



BIGAB
HOOK LIFT SYSTEM

The original.



FORS MW

We make it easy

Took form 30 years ago in a tiny workshop in Blidsberg, Sweden. Now at work in every corner of the globe.

The BIGAB exchange trailer system is a totally Swedish concept developed from scratch in the tiny village of Blidsberg, Västergötland more than 30 years ago. Göte Håkansson is the man behind BIGAB.

Göte tells us, – "The idea of the hooklift trailer lay stirring in the back of my mind for a long time. It slowly took form but there were parts missing; I couldn't see the finished article. At the end of the 70s I bought a farm with the intention of working the land myself. In addition, I wanted to get into beef cattle breeding, which is why we built a fine and imposing cowshed, which unfortunately never came to house cows. Beef prices plummeted at about the same time as the cowshed was completed, and along with them my interest in cattle breeding, but during this period I took notice of all the trailers the farmers were using. Trailers which because of their inflexibility were only used a few days a year. As a Västergötlander, with our inherent economical approach to life, this seemed extremely wasteful. Trailers never became worn out and the tyres dried out and decayed because they were hardly ever used.

That was when I started to think seriously about my hooklift trailer concept, and development work began. I decided initially to build a chassis with replaceable load carriers for different forms of transportation. My first trailer was a chassis with a bogie. Quick-action locks for securing the load carrier to the chassis sat on the chassis members. The first types of container bridge were an earth container bridge, a log container bridge and a dung spreader.

At the same time I realised that some form of lifting arrangement was needed to exchange load carriers. I used the hay lift in the cowshed to this end. As you can probably imagine exchanging container bridges this way was a bit of a performance. I had then no choice but to put my thoughts onto paper and design a simple container bridge exchanger. The idea was not a totally new one; it was already in use on trucks, but even here in its early stages, and the price level for this system was way out of reach. There wasn't a farmer anywhere that would consider that kind of expenditure.

I sketched my hook lift trailer and showed it to the design manager at the company I then ran, Bilindustri. He thought the idea interesting and together we drew what would

later become the BIGAB 15-19, and which is still in production today, our faithful old servant. (see page 8). We had spoken at length on what was required. The length of the container bridge was an important parameter, and it should only have one cylinder since the majority of tractors at that time had only one double-acting outlet. The exchange mechanism had to be manual, partly for reliability reasons but also to hold the price down. My principal standpoint was that all the chassis members have the same profile dimensions, a concept which is maintained still.

Our first prototype was bought by Borås municipality for park work. It was a success! The years passed and production continued. The models

that succeeded this first one were the present day 8-12 and 20-24. One day I was asked if I would like to sell my company, which then manufactured a series of different products, to one of the market's major players in the field of hooklift trailer systems. They were extremely interest in our exchanger, but there pricing proved to put it out of range of what the market was prepared to pay. At the end of the 80s this company decided to sell out the product, and some years later I was able to fulfil my dream of buying back BIGAB. We then ran the production and sales of BIGAB until 1998 when the product was taken over by Fors MW, and I became a part owner of that company," concludes Göte.

– "It was cold and stormy the autumn production of BIGAB was started up in Estonia," says Leif Fors, CEO and founder of Fors MW. "But despite the

weather, we understood at the factory there that we could produce BIGAB at a lower price for our customers without compromising quality, and that's the way it went. We now produce and deliver as much in two weeks as we then did in a year.

BIGAB is today without a doubt Europe's best selling hooklift trailer. I remember when we started with BIGAB. We had the original and the market was more or less totally ours. Not so today," says Leif with a smile, "but of course competition is a good thing. We are not so worried about it! We have a strong trademark, a product that sets the market standard and the experience and product development that even in the future will enable us to maintain our number one position," concludes Leif.

BIGAB – A trailer with experience



Göte Håkansson, the man behind BIGAB.



