

Terminal Tractor/Yard Spotter

Used Yard Spotter Corona - Tow tractors, sometimes call towing tractors or tow tugs, are vehicles used in transporting loads horizontally in warehouses, manufacturing plants, airports, arenas and other large facilities. These machines can tow numerous trailers in a train or snake-like formation. Some are designed specifically to tow large aircraft in order to position them into and out of airport terminals and hangers. The tractive effort concept is how loads move from place to place. Tractive effort refers to the total amount of traction a vehicle deploys on the ground. The heavier the load is, the more tractive effort is needed. The tow tractor lifts a portion of the load during towing while ensuring the wheels on the load still 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 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 do not transport items from high places such as shelves or platforms. They only move cargo at ground level. 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 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. 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 with a train of trollies enable a wider range in the type of items that can be transported and in the types of conditions they can be transported. Trolley types differ to provide customization options. Trollies can connect together and are compatible. 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. 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. This is vital for safety-sensitive places including airports and manufacturing facilities. Towing solutions are a good alternative to traditional forklifts to handle many single items. Tugs are easy to move and safe to use. 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 A pedestrian tow tractor, also referred to as an electric tug, electric tugger, electric hand tug or tow tractor, is a walk-behind machine designed for easy movement of wheeled loads. These compact machines are simple to use and can maneuver easily. 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. These units deliver a secure driver platform and deliver a smaller footprint compared to the rider-seated models. Rider-Seated Tow Tractors The rider-seated tow tractors are similar to the stand-in tow tractors with the exception they provide a seated platform for the driver. 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 In the aviation industry, large passenger and cargo planes usually employ the concept of pushback. Pushing an aircraft back from the airport terminal without using the aircraft's own power is the pushback concept. 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. 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. A common tractor for moving large aircraft can weigh in up to fifty-four tons. Their driver's cab has the ability to be lowered and raised for increased visibility during 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 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. At the end that attaches to the tug, the tow bar may pivot freely laterally and vertically. Acting like a giant lever, the tow bar can rotate the nose landing gear. There are a towbar and precise tow fitting that acts as an adapter between the standard-sized tow pin and on the landing gear of the aircraft. 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 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. By connecting the tug directly to the aircraft's landing gear tug operators have better control and responsiveness when maneuvering.