

Forest Machine Magazine



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*The Igland 55A 3 point linkage,
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Valtra N154E with JAS P Wilson Logging Equipment

Maydencroft is a rapidly growing business based in Hertfordshire. With over 80 employees, the company comprises five divisions: arboriculture, grounds maintenance, ecology, forestry and landscaping. With its HQ at the family farm near Hitchin, the company has a secondary base near Windsor and a temporary project office in Hampshire. The business was founded and is run by Tom Williams.

The forestry division looks after some 3,000 ha of woodland, a figure which has grown significantly since it acquired Chiltern Forestry from Rik Pakenham in 2016. Mr Williams' philosophy is to invest in top-of-the-range equipment, and in return expects reliability and good functionality. In 2016 he was one of the first buyers of the new Valtra N series, acquiring two N154Es. The machines were supplied by Chandlers, and one of them was sent to the north to be reinforced by forest equipment specialists, JAS P Wilson. Both were specified with front-end loader brackets, and share a new Valtra (Quicke) V66.

JAS P Wilson fitted forestry protection: a sheet steel runs all under the body, over the fuel tank and protecting the



*Left: Tony Jackson, forestry supervisor and
Right: Tom Williams, owner of
Maydencroft.*

front. A neat touch is the shaping of the front grille to copy the distinctive pear-shaped Valtra headlamps. Altogether, the sheeting adds about a tonne in weight to the Valtra, although it began as a lightweight vehicle of 6,300 kg in base form.

The Valtra's are highly manoeuvrable, having a wheelbase of only 2,665 mm and an overall length of 4,656 mm. This gives a 4,500 mm turning circle, which was a key selling-point for Tony Jackson, who supervises the forestry division. Clever design features include front mudguards that swivel outwards, allowing better access to the engine side panel.

The engines develop 155 horsepower and use AdBlue. There are a range of transmission options: HiTech, Active, Versu and Direct. Maydencroft opted for the Active.

Rear powerlift is 63 kN, but there is an option of up to 78. No front PTO was fitted, as the tractors are put into reverse steering mode when Maydencroft performs heavy PTO work. A new TMC Cancela mulcher from Spaldings is used for clearing undergrowth.

Mr Williams has to admit that while all other aspects of the tractor are impressive, fuel economy



is only average: *'Really we don't see any difference from the previous tractors.'* The standard-size fuel tank is 240 litres, but there is a large option of 300l and a forest size, 140l. Operations Manager Justin Nuttall notes that the service interval of 600 hours is ideal, and the machine travels very well on the road. This is important, as Maydencroft covers a large area from its headquarters: from as far north as Kings Lynn (124 km) in Norfolk, down to the area south of London (120km).

The TP chipper that Maydencroft uses. Sometimes it is put on the Valtra but mainly on the Unimog's. Maydencroft own 5 Unimog's.

Tony Jackson notes "At first it took getting used to the fact that it is only a four cylinder machine, although sometimes it does have the bark of a six cylinder. There is plenty of power – in fact I don't really think you need more for the jobs that we do." He continues "The cab is well laid out, comfortable and front and rear vision is good. The turning seat and electronic control joysticks make using the Botex trailer very easy."



The trailer is a Euro 11T, also supplied by JAS P Wilson who are the only company in the UK to make heavy duty logging trailers. The 11T has a capacity of 11 tonnes and its 570B crane has a lifting capacity of 2 tonnes at close quarters.

The final piece of equipment is an Igländ 55A forestry winch.
Nicholas Wigdahl

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