

OFF THE BEATEN TRAIL

Mention them, and most people immediately picture large four-wheeled motor bike-style machines being ridden at speed over rough terrain. Not an image to justify their inclusion amongst a fleet, yet on closer examination this type of vehicle could be a considerable asset on many courses.

Whether it is for carrying loads or transporting staff around the course, there is now a wide choice of suitable ATVs, utility vehicles, truckster and load carriers available. These introductions have coincided with more self-powered grass cutting machinery

being used and as a result the need for a tractor is diminishing.

When considering one of these workhorses it is a good idea to assess exactly what the requirements are and which, if any, existing equipment it may replace.

Do ATVs have a place on golf courses?

Mention them, and most people immediately picture large four-wheeled motor bike-style machines being ridden at speed over rough terrain. Not an image to justify their inclusion amongst a fleet, yet on closer examination this type of vehicle could be a considerable asset on many courses, especially links. Access to some areas is not easy, especially in the winter months. It can also be time consuming because of the route a conventional tractor and trailer has to take. This is one of the main reasons why this type of vehicle is so popular with hill farmers. With a trailer attached or as a model with its load carrying facility, they could take materials to sites that ground conditions make it impossible for any other transport to reach.

There is another feature that lends itself well to the golf course. While they have plenty of traction, the ATV is light on its wheels and the low-pressure tyres make for minimal damage to turf, even in wet conditions.

A disadvantage is that there is no power take off and although there are plenty of attachments available where power is needed a separate engine is fitted.

Recent years have seen the introduction of purpose-built utility vehicles or load carriers, which, although not ATVs, have incorporated many of their features.



Utility vehicles and load carriers

John Deere

In the latter part of last year, John Deere launched its Pro-Gator, which has been designed to be used for transporting materials and take a range of turf maintenance equipment. This two-seater unit is powered by a 24hp diesel engine. Power steering is standard and there is a choice



CK



of either two or four wheel drive. The cargo box has hydraulic lift and can take loads up to an estimated 875kg. When not needed the box can be quickly removed. The company has also introduced a top dresser attachment with a .54m capacity and a spreading width of 1.47 metres. This unit is run off the vehicle's hydraulic system.

Battery power is the main feature of the new E-Gator, which has a top

ground speed of 16mph. The cargo box can be electrically lifted and takes loads of up to 230kg.

Toro

A unique 'twister' Active In-Frame Suspension is said to be one of the main features of the latest utility vehicle from Toro - the Workman 2100.

The rear section, which contains the engine and cargo bed, is attached



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For further information, or a demonstration of
Allett or Diamond equipment, please contact

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Nothing Kuts Like A Diamond





to the front platform by a rubber joint. This gives 15 degrees of flexibility in both vertical and horizontal planes. The company says it keeps the four wheels on the ground for added traction when travelling over uneven ground. The front axle has its own suspension system to provide a turning radius of 2.9 metres and the cargo box takes up to 681kg. There is an optional electric lift kit. Heavy-duty plastics have been used for the bodywork to minimise the weight and avoid rusting and rattle.

The 2100 joins the existing Workman range, which can be supplied in numerous specifications and configurations. These vehicles have a rear PTO and conventional hydraulic 3-point linkage as standard plus the option of a mid-mounted PTO. Two or four-wheel versions are available and power is provided by either diesel or petrol engines depending on the model. These units are designed to take a range of the company's own purpose-built turf care attachments plus most produced by other manufacturers.

Textron

Cushman is a name that has been associated with utility vehicles for over 36 years. Their latest range of Turf Trucksters from Textron are designed to accommodate the increasing number of attachments and accessories that are now available.

The three-wheeled Junior has a 17inch turning circle and dump box hydraulics are standard.

The four-wheeled version offers automatic or manual transmission, with independent front suspension and power steering. Hydraulics are standard and a heavy-duty PTO is optional on some models. There is a choice of petrol or diesel engines. Equipment including top dressers, sprayers, aerators and core harvester

can be operated with these machines.