The BIGAB® story	Page 2
Contents	Page 3

Short chassis	Exchanger	Total weight	
7-10	7	10	Page 4
8-12	8	12	Page 4
10-14	10	14	Page 5
12-15	12	15	Page 6
14-17	14	17	Page 7
Container length 4,150-4,600 mm			

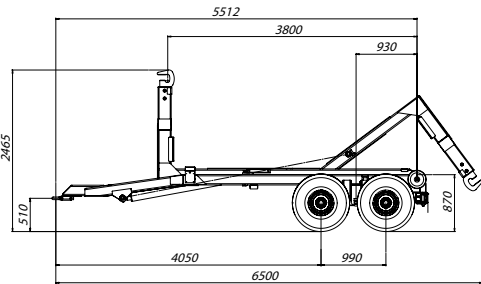
Long chassis	Exchanger	Total weight	
15-19	15	19	Page 8
17-20	17	20	Page 9
Container length 5,500-6,000 mm			

Long chassis	Exchanger	Total weight	
20-24	20	24	Page 10
22-27	22	27	Page 11
Container length 5,500-6,500 mm			

Equipment	Page 12
Matrix	Page 14
Technical data	Page 15
Contacts	Page 16

BIGAB® 7-10

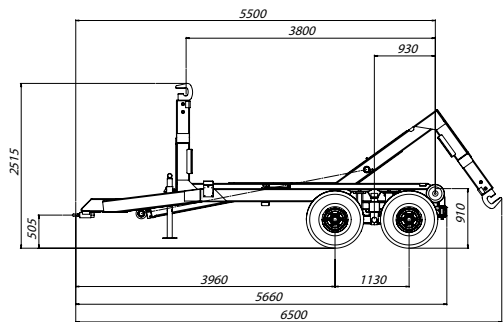
One of BIGAB's best selling models, and perfect for those requiring a smaller trailer for lighter loads in tighter spaces. Strong, stable but light and easily manoeuvrable are terms that adequately describe the BIGAB 7-10. Its versatility and strength make it the perfect choice for users working in residential areas, parks, cemeteries etc. Wide range of accessories available.



BIGAB® 8-12

BIGAB 8-12 with its 30 years in service is a faithful servant indeed. It is light and versatile but has a strong frame and greater load capacity than the 7-10 model. BIGAB 8-12 has become popular for use together with wheel excavators, when a strong frame is required but high speed towing is not as important.

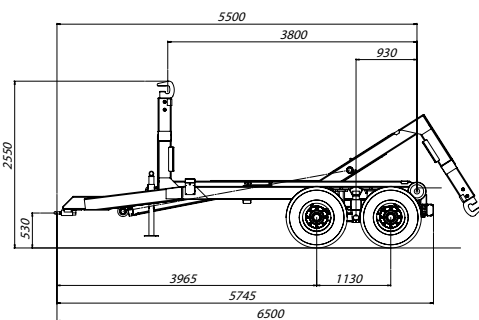
Recommended max speed – 30 km/h.



BIGAB® 10-14

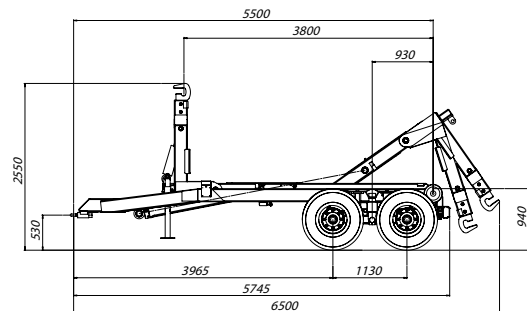


BIGAB 10-14 is the model which meets the quality and equipment availability demands of the professional operator. Even though extremely flexible, because of its design, this trailer has maximum strength and rigidity in terms of deformation and twisting. It remains completely stable during both tipping and exchange operations. It is equipped with a sturdy pendulum bogie with strong hubs and eight-hole wheel mountings. The 10-14 model is recommended when several different drivers work with the same unit. Thanks to the fixed tower and simple design, the trailer is reliable and easy to operate.



