

Forwarder trailers



RAB Easton looks at the choices for different mounts for forwarder trailer loaders – and picks a selection of the trailers on offer



The Botex range of trailers and loaders are designed and made in the UK.

Forwarder trailers are able to move from site to site under their own steam, eliminating expensive low loader hire. This makes them a more economical tool for harvesting smaller volume stands of timber and ideal for situations where the amount of timber harvested annually does not justify an expensive, purpose-built forwarder. Private estates, woodlands, forestry/fencing contractors and firewood merchants can benefit enormously from their use.

Extracting the felled timber from the forest and secondary extracting outlying timber blocks that have poor access or across fields to stacking areas is made much easier. Due to the high road speeds of most road legal tractors, delivering timber to sawmills and other customers can be quicker and more economical.

The loader for forwarder trailers can be tractor or trailer mounted; a trailer mounted system leaves the tractor free for other tasks, whereas the tractor mounted system is ideal for use with a chipper, firewood processor, sawmill, etc.

Tractor roof mounted

The advantages of this type of mounting is that the operator's all-round vision is excellent and, due to the weight of the loader being mounted over the rear driving wheels of the tractor, traction is improved and less load is carried on the trailer. This system also ensures all functions of the three-point linkage and arms remain available, meaning that a roof crane tractor can still use PTO machines such as wood chippers, farm implements and firewood machinery, to name a few. On the downside, it is more expensive due to the sturdy frame required for the tractor. Another frame on the front of the tractor is required to secure the loader when travelling, removing the loader is time consuming, and the stability of the tractor is compromised due to the higher centre of gravity.

Tractor JAKE mounting

This is a frame fitted to the tractor frame for attaching the loader to the tractor. It has most of the advantages of a roof mounting system with the added bo- >>



>> nus of a quick release system to remove/fit the loader, with other attachments also available. The advantages of this mount are that the centre of gravity is much lower, it strengthens the tractor's frame, and the armour plating beneath the tractor provides added protection to the fuel tank, battery box and compressor. The disadvantage of this mounting system is that the loader's kingpost is attached to the frame at a lower point, obscuring the operator's rear view.

Both of these methods can be stabilised by hydraulic legs lowered to the ground or hydraulic rams to lock out the front axle when using the loader.

Trailer mounted

Most trailers are built with the mounting for the loader already built into the design, making it an economical solution. Compared to a tractor mounted loader, the loader itself does not require as much reach while loading the rear bunk of the trailer.

Many loaders are connected to the tractor's hydraulics via

quick couplings, with some having hydraulically operated levers and others with electronic levers. Stabilising the trailer for loading/unloading is done with hydraulically lowered legs; this allows lifting at right angles to the trailer at full reach without the worry of the trailer tipping over.

Trailer mounted loaders can be used to counterbalance the trailer if you find yourself in an awkward situation where the loaded trailer might tip over

Some loaders can have the loader controls mounted in the tractor cab or can be operated from a standing or sitting position on the trailer itself.

Trailers can be purchased in a variety of widths, lengths, carrying capacities and loader sizes able to cope with most sizes of timber. There are many extras that can be added to some of the available models, including hydraulic braking, steering drawbars, drive trailers, etc. There is a wide variety of makes and sizes of forwarder trailers/loaders to choose from and I have selected some of the ones I have seen.

BOTEX

These are the only trailers and loaders that are designed and made in the UK. They are manufactured at the premises of Jas P Wilson in Dalbeattie, South West Scotland and were established in 1964.

There are five trailer sizes available with carrying capacities ranging from eight tonnes to 15 tonnes with a selection of four loaders. Three are trailer/tractor mounted and one has a three-point linkage mounted system. The loaders have a reach ranging from six to eight metres and can be operated by either manual hydraulic or electric levers.

All the trailers have hydraulically operated brakes and the GR12 (12-tonne capacity) model has hydraulic cage drive rollers for increased traction. A hydraulically movable headboard is available and some trailers will extend to allow two bays of 3m produce.

They have a network of service engineers covering the UK and Ireland
www.jaspwilson.co.uk



PFANZELT



This company was started by Paul Pfanzelt in 1991. He initially manufactured geared forestry winches before designing and building his first forestry trailers in 1996.

