

**CAN-AM**

The Can-Am Outlander PRO 450 combines the efficient performance of the Outlander with the power of a Rotax engine to offer users a comfortable and versatile workhorse vehicle that can handle the rigours of any situation put in front of it. It is powered by a 38 hp single-cylinder, liquid-cooled Rotax 450 four-stroke engine, which offers the user the torque and power required when riding up the side of hills or towing and hauling cargo on the flat. It is also fitted with Double A-arm front and Torsional Trailing arm Independent (TTI) rear suspensions, selectable two/four-wheel drive with Visco-Lok QE auto-locking front differential and the Tri-Mode Dynamic Power Steering (DPS) system. The combination of all these elements provides the user with an easy-to-handle ATV.

The Can-Am Traxter PRO HD8 is a tough, capable and clever SSV powered by Rotax's innovative 50 hp V-Twin engine. It has selectable 2WD/4WD with a lockable rear differential and Visco-Lok QE auto-locking front differential for effective traction and grip on rugged terrain, and an electronic hill descent control for driving assistance. Its Tri-Mode Dynamic Power Steering (DPS) offers three levels of rider-adjustable steering assistance that can be adapted to match the terrain. It also comes with Pro-Torq Transmission and heavy-duty Torsional Trailing A-arms (TTA-HD) rear suspension, specifically created to enhance low-speed riding, providing a

smoother and more responsive power delivery.

The Can-Am Outlander 650 6x6 comes with selectable 4-/6-wheel drive and has an increased workload capacity and softer engagement for smooth starts, enabled by the Continuously Variable Transmission (CVT) system. This features an extra low range L-gear and an improved cooling facility when dragging heavy cargo and riding on rough terrain, delivering increased efficiency.

The Generation 2 chassis combines the

performance of the Rotax 650 V-Twin engine with the precision-engineered handling, comfort and control provided by the Double TTI rear suspension and the Tri-Mode Dynamic Power Steering (DPS) to improve handling. The user benefits from towing and carrying capacities of 750 kg and 408 kg respectively and a versatile Dual-Level rear cargo box with a customisable flatbed to carry logs or heavy equipment.

[www.can-am.brp.com/](http://www.can-am.brp.com/)



# Buyer's guide: Utility vehicles

**ATVs and UTVs are designed to cope with a wide variety of terrain types, making them ideal for the forestry and arboriculture industries. These vehicles have a multitude of uses in a woodland or parkland setting – reasonable sized logs can be extracted with the right equipment; materials and equipment for planting, fencing, thinning and brashing can be transported easily; fuel wood can be moved to the roadside and other bits of kit ie for mowing and stump grinding can be transported.**

**ATVs are generally light, so soil compaction, a major problem with larger vehicles, is minimal. Woodland floor and tracks, especially in ancient woodlands, are ecologically fragile and the low ground pressure of these vehicles helps to keeps damage to a minimum. In this month's buyer's guide, we take a look at some of the latest models available.**



**KODIAK**

The Kodiak 450 EFI and 450 EPS joined Yamaha's ATV range last summer, inspired by the successful Kodiak 700. The 450 is a mid-sized utility model aimed primarily at professional users in agricultural, forestry and equestrian sectors, with a focus on functionality, all-day comfort and ease of use.

The 450's liquid-cooled 421 cc engine delivers smooth, low rpm torque, allowing it to handle tough terrain, and with its electronic fuel injection, it ensures high levels of fuel economy. The EFI system ensures the machine works efficiently whether at sea level or up on the hillside, and the push button electric starter allows for easy starting in hot or cold temperatures. The Kodiak is also fitted with a radiator situated high in the chassis for added protection, and a high efficiency fan keeps the engine cool.

The 450 is further enhanced by long-travel front and rear suspension systems. The independent front suspension benefits from KYB gas pressurised shock absorbers that give 171 mm of front wheel movement, giving it the ability to soak up bumps, ruts and other obstacles. The rear suspension gives 189 mm of rear

wheel travel that ensures an extremely comfortable ride, which made it ideal for all-day riding.

One of the key features of the 450 is its Yamaha ultramatic CVT automatic transmission, featuring low, high, neutral and reverse modes that can be selected in seconds via a gate-type shift lever, while four-wheel, full-time engine braking gives added control when descending hills or slowing down for corners. The Yamaha ultramatic sprag clutch design system automatically engages whenever the vehicle is decelerating, giving a natural and controllable feel.

The durable front and rear racks are capable of carrying 40 kg and 80 kg respectively, as well as a towing capacity of 600 kg. It is also equipped with a WARN Vantage 2000 winch and can be switched between two- and four-wheel drive depending on the job and terrain.

Other features include electronic power steering, handlebar-mounted digital instruments and a powerful handlebar light for additional high-beam illumination.

[www.yamaha-motor.eu/uk/](http://www.yamaha-motor.eu/uk/)

**HONDA**

Developed from the ground up as a pure utility vehicle, the Pioneer 700 is available as a two-seater (700-2) or flexible four-seater (700-4), built around the powerful and efficient 675 cc fuel-injected, liquid-cooled engine and transmission seen on Honda's TRX680 ATV. Independent suspension front and rear with an impressive 27 cm ground clearance makes it ideal for rutted field gateways or farm tracks, and selectable 4WD with locking differentials ensures a firm grip on slippery grass slopes or for travelling through deep mud or snow.

A three-speed automatic transmission and fully independent double wishbone front and rear suspension deliver superior handling, smooth riding and all-day comfort. A 386 kg capacity tilt bed with a hydraulic-assist

strut make light work of heavy lifting and unloading, even for just one person, while a 680 kg towing capacity means the Pioneer can take on many jobs previously only reserved for a tractor.

Versatility is key to this particular machine – demonstrated perfectly by the industry-exclusive QuickFlip seating system on the 700-4 – allowing easy switching between one, two or three passengers or a full cargo bed. In two-person mode the rear seats flip down to create a completely flat load bed, then pop back up in an instant when required.

The petrol engine is quieter and smoother than diesel engine-powered alternatives. This advantage has proved especially popular with gamekeepers and other users

spending long working hours on the machine. Excellent fuel economy from the low-revving power unit keeps running costs low and a large 30-litre fuel tank allows long operating periods without refuelling. The compact engine and transmission is centre-mounted, low down in the vehicle, helping ensure excellent stability, essential for safe hill farm operation.

Like the full range of Honda's ATVs, the Pioneer comes complete with free-of-charge operator training through the industry's EASI scheme helping ensure users drive safely and get the best from their machines, while the two-year manufacturer's warranty provides peace of mind for owners.

[www.honda.co.uk/pioneer](http://www.honda.co.uk/pioneer)

### KUBOTA

Kubota's RTV-X900 is fitted with a compact and powerful 21.6 hp, 3-cylinder, liquid-cooled diesel engine and advanced variable hydraulic transmission for maximum torque; as a result, professionals can count on dependable performance without damaging the terrain. This is due to the machine's limited-slip front differential and locking rear differential, designed to help reduce wheelspin for greater control and traction, particularly in wet or rough conditions.

The unique dynamic braking, which provides initial braking power and greater driving control on descents, is another feature of the RTV-X900, which enables operators to have complete control when navigating all types of turf.

The RTV X-Series utility vehicles raise the bar on ground clearance too, with a maximum ground clearance of 263 mm, allowing the machine to negotiate lumps and bumps with ease. The fully independent suspension system offers incredible ride comfort and quality for long periods of use.

As well as the towing capacity, the RTV-X900 also offers impressive load capability too, including a 15.2 cubic foot cargo bed. Loading and unloading is simple, due to the hydraulic lift, allowing heavy loads to be dumped in seconds. Inside the cab, there is 60:40 split seating, power steering, an easily accessible parking brake and a digital meter cluster with bright, easy-to-read instructions.

Fitted as standard with a ROPS frame and optional modular cabin system, the RTV-X900 also features a vertical opening front window. The model also comes with numerous customisation options including side doors and rear screen for full protection from the elements, a heating and cooling system and radio console – providing a comfortable working environment.

[www.kubota.com/uk/](http://www.kubota.com/uk/)



### ISUZU

With a choice of standard cab colours of either white or flint grey, the new 3.5 tonne Isuzu Graftor Green 4 x 2 chassis cab rigids are available in both single and twin rear wheel configurations, offering improved performance, significant weight savings and a better ride quality. Perhaps most importantly, there is no need for AdBlue on the new, Euro-6 compliant vehicles.