BIGAB® 12-15

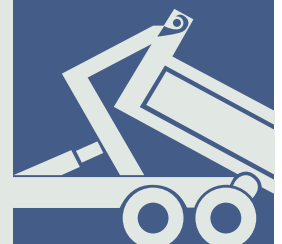
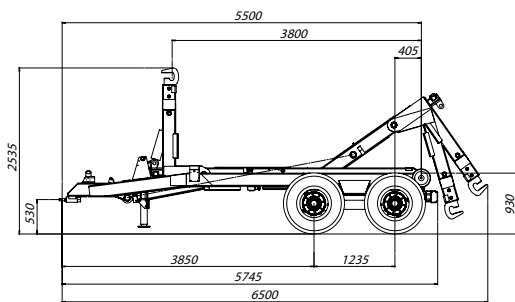
BIGAB 12-15 has a foldable tower to enable greater exchange capability and a reduced pulling angle. This is the perfect choice when a flexible trailer with extra container bridge exchange and loading capability is required. This model is used in a wide variety of areas from agriculture, energy, refuse disposal to installation and construction work. 12-15 has a pendulum bogie with strong hubs and eight-hole wheel attachments as standard equipment.



BIGAB® 14-17

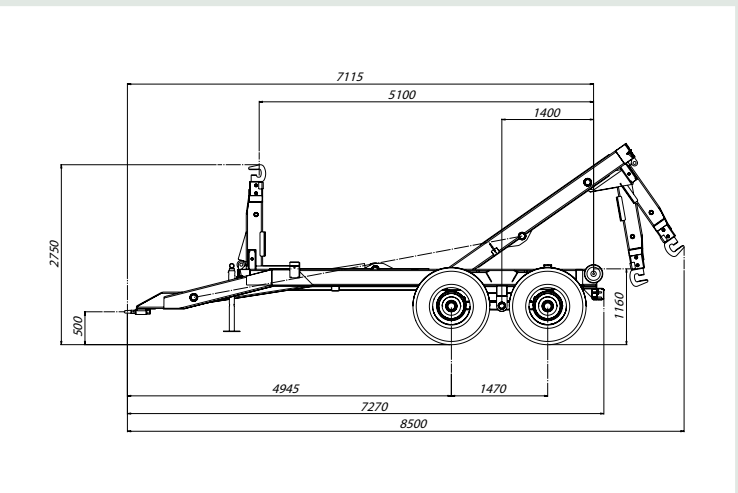


BIGAB 14-17 is basically the same as the 12-15 but is the perfect choice if you require a fully equipped variant, offering excellent return on your investment. This trailer is the obvious choice for transporting heavy loads over long distances; it is a trailer that rides well even on the poorest of roads. 14-17 is equipped as standard with a sprung 17 tonne pendulum bogie, hydraulic load transfer cylinder, hydraulic control between tipping and exchange modes, electric control valve for the hydraulic functions (pressure and free return) with a control unit in the cab for convenient application of the functions. In addition, two double-action auxiliary functions can be added.



BIGAB® 15-19

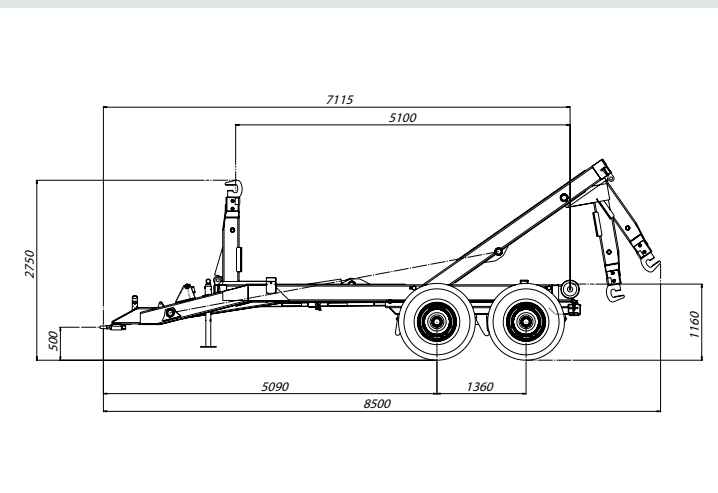
BIGAB 15-19 is a faithful servant and continues to be one of our most popular models with huge numbers of satisfied customers. Its areas of use are numerous, ranging for agriculture, large industries and refuse disposal to installation and construction work. This variant is perfect for those requiring a large trailer for a variety of transportation needs. It can be combined with truck transport. A foldable tower and a strong frame combined with a simple design provide it with high capacity and excellent reliability. Extra equipment and a choice of tyres are available. It is designed for 5,500-6,000 mm container bridge length.



