



Thank you for your interest in JETporter Electric Towbarless Tugs. Enclosed is the information you requested on the JP75.

The JP75 was designed and built after extensive research of the aircraft tug industry. JETporter incorporated the best features found on competitive units as well as new innovative and improved designs. You will find JETporter tugs are designed and manufactured with less than half the parts of competing aircraft tugs. Quality, reliability, and a trouble-free operation were the motivating factors for the design. The JP75 handles aircraft up to 75,000 lbs, features a nose wheel lift cradle that eliminates the need for towbars. The JP75 has an independent motor for each drive wheel allowing it to pivot around the front end. This provides unprecedented maneuverability on the ramp and in stacking hangars, while also giving superior traction and control on snow and ice.

The JP75 model comes with a standard 1-year limited warranty. Features include a powder coat finish for better protection against the elements and maintenance-free, longer life easy ride solid rubber tires.

For more information on JETporter or any other Tronair product, please call **252-349-5847** or visit **www.carolinagse.com**

Best Regards,

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SPECIFICATIONS (JP75)

DIMENSIONS

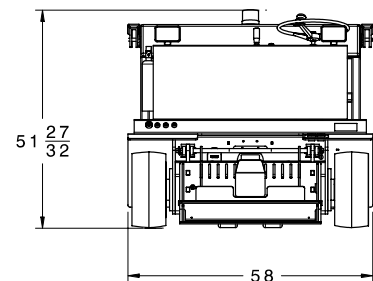
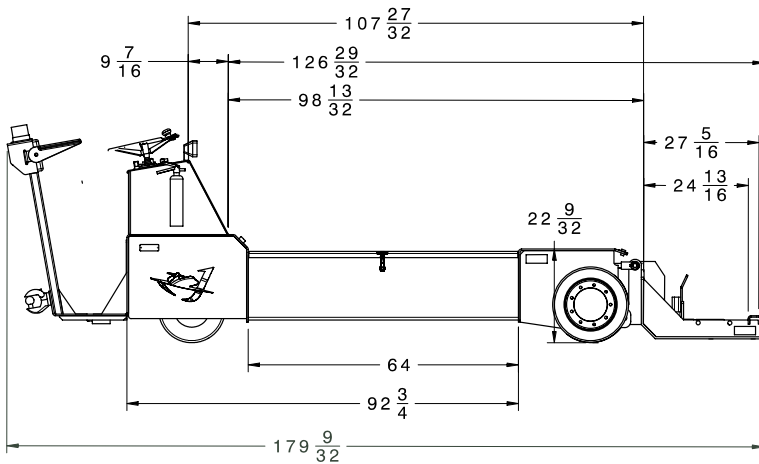
Weight	5,500 lbs	Ground Clearance	5 3/8"
Length	179.5"	Deck Height	22"
Height	52"	Cradle Depth	27"
Width	58"	Cradle Width	33 1/2"
Steering Tires	(2) 4.00 x 8	Cradle Capacity	7,500 lbs
Drive Tires	(2) 18 x 8 x 12 1/8	Cradle Lift Height	7"

GROUND POWER UNIT

Battery Type	Sixteen – 6 Volt Deep Cycle
Charge Time Full Discharge	8 Hour Average
GPU Voltage	12/24/28-30 Volts
GPU Cable Length	14 ft, Adapters Included
Charger	208/240/480 Volts AC, 36/31.4/16 Amps, Single Phase

CAPACITY

Empty Speed	7.5 mph	Full Load Speed	4.0 mph
Motor Horsepower	(2) 8 Hp	Maximum Aircraft Weight	75,000 lbs



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TECHNICAL DATA (JP75)

FRAME AND COMPONENTS

Heavy gauge steel formed and welded into a structural unit. All parts including bearings, gears and electrical components are heavy-duty industrial quality.

DRIVE MOTOR

Two heavy-duty DC motors, designed specifically for JETporter are coupled directly to independent drive hubs.

MOTOR SPEED CONTROL

The drive motors are controlled by a microprocessor based controller. Current limit, controlled acceleration and braking current are digitally programmed into each unit before shipment. An LED display on the console shows hours of use, battery charge state and troubleshooting information.

POWER TRANSMISSION

Power transmission is provided by two torque hub wheel drives with all gear drive components operating in an oil bath. There are no chains, couplings, belts or U-joints in the drive train. Operation is smooth and effortless by means of a control lever on the console.

MAINTENANCE

Maintenance of the drive motors, digital speed control, transmission and other components are minor and routine.

BATTERIES

Sixteen deep-cycle industrial, six-volt batteries are connected in series and parallel providing 48 volts.

GROUND POWER UNIT

12/24/28-30 volts are provided to assist starting small aircraft engines. Fourteen feet of cable and two types of GPU plugs are provided including Cessna/AN-style and the round Piper-style.

BATTERY CHARGER

A fully automatic, battery charger operates at 208/240/480 volts AC, 36/31.4/16 amps, single phase.

BRAKING

There are three braking systems provided on the JP75. Dynamic braking is the primary braking system and is controlled by the operator reversing the directional control lever. The operator controls how much braking effort is required. A foot pedal that activates a disk brake system provides secondary braking. There is also an electrically activated emergency parking brake that applies the JP75s' brakes anytime the operator leaves the platform or if electrical or hydraulic systems fail.

PARKING BRAKE

A hydraulically released disk brake is mounted on the drive motors. The parking brake is interlocked with the drive system so operation with the brake engaged is not possible.

TECHNICAL DATA (JP75) continued

WINCH

A hydraulic-ram winch system is used to load the aircraft onto the JP75 lift cradle. A sensor switch on the cradle reduces the winch pulling force to protect the nose gear strut when the aircraft nose wheel activates it.

LIFT CRADLE

A direct current motor and hydraulic pump operate two lift cylinders that raise and lower the lift cradle. Control is by a "Raise" and "Lower" switch located on the control panel and at the front of the JP75. The lift cradle is designed to accommodate both dual and single nose wheels.

STEERING AXLE

Dual 4.00 x 8 industrial tires are used for steering. The steering axle assembly rides on tapered roller bearings, as do the wheels. The steering system uses a ratio multiplier gearbox to make steering smooth and effortless.

LIGHTING

Two headlights, two rear facing headlights and two side marker lights provide nighttime visibility.

DRIVE TIRES

The drive tires are solid rubber 18 x 8 x 12 1/8 traction tires.

OPERATOR'S PLATFORM

The operator's platform is designed to accommodate the operator and a passenger. A Safety Cut Off footswitch is positioned on the left side of the operator's station. This switch must be depressed before the tug will operate. Releasing the switch stops the drive motor and applies the parking brake. The operator's platform also has an emergency stop mushroom pushbutton to cut off power.

ACCESSORIES

- K-4101** On-Board Air Compressor
- K-4100** Standard Tire Chains
- K-4102** JP75 - Tire Siping
- K-4099** JP75 – Snow Chains
- K-4052** Westwind Adapter (required)
- K-4055** Falcon 50, 900, 2000 Adapter (required)
- K-4056** Lear 40, 45 Adapter (required)