

Terminal Tractor/Yard Spotter

Used Yard Spotter Utah - 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. Heavier loads require more tractive effort compared to lighter loads. The unit works by lifting a part of the load while it is towing; however, the load's wheels stay on the ground. The hydraulic mast on the tow tractor is responsible for lifting the load. It produces downforce on the drive wheel underneath to increase the tractive effort. The tow tractor is capable of transporting very heavy and large loads thanks to the traction it provides. Types of Tow Tractors Two types of towing tractors include heavy-duty tow tractors and load carriers. 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. Tow tugs or load carrier tow tractors are excellent for these jobs as they can maneuver single items stacked on wheeled platforms for streamlined transport. These load carrier tow tractors fall under the material handling equipment industry which includes other machines such as pallet jacks, forklifts and cranes. Load carrier tow tugs transport loads at ground level only, rather than lifting or lowering off the ground or from shelving or other hard to reach areas. In order to be ready for transport, items must be secured on a wheeled platform or already on wheels to use the tow tractor. Wheeled platforms are called skates, trollies and bogies. The tow tug is attached to the trolley similar to train cars being attached to a locomotive. Generally, the steel coupling on the tow tug's male-end joins to the front trolley's female-end. Trollies move in a train-like system thanks to the male-end steel coupling on the back which can connect to numerous units and allow a single tug to transport them. Tow tractors are capable of moving many machines in a variety of conditions. Trolley types differ to provide customization options. Many trollies can be connected since they are compatible with one another. Since multiple trolley types can be utilized in a single train, there is flexibility. A key benefit of using a load carrier tow tractor is that operators can enjoy a clear view instead of relying on forklifts. Additionally, load carrier tow tractors move their units in a forward-only way and this drastically decreases safety concerns associated with forklifts traveling in reverse. These safety considerations are of special importance in busy areas such as manufacturing floors and airports. Towing many items at once saves time and money compared to relying on forklifts to move single things. They are safe and easy to maneuver. A key benefit of these units is that typically, the operator doesn't need a license. Tow tractor operators do not need licenses since they don't lift loads off of the ground. There are three kinds of load carrier tow tractor units to choose from; pedestrian, stand-in and rider-seated. Pedestrian Tow Tractors A walk-behind model that can transport wheeled loads is called a pedestrian tow tractor. These machines may go by the names of electric hand tug, electric tugger, electric tug or tow tractor. These machines are simple to use, extremely maneuverable and very compact. Stand-in Tow Tractors Popular for industries that conduct order picking and horizontal transport for manufacturing, the stand-in tow tractors are the best design. They provide a secure platform for the driver to operate while still having a smaller footprint than that of the rider-seated tow tractors. Rider-Seated Tow Tractors Rider-seated tow tractors are similar to stand-in models except they offer a seated platform for the operator. Rider-seated models are used for moving loads longer distances. They are popular for airport luggage transport to move checked baggage from the check-in counter to the aircraft parked at the terminal. Reducing rider fatigue, the rider-seated models deliver more efficiency. Heavy Duty Tow Tractors The pushback concept is commonly used in aviation for cargo and large passenger planes. Pushing an aircraft back from the airport terminal without using the aircraft's own power is the pushback concept. Pushback is achieved by employing pushback tugs or pushback tractors. Pushback tractors are built with a low-profile to

allow them to move underneath the nose of the aircraft so that it can attach. Because of the added heavy weight of the aircraft, these tow tractors must be heavy enough to retain enough traction on the ground in order 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. The unit is called a pushback tow tractor or pushback tug but it is additionally used to move aircraft in situations where taxiing is not safe or practical including into and outside of aircraft maintenance. The pushback tow tractors come in two subtypes, the towbarless and the conventional. Conventional Pushback Tow Tractors These units use a tow bar to attach the tug to the nose landing gear on 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 that attaches to the tug can pivot vertically and laterally. The tow bar functions as a sizeable lever to facilitate nose landing gear rotation. Each aircraft type has a unique tow fitting so the towbar also acts as an adapter between the standard-sized tow pin on the tug and the type-specific fitting on the aircraft's landing gear. On heavy towbars for large aircrafts, the towbar rides on its own wheels when not connected to an aircraft. The hydraulic jacking mechanism is attached to the wheels, allowing the towbar to lift to the correct height in order to mate with the tug and the aircraft. The same means are used in reverse during the pushback process to raise the towbar wheels from the ground. The towbar is capable of being connected at the tractor's rear or front, depending on if the machine needs to be pulled or pushed. Depending on whether the aircraft needs to be pushed or pulled, the towbar can be attached to the front or rear of the tractor. Towbarless Pushback Tow Tractors Towbarless tractors, as their name suggests, don't rely on a towbar. Instead, these machines scoop up the nose landing gear to lift it off of the ground so the tug can move the plane. This allows better control of the aircraft and higher speeds; it may also eliminate the need to have a worker in the cockpit to apply the aircraft's brakes. The main advantage of a towbarless tug is simplicity; there is no need to maintain multiple towbars. Directly connecting the tug to the landing gear allows operators to have better responsiveness and control while moving the aircraft.