

RIKO UK LTD

FAST TOW FORESTRY FORWARDING TRAILER



FROM THIS, IN 10 MINUTES, TO THIS!



3200Kg Gross Fully galvanised high speed trailer with a choice of interchangeable bodies.

The biggest problems with towing are staying within the permitted 'nose weight' on the tow hitch and ensuring your axle loadings are within those permitted. An incorrectly loaded trailer is not only dangerous but can lead to a heavy fine and even a prohibition notice stopping you from travelling further. When it comes to overloading and axle loads both VOSA and the Police are now more vigilant.

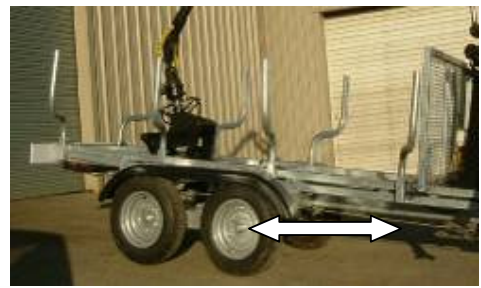
The Riko fast Tow trailer has been designed and built to specifically resolve these problems. The unique design means that even awkward & uneven loads can be adjusted to achieve the correct nose weight so you can be sure of complying with the law and importantly safe and easy towing. It comes as standard with 8 timber bolsters that can be removed and in their place you can have various different bodies. The crane is mounted on the same steelwork as the load bed. The crane can easily be removed if you wish to use just the trailer or use the crane on a tractor as well. With or without the crane an inbuilt hydraulic system means the complete load bed and crane can be moved forward or backwards on the axles until the optimum nose weight is achieved. The design also uses a special tandem rocking beam axle, this means that you no longer have to adjust the height of the hitches on the towing vehicles as the rocking beam adjusts the trailer to the height of the hitch on the towing vehicle. Unless the chassis of a trailer has been designed to take the additional weight and stress placed on it by a crane you run the risk of structural failure of the chassis. The consequences of which could be catastrophic if towing on the highway at the time.



HIGH CLIMBING ANGLE, ROCKING BEAM AXLES WITH LEAF SPRING SUSPENSION FOR SMOOTH RIDE.



HYDRAULICALLY ADJUSTABLE BED ALLOWS YOU TO MOVE THE AXLE TO ENSURE THE LOAD IS POSITIONED TO ENSURE THE NOSE WEIGHT DOES NOT EXCEED THE LEGAL LIMITS. WHY RISK YOUR SEFETY AND YOUR LICENCE!



OPTIONAL HYDRAULIC POWER PACK Fitted IN THE 'A' FRAME OF THE CRANE



UP TO 2200Kg LOAD CAPACITY COPEs WITH CARRYING A TRACKED CHIPPER,



HIGH LIFT CAPACITY CRANES: 700-1000Kg UP CLOSE AND 340-400Kg AT FULL REACH.

Fully road legal for use behind tractors or Land Rovers etc. Basic price includes rocking beam sprung axle, Over run brakes, hydraulic moving bed, head board, set of 8 swivelling timber bolsters, light board.

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| 8ft load bed and 5ft overall width (optional 6ft overall width): | £ 3,600 |
| 10ft load bed and 5ft overall width (optional 6ft overall width): | £ 3,700 |
| 12ft load bed and 5ft overall width (optional 6ft overall width): | £ 3,800 |
| 8ft long 5ft overall width (optional 6ft overall width) alley chequer plate flat bed: | £ 800 |
| 10ft long 5ft overall width (optional 6ft overall width) alley chequer plate flat bed: | £ 850 |
| 12ft long 5ft overall width (optional 6ft overall width) alley chequer plate flat bed: | £ 950 |
| Head board, drop down sides and tailgate for flat bed, 8-10-12ft. | £ 850 £ 900 £1,000 |
| Spare wheel and mounting. | £ 115 |
| Hand pump for moving bed without using the hydraulic power pack | £ 275 |
| 8ft galvanised loading ramps for flat bed body: | £ 250 |
| Tipping body with galvanised drop sides. | £ POA |
| Crane models: 3.2mtr or 4.2mtr. From: | £ 4,500 |
| Head board and 'A' legs (optional gull wing legs) | £ 780 |
| Additional price for tractor linkage and trailer mounting of crane. | £ 300 |
| Hydraulic power pack with petrol engine, for use with Land Rover etc. from: | £ 800 |
| Hydraulic power pack with 12 volt motor, for use with Land Rover etc. | £ POA |

