

The Tow-Hoe was originally developed in the UK, then manufactured in America, now it is back here again.

BACK FROM THE STATES

This micro-digger, as you will have gathered from the above, is not a new product. . . it has been two years in the field across the Atlantic. Tow-Hoes have been sold right across America and into Canada. They have worked in Death Valley (140°) and in Alaska, which is the opposite temperature range.

The unit can be used in three main forms: as a self-contained digging machine, bolted to the deck of a pick-up; or while still fixed to a towing vehicle. Incidentally, the only change from the standard version produced in America is the fitting of rubber suspension pads, in order to meet European road regulations.

It was designed with minimum maintenance in mind — having no cowlings to remove to get at working parts, and said to need no lubrication. Hoses are not hidden away, but colour blended so they are not obtrusive, and the 10 micron in-line filters are easy to get at.

After arrival on site, one has to remove the outriggers, then start the engine. The boom is raised so the slew and boom locking pins can be removed, then the bucket is positioned forward so that the machine is balanced almost level. The outriggers are replaced in the reverse configuration to that of the towing position, then the machine is dropped back on to the support pads.

Next step is to swing the boom to either side (with the dipper arm vertical). When the boom is lowered, the wheel and outrigger on that side are raised. At this point the outrigger can be removed and the wheel moved to that position. Swing the boom to the opposite side and repeat the operation.

Matters are made simple by securing all the locking pins on the ends of short lengths of chain, so they do not have to be searched for in long grass. The only exception to this is the pin used when holding the boom in travel order.

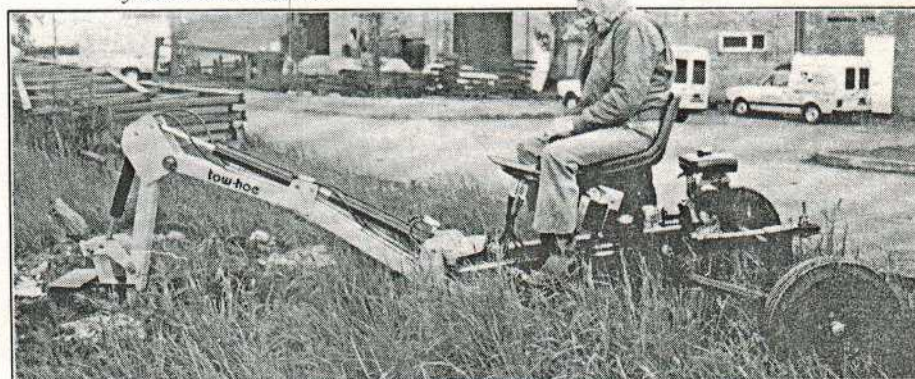
To sum up, this is a machine which faithfully follows the original concept of simplicity. It is easy to get ready for work, has knock-on tips for the scow-ended bucket, and has a four-lever control system.



Wide wheelbase for stability when being towed by a standard saloon car.

Although the control levers are fitted as standard in the traditional form (*ie* push away to open the bucket, pull towards you to crowd — push to move the bucket outward, pull to bring it back), it is quite simple to alter to suit individual requirements with a spanner, which is good news for a hire centre with idiosyncratic customers.

● For more information circle no. 607 on the enquiry card.



(above) The design is one which retains all the original simplicity of this type of machine.

(below) Everything is easy to get at . . . no cowlings to remove (or work loose and rattle).