BIGAB® 17-20



BIGAB 17-20 is a new model with the same basic design as the 15-19 but which is fully equipped, most of the equipment being fitted as standard at the factory. 14-17 has a sprung 24 tonne tandem bogie, hydraulic load transfer cylinder to the tractor enabling improved load transfer during exchange, hydraulic control between tipping and exchange, electric control valve for the hydraulic functions (pressure and free return) with a control unit in the cab for convenient application of the functions. In addition, two double-action auxiliary functions can be added, as well as half front and rear mudguards. BIGAB 17-20 is the well equipped trailer that feels exactly right and which follows the tractor just as it should.

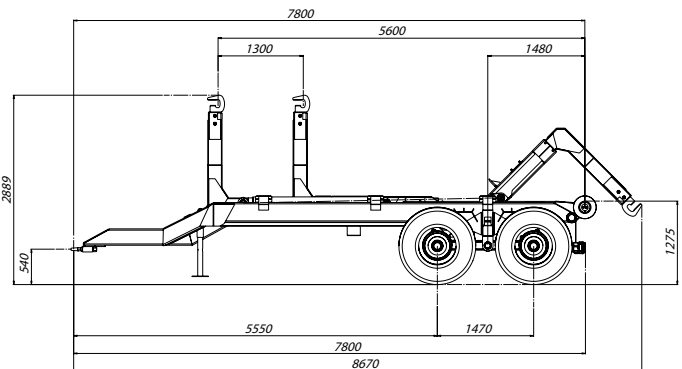


BIGAB® 20-24

Strong, economic design and good value for money are terms well fitted to the BIGAB 20-24; the trailer for those with heavy-duty transportation needs. Its many areas of use range from, for example, grit and sand transportation to crop harvesting. It can also be combined with truck transport. A strong pendulum bogie is fitted as standard equipment. There are several suspension alternatives available as optional equipment. There is also a wide range of tyres available to adapt the trailer perfectly for its task. In addition it is equipped with hydraulic control between tipping and exchange, hydraulic bogie blocking, half front and rear mudguards as well as an electric control valve for the hydraulic functions (pressure and free return) with a control unit in the cab for convenient use of all the trailer's functions. Two extra auxiliary functions can also be installed. The exchange system has a extending tower, which makes it possible to handle and tip container bridges between 5,500-6,500 mm long.



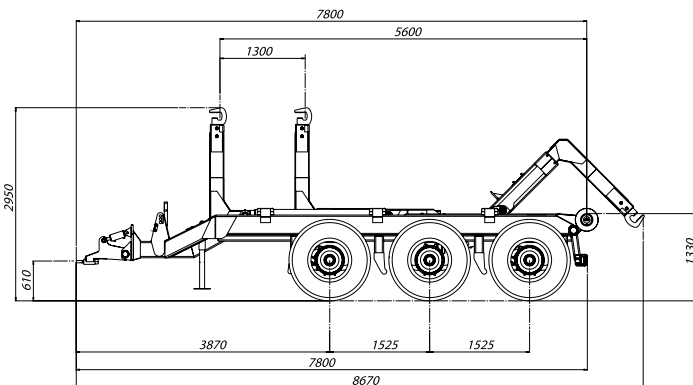
The trailers in the pictures above are equipped with tandem suspension.



BIGAB® 22-27



Are you in need of a larger trailer that can cope with continual hard work but which treats loads carefully? BIGAB 22-27 is perfect for you. This is a trailer that can be driven on public roads fully loaded but which makes very little impression on sensitive ground. The drawbar attachment is hydraulically sprung with an accumulator. If necessary the load can be transferred from the trailer to the tractor's drawbar. BIGAB 22-27 is well equipped as standard with, for example, sprung triple axles, with follow-steering/power-steering on the front and rear axles, which makes the unit extremely easy to manoeuvre both while towing and reversing. The steered axles are controlled from the tractor via a double-action outlet with floating position. The trailer is also equipped with hydraulic control between tipping and exchange, hydraulic container lock, double-action outlet on the tower, load transfer cylinder to the tractor, front and rear half mudguards and electric control valve for the hydraulic functions (pressure and free return) with a control unit in the cab.



