

Terminal Tractor/Yard Spotter

Used Yard Spotter Huntington Beach - 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. They are capable of towing several trailers in a train formation. Tow tractors can move aircraft into and outside of airport locations such as terminals and hangars. Tractive effort is how these machines transport loads. Tractive effort refers to the total amount of traction a vehicle deploys 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 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 traction created by this process enables the tow tractor to pull very large and heavy loads. Types of Tow Tractors Heavy-duty tow tractors and load carriers are two types of tow tractors. Load Carriers Many industries including airport baggage divisions, manufacturing, parcel transportation and e-commerce rely on moving items of various sizes to and from different locations. 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. 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. Therefore, the load must already be on wheels or on a wheeled platform, ready to be transported. Wheeled platforms are called skates, trollies and bogies. The tow tractor attaches to the trolley and operates similarly to how train cars are attached to a locomotive. Generally, the steel coupling on the tow tug's male-end joins to the front trolley's female-end. 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. 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. Different kinds of trollies can be maneuvered in a single train, creating flexible transport options. Load carrier tow tractors deliver a clear view for the operator which can be better than relying on forklifts. Further, load carrier tow tractors tow their trollies behind them in a forward-only direction which decreases the safety concerns created by forklifts operating in reverse. These safety considerations are of special importance in busy areas such as manufacturing floors and airports. It is more economical to tow multiple items when possible with a tug than using a forklift truck to transport single items. Tugs are easy to move and safe to use. A key benefit of these units is that typically, the operator doesn't need a license. No license is necessary since these units do not lift loads up from the ground like cranes, and forklifts that require licensing. There are three subtypes of load carrier tow tractors: 1. Pedestrian; 2. Stand-in; and 3. 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 The most common design for businesses that rely on horizontal manufacturing transport and order picking are stand-in tow tractors. Stand-in tow tractors feature a tinier footprint compared to rider-seated editions and they offer a safe driver platform. Rider-Seated Tow Tractors Similar to stand-in tow tractors, rider-seated units have a seated operator platform. 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. 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. Pushback is achieved by employing pushback tugs or pushback tractors. 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. A typical tractor for large aircraft weighs up to 54 tons. They usually have a driver's cab that can be raised and lowered to increase visibility when reversing. 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 two subtypes of pushback tow tractors include conventional tow tractors and towbarless tow tractors. Conventional Pushback Tow Tractors Conventional units rely on a tow bar to connect the tug to the aircraft's nose landing gear. The tow bar is fixed laterally at the nose landing gear, but may move slightly vertically for height adjustment. The tow bar that attaches to the tug can pivot vertically and laterally. 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 towbars have their own wheels for big aircraft and can ride on these wheels when disconnected from planes. 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 work without a towbar and scoop up the aircraft's nose landing gear to lift it off of the ground instead. 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. Greater control and responsiveness while moving the aircraft is achieved with this direct connection of the tug to the landing gear.