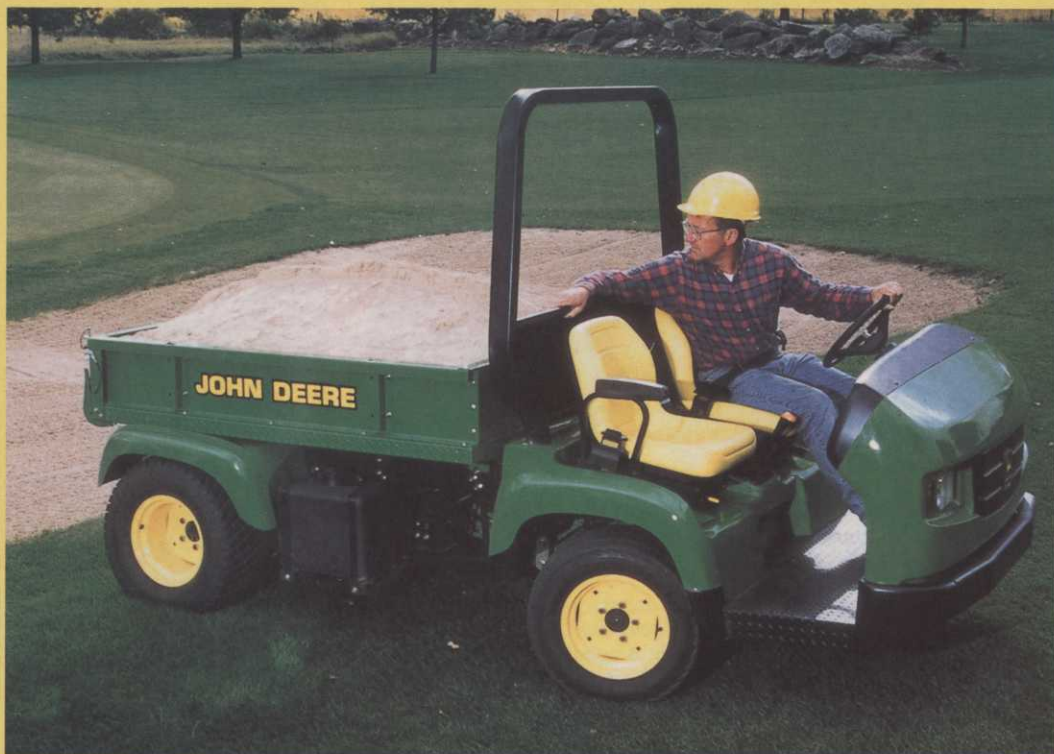
From Ez-Go there are the Workhorses which includes two petrol engine vehicles plus an electric powered model. The Workhorse ST350 is designed as all terrain vehicles and has a payload of 362kg.

When it comes to rugged terrain it is said the Cushman Hawk can cope.

It has a heavy steel constructed chassis and is capable of carrying up to 545kg.

Sisis

There are 30 attachments for the 32hp diesel Sisis 321. The unit is hydraulically driven to each of the wheels and a built-in differential





avoids surface marking when turning. A patented weight transference system on the rear three-point-linkage applies extra pressure to attachments when required, thus eliminating the need for extra weights. Low ground pressure tyres are standard. Power steering combined with a pivot steer chassis gives a tight turning radius on headlands and around obstacles.

Two or four-wheeled versions are available.

The Sisis 21-1D has a 21hp diesel engine four-wheel hydraulic drive plus weight transference system and articulated steering

Rear double-acting auxiliary hydraulic connections, pin and ball hitches are fitted as standard. Like the larger model this unit will operate a wide range of equipment.

Kawasaki

A diesel-powered version of the Mule is the latest addition to Kawasaki's range of low ground pressure trucks. Powered by a three-cylinder 23hp diesel the Mule 2510 is capable of carrying loads up to 500kg and has a towing capacity of 545kg.

Club Car

The use of aluminium throughout the construction of their Carryall is the big feature of their range of transport and utility vehicles, claims Club Car.

It is said to provide protection against the corrosive effects of surface spray from the turf. Two new models have joined the existing seven. The

total load capacity of the 272 is 545kg and the cargo bed takes up to 360kg.

The XRT is capable of carrying loads of 225kg and has an overall rating of 410kg.

Allett Mowers

Although designed mainly for bunker maintenance, the 18hp Diamond Versa Pro 2100 from Allett Mowers is said to have a range of groundcare attachments. These are operated from the hydraulic system and included is a 12-volt interface.

Power barrows

Allen Power Equipment's Sherpa is a four-wheeled self-powered barrow with a 200kg self-tipping hopper.

The 6hp DR Powerwagon Professional from Charterhouse Turf Machinery is fitted with wide floatation tyres and is capable of taking loads up to 362kg

The Dennis Power Barrow has a load capacity of up to 250kg and there is the option of hopper, flatbed or skip. The unit also converts into a sprayer or water carrier.

IPU's Power Barrow takes and 0.5tonne payload and offers five forward and one reverse speeds.

Conclusion

From this feature it can be seen that there is plenty of equipment for moving material on the market. In addition, the utility vehicle can represent a cost-effective investment to which ancillary equipment can be added at a later date.

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