Drawbar



BIGAB offers a variety of towing arrangements for both front and rear mounting, all adapted to suit your particular needs. Towing eyes, ball couplings and VBG tow couplings are examples of the alternatives available. A rear mounted VBG tow coupling is shown here.

Brake equipment



BIGAB offers several types of brake to suit an intended towing vehicle. We can provide hydraulic brakes, pneumatic brakes (positive/negative system) and a combination of the two. Pneumatic brakes are shown here.

Parking leg



Three types of parking leg are available. A basic solution comprising a rigid leg with pin holes for various height settings for use when the tractor has a lift drawbar, a hydraulic leg operated via a single-action hydraulic outlet and a crank adjustable leg when there is a need to adjust the height to suit the towing vehicle. A hydraulic leg is shown here.

Frame lock / Bogie block



Two measures are applied to prevent the tractor from lifting during container bridge exchange. These are hydraulic bogie blocking, which is used on the mechanical pendulum bogie and the hydraulic frame lock, which is used with sprung bogies. A hydraulic frame lock is shown here.

Hydraulic control tipping/exchange



We can also provide hydraulic control between tipping and exchange for the models that do not have this as standard equipment. An alternative for those who would like to select tipping or exchange from the cab.

Toolbox



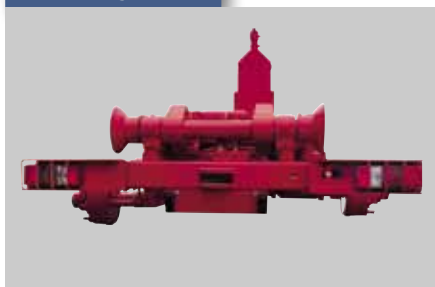
In order to enable convenient access to, for example, tensioning bands and other equipment, BIGAB can be provided with a substantial toolbox mounted on the side of the frame. Several toolboxes can be fitted on some models.

Container lock



BIGAB provides mechanical container locks as standard equipment but can also provide hydraulic locks to lock the container onto the frame. A hydraulic container lock is shown here.

Tail lights



BIGAB provides lighting according to the respective country's legislation as standard equipment. If regulation permits, extra tail lights, number plate lights and a reversing signal can be fitted.

Electric control valve



In order to reduce the number of hoses to the tractor, BIGAB can be equipped with an electric control valve with up to six double-action functions which is operated via a control unit in the cab. Requires pressure and free return. Easily adapted to the LS system.

BIGAB® equipment

The BIGAB hooklift exchange system is designed to meet many requirements in standard format, but in order to provide extra choice and a trailer adapted to suit just your needs, we provide a wide range of optional equipment depending on the variant in question. BIGAB is also designed in accordance with the

safety regulations of individual countries with respect to, for example, underrun guards. For specific information on the respective models, see the matrixes and technical data. Visit our website www.forsmw.com for further information on optional equipment.

Steered axles



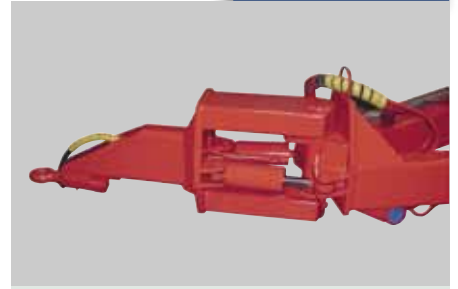
Follow-steered or power-steered axles can be fitted to BIGAB units that have suspension. This reduces both tyre wear and disturbance of the ground. It also reduces the amount of pulling power required. A follow-steered axle is shown here.

