

Terminal Tractor/Yard Spotter

Used Yard Spotter San Diego - 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. They are capable of towing several trailers in a train formation. Some are designed specifically to tow large aircraft in order to position them into and out of airport terminals and hangers. All tow tractors use the concept of tractive effort to move loads. Tractive effort is the amount of traction a unit has on the ground. Heavier loads require more tractive effort compared to lighter loads. The tow tractor lifts a portion of the load during towing while ensuring the wheels on the load still 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 Numerous businesses need to transport items of different sizes on a regular basis including manufacturing, parcel delivery services and airport baggage. Tow tugs and load carriers easily transport single items that have been deposited on wheeled platforms and move them with ease. 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. The wheeled platforms are called bogies, trollies or skates. The tow tug is attached to the trolley similar to train cars being attached to a locomotive. Usually, the tow tug has a male-end steel coupling that couples to the female-end fixed to the front of the trolley. The trolley's back portion has a male-end steel coupling that can be used to connect a variety of trollies to a single tug. 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. 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. 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 design is excellent for locations that have a high level of safety such as manufacturing locations 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. The operator doesn't require a license, which is another benefit compared to forklifts. No license is necessary since these units do not lift loads up from the ground like cranes, and forklifts that require licensing. Three subtypes of load carrier tow tractors include rider-seated, stand-in and pedestrian. 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 Stand-in tow tractors are the most popular design for industries that involve order picking and horizontal transport in manufacturing. 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. Rider fatigue is decreased with sit-down units for more efficiency and productivity. Heavy Duty Tow Tractors Aviation relies on the pushback concept for moving big passenger and cargo aircraft. 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 tractors are designed with a low profile design to enable them to move under the aircraft's nose in order to

attach to the aircraft. 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 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. 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 towbars have their own wheels for big aircraft and can ride on these wheels when disconnected from planes. 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 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. Simplicity is the main advantage of the towbarless tugs since it is not necessary to maintain a variety of towbars. Directly connecting the tug to the landing gear allows operators to have better responsiveness and control while moving the aircraft.