

Terminal Tractor/Yard Spotter

Used Yard Spotter Fremont - Tow tractors are a common piece of industrial equipment used in large buildings, arenas, warehouses, airports and manufacturing plants for moving loads horizontally. They go by different names including tow tugs and towing tractors. Tow tractors are responsible for moving multiple trailers in a train. Tow tractors can move aircraft into and outside of airport locations such as terminals and hangars. All tow tractors use the concept of tractive effort to move loads. The complete amount of traction a vehicle utilizes on the ground. Tractive effort says that the heavier the load, the more tractive effort is required. Based on this principle, the tow tractor works by lifting a part of the load it is towing while making sure the load's wheels remain on the ground. The tractive effort is increased by the unit's hydraulic mast. This has been engineered to produce downforce on the drive wheel directly under the mast. The traction created by this process enables the tow tractor to pull very large and heavy loads. Types of Tow Tractors There are two basic types of tow tractors: 1. Load carriers; and 2. Heavy-duty tow tractors; Load Carriers Industries such as e-commerce, manufacturing, and airport baggage and parcel systems must regularly move many individual and varying sized items to or from a single location. Load carrier tow tractors or tow tugs are especially useful for these types of applications because they allow the single items to be gathered and stacked on the wheeled platforms, ready to be attached for tow and transport by the tow tractor. The category that load carrier tow tractor models fall into includes forklift trucks, cranes and pallet jacks. These units only transport loads at ground level and do not lift or lower items from shelving or off the ground. Therefore, the load must already be on wheels or on a wheeled platform, ready to be transported. Bogies, skates and trollies are other names for wheeled platforms. The tow tractor joins to the trolley and functions similarly to a train locomotive. Typically, the tow tug features a steel coupling male-end that attaches to a female-end on the trolley's front. The back of the trolley has a male-end steel coupling that can then be used to attach multiple trollies onto a single tow tug, transporting all the trollies in a train-like formation. These machines can transport a variety of items in varying conditions. The availability of many different types of trollies also allows for greater customization in transporting items. Trollies can connect together and are compatible. Different kinds of trollies can be maneuvered in a single train, creating flexible transport options. A key benefit of using a load carrier tow tractor is that operators can enjoy a clear view instead of relying on forklifts. Load carrier tow tractors transport trollies in a forward direction which decreases the safety concerns common with reverse forklift operations. This is vital for safety-sensitive places including airports and manufacturing facilities. It is more economical to tow multiple items when possible with a tug than using a forklift truck to transport single items. Tugs are simple to move and provide a safe transport option. One benefit of these tow tugs is that an operator usually does not require a license. Tow tractor operators do not need licenses since they don't lift loads off of the ground. Three subtypes of load carrier tow tractors include rider-seated, stand-in and pedestrian. Pedestrian Tow Tractors Pedestrian tow tractors go by many names including electric tow tractor, electric tug, or electric tugger. These units are walk-behind models that move wheeled loads. These machines are simple to use, extremely maneuverable and very compact. Stand-in Tow Tractors Stand-in tow tractors are the most popular design for industries that involve order picking and horizontal transport in manufacturing. These units deliver a secure driver platform and deliver a smaller footprint compared to the rider-seated models. Rider-Seated Tow Tractors Rider-seated tow tractors are similar to stand-in models except they offer a seated platform for the operator. These models are commonly used for transporting loads over farther distances such as moving checked baggage from the airport check-in to the aircraft at the terminal. These rider-seated options help to decrease driver fatigue allowing for greater efficiency. Heavy Duty Tow Tractors The pushback concept is commonly used in aviation for cargo and large passenger planes. Pushback refers to the process of pushing an aircraft back from an airport terminal by some means other than the aircraft's own power. This pushback process is done by using specially designed

heavy duty tow tractors called pushback tractors or pushback tugs. Pushback tugs feature a low-profile enabling them to travel under the aircraft's nose for easy attachment. Since the aircraft weight is heavy, these units need to be heavy in order to retain adequate ground friction to move the aircraft. Large aircraft tractors can weigh as much as fifty-four tons. These models have a driver's cab that has the option of being raised or lowered during reverse for better visibility. While the vehicle is referred to as a pushback tug or pushback tow tractor, it is also used to tow aircraft in areas where taxiing the aircraft is not practical or safe, such as moving large aircraft in and out of maintenance hangars. The pushback tow tractors come in two subtypes, the towbarless and the conventional. Conventional Pushback Tow Tractors Conventional tugs use a tow bar to connect the tug to the nose landing gear of the aircraft. The tow bar is laterally fixed at the nose landing gear; however, it is possible to make height adjustments with slight vertical movements. The tow bar is able to pivot vertically and laterally at the end that connects to the tug. Acting like a giant lever, the tow bar can rotate the nose landing gear. Every aircraft has a special tow fitting and the towbar functions as an adapter between the fitting on the landing gear and the standard-sized tow pin. Heavy-duty towbars required for sizeable aircraft ride on their own wheels when they are disconnected from the machine. Attached to the wheels, the hydraulic jacking mechanism allows the towbar to lift to the proper height to mate with the aircraft and tug. The same mechanism is employed in reverse to raise the towbar wheels off the ground for pushback. The towbar can be connected at the front or the rear of the tractor, depending on whether the aircraft will be pushed or pulled. Towbarless Pushback Tow Tractors Towbarless tractors do not use a towbar; they scoop up the nose landing gear and lift it off the ground, allowing the tug to maneuver the aircraft. This design facilitates higher speeds greater aircraft control and can eliminate the necessity of having a worker inside of the cockpit to apply the brakes. As there is no need to maintain numerous towbars, simplicity is the main advantage of this unit. Directly connecting the tug to the landing gear allows operators to have better responsiveness and control while moving the aircraft.