Bogie lift



Several types of hydraulic bogie lift are available for the majority of the trailers. This feature is advantageous, for example, when driving over sensitive ground and it is necessary to turn sharply. Note: The bogie lift may only be used when the trailer is not loaded.

Frame steering



BIGAB can be equipped with a frame steered drawbar. Very useful when turning in limited spaces or even more so when reversing in limited spaces. Frame steering also makes it easier when reversing in order to pick up a container.

Crane



There are several types of crane available for BIGAB, including the variant shown here but also a folding crane that can be folded together in front of the tower. Radio control for the crane is a very useful option.

Sprung bogie



BIGAB trailers can be equipped with a sprung bogie for increased comfort when driving on uneven surfaces, particularly at high speed, to the benefit of both driver and machine. See the matrix and the technical data for further information. A sprung tandem bogie is shown.

Mudguards



If you would like your trailer fitted with complete or half mudguards, we have various models to choose from depending on trailer variant and wheels. Mudguards help keep the trailer clean particularly when driving without a container bridge since a container bridge helps reduce splash.

Double-action hydraulic outlet on the tower



Suitable equipment for use with a container bridge with a hydraulic tailgate if you want to operate the tailgate when the container bridge is removed from the trailer. The hoses go with the container bridge down onto the ground, and make it possible, for example, to drive on a mini digger, close the tailgate and reload the container bridge.

Suspended drawbar



We can provide a suspended drawbar to increase comfort when driving. This improves driving comfort by absorbing shocks transmitted from the trailer. BIGAB 22-27 includes this as standard equipment, but it is also available as an option on most models.

Power-steered axles



BIGAB can also provide power-steered axles with hydraulic cylinders that sense the movement of the tractor automatically. Especially beneficially when precise steering of the trailer is required. The equipment requires a tractor adapted for the purpose.

Website

Would you like more information than is provided in this brochure? Visit our website: www.forsmw.com for further information. The website also contains detailed information on the

containers that BIGAB purchases. Click product information BIGAB for further information.

Model	Crane	Tyre alternatives	Bogie lift	Brakes 4 wheels	Pneumatic brakes on 4 wheels	Parking brake	Container (4,5 m)	Container (6 m)	Chassis length, mm	Distance between hook and roller, mm	Tipping angle	hydraulic container lock	Standard bogie	Sprung bogie option	Heavy-duty suspension	hydraulic bogie blocking 100 mm	hyd. frame lock when exchanging	Follow-up power steered axle	Tridem
7-10	T ²	-	T ^H	P ^H	T	T	T	-	5700	3800	48°	-	PMP	T ^{SP}	-	P ^M	T	-	-
8-12	T ¹	-	T ^H	P ^H	T	T	T	-	5700	3800	48°	T	PMP	T ^{SP}	-	P [*]	T	-	-
10-14	T ¹	T	T ^H	P ^H	T	T	T	-	5700	3800	48°	T	PMP	T ^{SP}	-	P [*]	T	T ¹	-
12-15	T ¹	T	T ^H	P ^H	T	T	T	-	5700	3800	48°	T	PMP	T ^{SP}	-	P [*]	T	T ¹	-
14-17	T ¹	T	T ^H	P ^H	T	T	T	-	5700	3800	48°	T	P ^{SP}	-	-	-	P	T ¹	-
15-19	T ¹	T	T ^H	P ^H	T	T	-	T	7300	5100	51°	T	PMP	-	T	P [*]	T	T ¹	-
17-20	T ¹	T	T ^H	P ^H	T	T	-	T	7300	5100	51°	T	P ST	-	T	-	P	T ¹	-
20-24	T ¹	T	T ^H	P ^H	T	T	-	T	7800	5600	50°	T	PMP	T ST	T	P [*]	T	T ¹	-
22-27	T ¹	T	-	P ^H	T	T	-	T	7800	5600	50°	P	P ^{STT}	-	-	-	P	P ²	P
Possibility of fitting later	NO	YES	YES	NO	NO	YES	-	-	-	-	-	NO	NO	NO	NO	NO	NO	NO	NO
P = Standard T = Options - = Not available	Number of crane models available & 6 metre recommended	Radial/Diagonal/Wheel/High speed	H = Hydraulic	H = Hydraulic brakes		4,2 to 4,6 m. See website for container alternatives	5,5 to 6,0 m. See website for container alternatives					M = Mechanical pendulum bogie P = Spring pendulum bogie ST = Spring tandem bogie STT = Spring tridem bogie	SP = Spring pendulum bogie ST = Spring tandem bogie		M = Mechanical * = Not with sprung bogie	Regulate with sprung tandem bogie	Number of steered axles		

