# Conventional Tractors

## Easy to Operate, Easy to Maintain, Great Reliability



**JBT** AeroTech **For the Perfect Turn**

**An Oshkosh Corporation Company**

# Ground Support Equipment

## For the Perfect Turn

**AeroTech pushback tractors deliver easy operation, great handling, low maintenance cost and long term reliability**

### Easy to drive

Traditionally pushbacks have been crude, industrial tractors that require skill and practice to operate. The new line of AeroTech Tractors is as easy and safe to drive as a car allowing operators to focus on the task of providing a smooth and efficient pushback or tow.

- Comfortable cab with great visibility, optional air-conditioning and optional 3 person seating
- Automatic transmission with downshift inhibitor and park-brake interlock
- Great braking and handling due to front axle suspension and tight turning radius
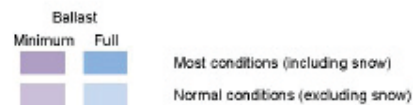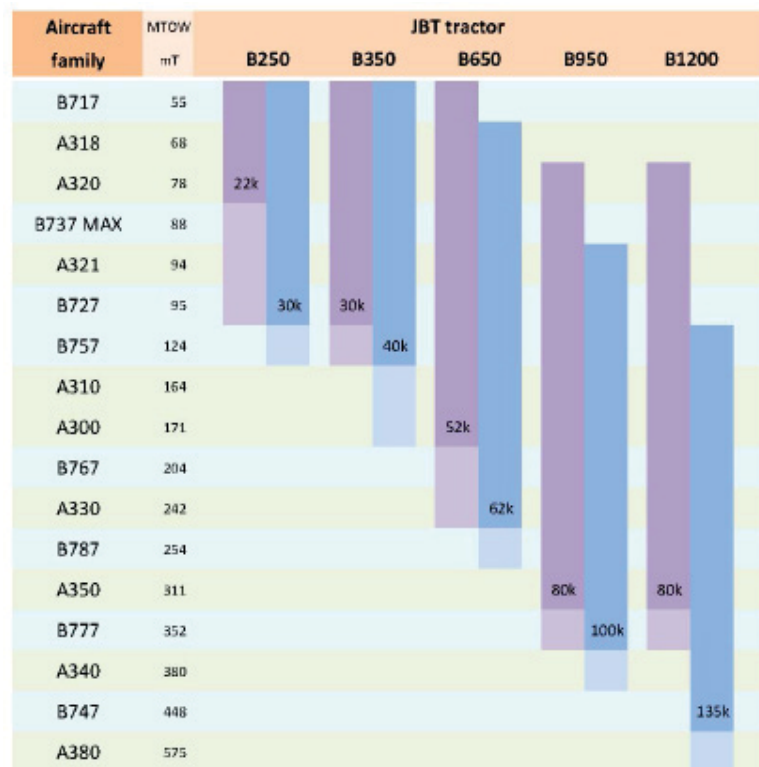
### Easy to maintain

Tractors can be difficult to work on. Components are buried inside the chassis and hard to get to, prolonging downtimes and Making it more likely that PM work gets skipped. The new AeroTech tractors provide a major improvement by making all critical components easily accessible

- Quick and easy access to key components from ground level
- Convenient diagnostics with simple LEDs on the terminals, and advanced error codes and information on the LCD display
- "Ring Of Steel": heavy steel plate around the lower perimeter of the vehicle provides protection from "ramp-rash" and reduces the need for chassis repairs

### Reliable drive-line components

The choice of drive line components is one element in long-term reliability. AeroTech has selected top-of-the-line components to ensure reliability, durability and availability of parts and service when needed.

- Axles: Dana for small tractors, Kessler for the large tractors
- Transmissions: Dana for small tractors, ZF for the large tractors
- Engines: Deutz and Perkins for the small tractors, Cummins for the large tractors

| Aircraft family | MTOW mT | JBT tractor | | | | |
|---|---|---|---|---|---|---|
| | | B250 | B350 | B650 | B950 | B1200 |
| B717 | 55 | | | | | |
| A318 | 68 | | | | | |
| A320 | 78 | 22k | | | | |
| B737 MAX | 88 | | | | | |
| A321 | 94 | | | | | |
| B727 | 95 | 30k | 30k | | | |
| B757 | 124 | | 40k | | | |
| A310 | 164 | | | | | |
| A300 | 171 | | | 52k | | |
| B767 | 204 | | | | | |
| A330 | 242 | | | 62k | | |
| B787 | 254 | | | | | |
| A350 | 311 | | | | 80k | 80k |
| B777 | 352 | | | | 100k | |
| A340 | 380 | | | | | |
| B747 | 448 | | | | | 135k |
| A380 | 575 | | | | | |

Ballast
Minimum    Full

Most conditions (including snow)
Normal conditions (excluding snow)

Assumptions: Drawbar requirement 5.5% of MTOW, CoF snow 0.45, CoF wet concrete 0.57