Both single rear wheel and twin rear wheel Graftor Greens have already been added to the Isuzu Truck Driveaway pre-bodied truck programme, with the ready availability of both tipper and dropside models providing industry-leading payload carrying capacity.

The new model uses a brand new Isuzu RZ4E 1898 cc four-cylinder Euro six diesel engine with Lean NOx Trap technology. Improved power and torque is 90 kW at 3200 rpm and 320 Nm at 1600–2000 rpm respectively. This advanced technology enables a reduction in CO2 emissions whilst the new engine is also far more fuel-efficient by the nature of its design and reduced displacement.

At the same time, the Graftor Green features the new 6-speed MCV6W manual gearbox with easy gear selection. Driveability is much improved as the

gear shift is lighter and more precise for all ratios. The clutch pedal application feel is also improved and lightened, making it a more car-like drive.

Noise reduction is a key feature of the new Graftor Green range with both stationary and driving sound levels being significantly lower than its predecessor. Moving sound levels of the N35.125 have now dropped to under 70 dB from 74.5 dB. More concise steering and improvements in ride and handling result from the adoption of a new front suspension and steering system, whilst a spare wheel and carrier is standard on all models.

Despite the addition of new technology and various design changes within the cab covering both the interior trim and seating, one of the significant key features of the new range is the reduced weight of the chassis cab. The weight reductions, in both single and twin rear wheel configurations, further enhance the long-term reputation of Isuzu for outstanding payload capacity. Weighing in at just 1,710 kg, the single rear wheel SWB chassis cab is 152 kg lighter than its predecessor, while the twin rear wheel LWB is 150 kg lighter than the older model.

[www.isuzutruck.co.uk/](http://www.isuzutruck.co.uk/)

### ARDCO

Ardco's next generation articulating multi-purpose truck (AMT) features a modular back-end platform that offers the flexibility to customise the vehicle to suit any work environment, from urban construction projects to extreme off-road job sites.

The powerful and rugged AMT is designed to accept a wide array of standard and customisable attachments. Available configurations include a bare chassis, dump bed, flatbed, water tank, fuel tank, service and oil station, utility bed, personnel carrier, pipe trailer, drill and custom solutions. End users can easily change attachments, while rental companies can serve a variety of customer applications with a single machine.

Multiple tyre choices – tractor, construction, earth or sand – help further configure the machine to various work conditions in construction, oil and gas, railroad, utility, forestry and agriculture. The AMT can navigate difficult terrain and work in any environment.

Powered by a 250 hp Cummins QSB6.7 Tier 4 Final diesel engine, the AMT 600 model features selectable 4- or 6-wheel drive and offers a maximum payload of 45,000 pounds. The AMT 400 model has a 200 hp Cummins Tier 4 engine, offers 2- or 4-wheel drive, and provides a max payload of 28,000 pounds for hauling fuel, water, dirt and more. Top travel speed for the AMT 600 is 30 mph, while the AMT 400 can travel up to 25 mph.

The AMT features a two-person, fully enclosed, all-weather ROPS cab that is sound rated to 68 dB. An upgraded 7-inch display is incorporated in the steering column, providing digital gauges with onboard diagnostics, digital manual access, and an optional backup camera display. A streamlined front-end angle offers the driver panoramic visibility to enhance safety.

Specifically built for off-road travel, the AMT includes a high-strength centre pivot with approximately 20 degrees of oscillation, which allows all the tyres to maintain ground contact and traction while travelling over rough terrain. Dual hydraulic cylinders provide 37 degrees of steering each way, allowing not only great manoeuvrability, but also added traction. The articulating motion allows the tyres to slide left or right in wet/muddy terrain and gain traction instead of spinning in one place and digging a rut.

Both models include a Dana 6-speed powershift transmission with twist-grip gear stick. The AMT 600 features AxleTech rigid planetary axles with driver-controlled differential lock, while the AMT 400 has Dana rigid planetary axles with automatic limited-slip differentials, front and rear.

Optional accessories include a hydraulically operated front push blade, front-mounted hydraulic winch, heavy-duty front bumper/brush guard, and auxiliary hydraulics, and is covered by a limited one-year warranty.

Tel 0800 332 7326 [www.ardcomfg.com](http://www.ardcomfg.com)