Model	Frame-steered drawbar	Different types of drawbar front and rear	Load sensitive brakes	Fixed tower	Foldable tower	Extendable tower	Suspended drawbar	Hydraulic valve with control box	Parking leg, standard	Parking leg, option	Power take-off driven hydraulic pump incl. tank	Standard control tipping/exchange	Hydraulic control tipping/exchange	Double-action control tipping on the tower	Side marker lights	Toolbox	Mudguards	Max speed
7-10	T	T	-	P	-	-	T	T	P ^M	T ^{C,H}	-	P ^M	-	T	T	T	T	30 km/h
8-12	T	T	-	P	-	-	T	T	P ^M	T ^{C,H}	-	P ^M	-	T	T	T	T	40 km/h
10-14	T	T	T	P	-	-	T	T	P ^M	T ^{C,H}	T	P ^M	T ^H	T	T	T	T	40 km/h
12-15	T	T	T	-	P	-	T	T	P ^M	T ^{C,H}	T	P ^M	T ^H	T	T	T	T	40 km/h
14-17	T	T	T	-	P	-	T	P	P ^H	T ^C	T	P ^H	-	T	T	T	T	40 km/h
15-19	T	T	-	-	P	-	T	T	P ^M	T ^{C,H}	T	P ^M	T ^H	T	T	T	T	40 km/h
17-20	T	T	T	-	P	-	T	P	P ^H	T ^C	T	P ^H	-	T	T	T	P ^C	40 km/h
20-24	T	T	T	-	-	P	T	P	P ^M	T ^{C,H}	T	P ^H	-	T	T	T	T	40 km/h
22-27	T	T	T	-	-	P	P	P	P ^M	T ^{C,H}	T	P ^H	-	P	T	T	P ^C	40 km/h
Possibility of fitting later	NO	YES	YES	NO	NO	NO	NO	YES	YES	YES	YES	NO	NO	YES	YES	YES	YES	
P = Standard T = Options - = Not available	V8G Eye Ball		Only with sprung axes				Load sensitive system available	M = Mechanical parking leg H = Hydraulic parking leg C = Cank adjustable parking leg	M = Mechanical parking leg H = Hydraulic parking leg C = Cank adjustable parking leg	Demands hydraulic valve with control box	M = Mechanical H = Hydraulic			Standard yellow reflector		C = Mudflaps front/rear		

Hooklift trailers	7-10	8-12	10-14	12-15
Bogie type:	Mech. pendulum bogie	Mech. pendulum bogie	Mech. pendulum bogie	Mech. pendulum bogie
Standard tyres:	400/60-15,5	400/60-15,5	500/50-17	500/50-17
Requisite tractor hydraulics: 1 brake outlet	1 double-action	2 double-action	2 double-action	3 double-action
Oil volume: Minimum available oil volume, with full system	6 L	8 L	8 L	10 L
Chassis weight: Standard equipment	2,000 kg	2,200 kg	2,300 kg	2,600 kg
Chassis length:	5,700 mm	5,700 mm	5,700 mm	5,700 mm
Width across wheels:	2,100 mm	2,100 mm	2,300 mm	2,300 mm
Total weight:	10,000 kg	12,300 kg	14,300 kg	15,600 kg
Max load exchange including container bridge:	8,000 kg	10,000 kg	12,000 kg	13,000 kg
Max load during container bridge exchange:	7,000 kg	8,000 kg	10,000 kg	12,000 kg
Load on tow eye: Depending on the position of the container	1,200-1,700 kg	1,500-2,000 kg	1,600-2,300 kg	1,600-2,300 kg
Max tipping capacity:	9,500 kg	10,000 kg	13,000 kg	13,000 kg

