju. Woikoski produces the hydrogen used as fuel for the truck from the by-product of various processes in the chemical industry.

"The hydrogen-fuelled trucks supplied by Toyota Material Handling in Europe mean a considerable expansion in the utilisation of fuel cell technology. The introduction of the first hydrogen truck at Woikoski is a giant leap for the Finnish hydrogen and fuel cell industry. Finnish research institutes and innovative companies have assumed a leading role in the industry over the last 15 years," says Kalevi Korjala, Managing Director of Woikoski.

Toyota started developing fuel cell vehicles in 1992, and a prototype for a fuel cell truck was presented in 2005. Last year, Toyota presented the newest model based on the latest fuel cell technology. The fuel cell trucks intended for the European market have been designed and manufactured at Toyota Material Handling's unit in Italy, in co-operation with a supplier specialised in fuel cells.

"We are proud to deliver the first ever Toyota fuel cell truck sold to a European customer to Woikoski in Finland. Woikoski is a highly innovative European pioneer in hydrogen refuelling technology. Toyota Material Handling works in close co-operation with Woikoski to explore potential new customer projects involving fuel cell technology and hydrogen infrastructure," explains Pasi Nieminen, Managing Director at Toyota Material Handling Finland.

In comparison to trucks running on electricity or combustion engines, the benefits of hydrogen-fuelled trucks are low emissions, ease of use and low noise levels. A hydrogen-fuelled engine based on fuel cell technology only emits water from its exhaust pipe, and this emission is as clean as distilled water. Refuelling a fuel cell truck takes 3–5 minutes, whereas charging a lead-acid battery with a similar amount of energy takes about 6–10 hours. With fuel cell technology, the truck user is not dependent on the limits of the battery capacity, and separate battery changing systems and battery charging rooms are not needed.

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