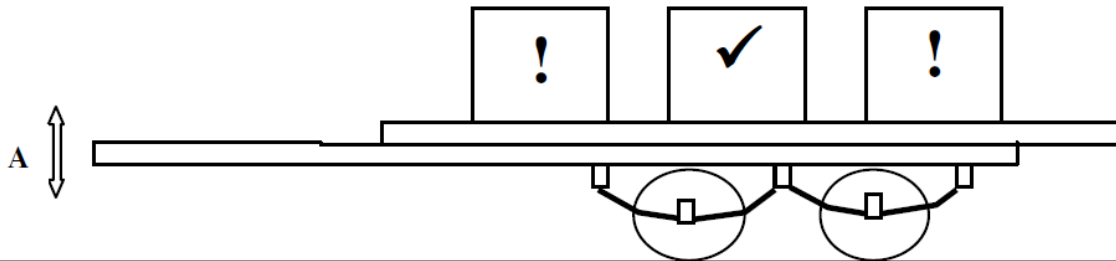
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Dealer:

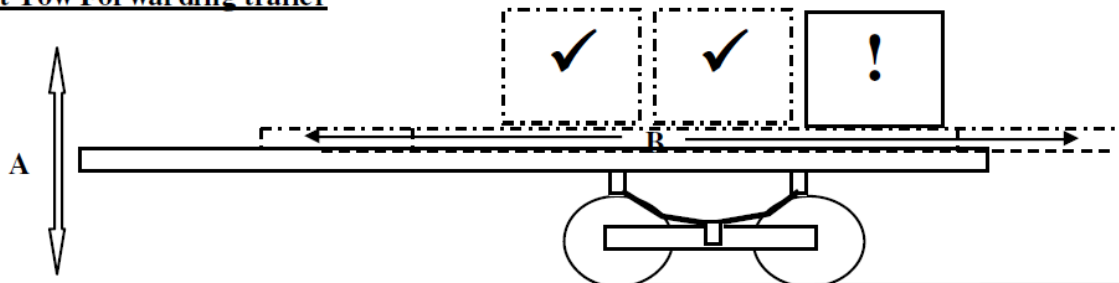
The conventional trailer. All trailer hitches have a safe ‘Nose Weight’ capacity of typically 70-120Kg depending on size of trailer. Exceeding or going below this figure will make the trailer unsafe and dangerous to tow. The traditional method of solid axles mounted on springs or solid Indespension type axles means the height of the trailer hitch is predetermined by the size of wheels and trailer bed height. This method means the trailer hitch (A) can only move vertically through a very small arc pre determined by the movement in the springs or suspension. If the height of the hitch on the vehicle does not match the height of the hitch on the trailer you will have either too much or too little weight on the towing hitch making the trailer unsafe and dangerous to tow.

Equally as you load the trailer it will alter the height relation between the trailer hitch and the towing hitch on the vehicle, again making the trailer unsafe and dangerous to tow. If the load is made up of various items that you unload at various destinations the weight distribution of the load will once again vary. Unless you reposition the load each time it will once again vary the height relation between the trailer hitch and the towing hitch on the vehicle, again making the trailer unsafe and dangerous to tow. An incorrectly loaded trailer will overload the trailer hitch and can also overload the axles, again making the trailer unsafe and dangerous to tow.

Conventional Trailer



Riko Fast Tow Forwarding trailer



The Riko Fast Tow Forwarding trailer uses a rocking beam type axle with one central pivot point for the axle. This means the trailer hitch (A) can move through a much larger arc that is not predetermined by the size of wheels and trailer bed height. It also means the trailer hitch automatically matches the height of the hitch on the towing vehicle.

Ensure the load is correctly positioned. The unique Riko design uses a hand operated hydraulic system to move the complete load bed forward or backwards to achieve the correct positioning of the load to achieve the correct ‘Nose weight’ on the hitch and the correct axle loadings. The Riko system ensures **SAFE AND SECURE TOWING.**