They produce three types of forestry trailer:

The S Line trailers are available in 6, 9 and 11-tonne capacity with uni-drive and hub drive available on the 9 and 11-tonne options. Trailer loader options range from 6.2 to 7.85m reach with mechanical loader controls, and larger loaders with electrically operated joysticks can be mounted onto the tractor.

Profi trailers are manufactured in five different sizes and are available in two-tonne increments from 9 to 17 tonnes. They are constructed using a single beam chassis with sliding bolsters and bogie axles for optimum weight distribution and

load flexibility. They can have A or H type column stabilisers, while mounted trailer loaders have reach options ranging from 6.3 to 10m. Optional electric joysticks for loader operations and both hydraulic or air brakes can be fitted. There are three drive options: friction drive, wheel hub drive and hydromechanical drive with NAFF bogies (uni-drive is available on certain models). Road speeds of either 25 or 40 km/hr are available depending on the configuration.

Log Line trailers come in 14, 16 and 19-tonne load capacities with EHC joystick controls for the trailer mounted loader. Loader options for these trailers range from 7.7 to 10m reach and wheel hub drive is available.

North: csburton@btinternet.com
South: www.spaldings.co.uk/forestry

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FTG MOHEDA

FTG Moheda is a Swedish company established in 1835, and the forge where it all started is still in existence today. They first started manufacturing forestry trailers in the 1950's and the first Moheda trailer was produced in 1963. Today, FTG Moheda is a subsidiary of BRUKS Group.

Six trailers from five tonnes to 15 tonnes are in production, with the 10, 12, 14 and 15-tonne trailers available with a cage roller drive system for additional traction. A new 12-tonne trailer has been developed with a hub drive which can be disengaged from the tractor during driving. It will operate at speeds of up to 7km/hr and can be fitted with band tracks for reduced ground pressure.

Nine crane models are available from 5.1 to 8.75m reach and can be trailer or three-point linkage mounted. The three-point linkage mount allows use of the draw bar and PTO shaft for other attachments.

Engineers and sales throughout the UK and Ireland
www.fuelwood.co.uk



BINDERBERGER



Binderberger are an Austrian manufacturer established in 1930. They started manufacturing forestry equipment in 1980.

Eight trailer models are currently available ranging from five tonnes to 21 tonnes. The trailers have a double beam, high tensile, galvanised steel box section chassis as standard with aluminium pins. Some models have hydraulically adjustable chassis and capable of two bays of 3m with a mechanical or electrically operated drive option on certain trailers. There are 14 loader configurations ranging from 4m to 9.5m in reach, and most trailers have four crane options available. Stabilising jacks, hydraulic brakes, lighting and a standing podium on the trailers come as standard.

There are many extras available for these trailers including LED Lighting and a compressed air braking system, allowing road speeds of 25-40m/hr (60-80 km/hr).

Sales and service throughout the UK and Ireland
www.marshalllogging.co.uk

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FUELWOOD

FTN5-17
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>> **KESLA**

Established in Finland in 1960 and is still a family owned company today.

They manufacture five sizes of trailers carrying 9-12 tonne on a single beam frame. There are four drive options available on many models: roller drive, wheel motor drive, mechanical drive and hydrostatic mechanical drive. All systems can be disengaged for faster road speeds. The 144 ND 12-tonne trailer can be fitted with the KESLA proTRACTION drive control system; as this is connected to the tractor's ISOBUS system, using the drive system is easy and efficient.

Seven Loaders are available with an outreach of up to 8.8m and can be fitted with mechanical, hydraulic or electric control valves. They can be tractor or trailer mounted.

There are also several braking options, hydraulically adjustable headboards, articulated drawbars and flexible loading space configurations to suit most requirements.

UK: www.caledonianforestryservices.com

Ireland: www.oakleafforestry.com



Rab Easton is the editor of the bi-monthly Forest Machine Magazine. He is a second generation logger with over 40 years of hands on experience in timber harvesting. Rab's magazine is available both in print and online and he is very active on Twitter and Facebook.

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