

Terminal Tractor/Yard Spotter

Used Yard Spotter Newfoundland - Tow tractors, also called tow tugs or towing tractors are popular for moving loads horizontally in airports, arenas, warehouses, manufacturing plants and other large buildings. Tow tractors are responsible for moving multiple trailers in a train. Certain tow tractors can transport helicopters and giant airplanes for the purpose of positioning inside and outside airport hangars and terminals. The tractive effort concept is how loads move from place to place. Tractive effort is the amount of traction a unit has on the ground. Tractive effort says that the heavier the load, the more tractive effort is required. 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. Traction allows the machine to deliver 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. Tow tugs and load carriers easily transport single items that have been deposited on wheeled platforms and move them with ease. 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. This means that the load has already been on wheels or placed on a wheeled platform before transport. 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. 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. This means several different types of trollies can be used in a single train allowing greater flexibility for operations. 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. 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. A key benefit of these units is that typically, the operator doesn't need a license. This is because the load is not lifted from the ground so it does not fall under the usual restrictions and licensing required of standard forklifts, cranes and other load lifting equipment. 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. It is compact, maneuverable and easy to use. 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. 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. 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. 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. 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. There are two subtypes of pushback tow tractors: 1. Conventional; and 2. Towbarless. Conventional Pushback Tow Tractors These units use a tow bar to attach the tug to the nose landing gear on the aircraft. Laterally attached to the nose landing gear, the tow tractor can make certain slight vertical height adjustments if needed. At the end that attaches to the tug, the tow bar may pivot freely laterally and vertically. 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. Heavy-duty towbars required for sizeable aircraft ride on their own wheels when they are disconnected from the machine. The wheels are attached to a hydraulic jacking mechanism which can lift the towbar to the correct height to mate to both the airplane and the tug, and once this is accomplished the same mechanism is used in reverse to raise the tow bar wheels from the ground during the pushback process. 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. Simplicity is the main advantage of the towbarless tugs since it is not necessary to maintain a variety of towbars. Greater control and responsiveness while moving the aircraft is achieved with this direct connection of the tug to the landing gear.