Hooklift trailers	14-17	15-19	17-20
Bogie type:	Sprung pendulum bogie	Mech. pendulum bogie	Sprung tandem bogie
Standard tyres:	500/50-17	500/60-22,5	600/50-22,5
Requisite tractor hydraulics: 1 brake outlet	Electric control valve, pressure and free return	3 double-action	Electric control valve, pressure and free return
Oil volume: Minimum available oil volume, with full system	10 L	18 L	19 L
Chassis weight: Standard equipment	2,900 kg	4,100 kg	4,500 kg
Chassis length:	5,700 mm	7,300 mm	7,300 mm
Width across wheels:	2,400 mm	2,450 mm	2,630 mm
Total weight:	17,000 kg	20,100 kg	21,500 kg
Max load exchange including container bridge:	14,000 kg	16,000 kg	17,000 kg
Max load during container bridge exchange:	14,000 kg	16,000 kg	17,000 kg
Load on tow eye: Depending on the position of the container	1,600-2,500 kg	2,600-3,500 kg	2,600-3,500 kg
Max tipping capacity:	14,000 kg	16,000 kg	17,000 kg

Hooklift trailers	20-24	22-27
Bogie type:	Mech. pendulum bogie	Sprung tridem axle Two follow-steered/power-steered axles
Standard tyres:	600/50-22,5	560/60-22,5 Nokia Country King
Requisite tractor hydraulics: 1 brake outlet	Electric control valve, pressure and free return	Electric control valve, pressure and free return with one double-action with floating position for steering
Oil volume: Minimum available oil volume, with full system	23 L	23 L
Chassis weight: Standard equipment	4,500 kg	6,600 kg
Chassis length:	7,800 mm	7,800 mm
Width across wheels:	2,660 mm	2,660 mm
Total weight:	24,500 kg	27,600 kg
Max load exchange including container bridge:	20,000 kg	21,000 kg
Max load during container bridge exchange:	20,000 kg	22,000 kg
Load on tow eye: Depending on the position of the container	2,500-3,500 kg	2,500-3,500 kg
Max tipping capacity:	20,000 kg	22,000 kg

The weights given refer to the technical capacity of the model (local regulations must be taken into account).

We reserve the right to revise specifications without prior notice.
We relinquish responsibility for picture and text errors in the brochure.

AS FORS MW stands for customer oriented products, quality and competitive prices.

Fors MW, which was established in Estonia in 1992, stands today as one of Europe's leading manufacturers of forestry, agricultural and contractor machinery. Our products can be found in over 50 countries worldwide. We are witnessing dynamic sales activity in several European countries. Sales are made via a large number of independent dealers and, in some regions, agents.

Our customers are found within small and large organisations, and carry out their work under a wide variety of conditions. Our products are of fundamental importance to their operations. We create value for our customers through knowledge and an understanding of their daily

situations, and their common need to carry out cost effective, well executed work. Fors MW's technical competence, global acquisition network, comprehensive product range, know-how and European presence provide our customers with easy and rapid acquisition of most products on the market at the right price.

Our business concept is simple and clear. We develop and manufacture quality machines for agriculture, forestry and contract work worldwide at a price the customer is prepared to pay. This places heavy demands on us as the producer. It entails maintaining quality and competitive prices, which implies full-on development work and meeting the market's expectations of us as a world leader in our field.

The factory



The Fors MW factory is designed for short series production. It is located in Saue, 15 km from Tallinn, Estonia. The production area covers 35,000 m², 15,000 m² of which is under roof.

Here at MW Fors we continually strive for acknowledgement as a world leading player within our area of operations. To achieve this we work routinely to be a company that is as good as the products we make. This entails constant questioning and continual improvement. A purchase from us shall provide more. We want you to feel assured and satisfied with the choice you have made. We place the highest quality demands on both raw materials and finished components. Production in modern facilities meets both today's and future environmental and working condition standards.

Manufacturer

 **FORS MW**
We make it easy

E-mail: info@forsmw.com
Website: www.forsmw.com

Dealer: