

"We took a lot of time evaluating the different tugs that are available on the market and came away with the fact that JETporter is superior to anything else out there...We would highly recommend your products to anyone looking for a first rate aircraft tug!"

Bill Ehrhorn, Marathon Jet Center



The **JP30** is capable of towing up to 30,000 lbs and has the power to move your aircraft with ease. Using a two-speed transaxle coupled directly to a 6 HP, continuous duty DC drive motor, gives this tug the power to get the tough jobs done. Many customers consider JETporter's ease of operation to be the best in the industry. Customers value the on board battery charger because a fresh charge is only the closest outlet away.

The **JP30L** has all of the same great benefits as the JP30 with two added features. The JP30L is three feet longer making it perfectly suited for use on long nose aircraft and the added length provides room for more luggage. The JP30L has an additional set of batteries which allows for longer run time between charges and more power.

The **JP75** and **JP75SC** are capable of towing up to 75,000 lbs. and have two independent continuous duty 8 HP DC drive motors. This unit has a zero degree turning radius and the power to pull most corporate aircraft from the Gulfstream G450 to smaller general aviation aircraft.

The **JP100S** is capable of towing up to 100,000 lbs. and has two independent continuous duty 10 HP DC drive motors. The JP100S comes with power steering, a softer ride suspension and regenerative braking. The low profile of the JP100S allows you to drive under large cabin aircraft for tighter stacking, saving valuable hangar space.

Accessories and Adapters

K-4050 Front pintle hitch (slide in).....	JP30/JP30L
K-4051 Tire chains.....	JP30/JP30L
K-4057 Standoff arm (for aircraft w/wheel pants).....	JP30/JP30L
K-4094 Jumper cable kit.....	JP30/JP30L
K-4096 Tire siping.....	JP30/JP30L
K-4099 Tire chains.....	JP75
K-4100 Tire chains.....	JP100S
K-4101 On board air compressor.....	JP30/JP30L
K-4052 Westwind 1 & 2 adapter.....	JP30/JP30L/JP75/JP100S
K-4053 MU2 (Solitaire only) adapter.....	JP30/JP30L/JP75/JP100S
K-4054 PC 12 adapter.....	JP30
K-4055 Falcon 50/900/2000 adapter (required by aircraft manufacturer).....	JP30/JP30L/JP75/JP100S
K-4056 Lear 40/45 adapter.....	JP30/JP30L/JP75/JP100S
K-4123 Falcon 7X adapter (required by aircraft manufacturer).....	JP75/JP100S
K-4177 Sabreliner adapter.....	JP30/JP30L/JP75/JP100S
K-4222 Falcon 10/20/100/200 adapter (required by aircraft manufacturer).....	JP30/JP30L/JP75
K-4235 Dash 8-400 adapter (required by aircraft manufacturer).....	JP75/JP100S
K-4236 Dash 8-100/300 adapter.....	JP75/JP100S

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TRONAIR

Electric Towbarless Tugs

Always the right choice!

The entire family of JETporter Electric Towbarless Tugs has OEM approval



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Gulfstream put JETporter through the paces handling their entire fleet in the most challenging conditions. Comments included:

- We moved a G550 with a full load of fuel into the fuel pit and back up to the ready spot on the ramp with ease.
- We operated for 5 days on the ramp before we put the unit on charge.
- We pulled a G200 into the hangar and removed the tug by maneuvering under the aircraft wing. We cannot do this with any other tug.
- With JETporters center line steering we noticed the nose and wing tips never moved while maneuver under the belly of the aircraft.
- We had better control maneuvering aircraft with JETporter than with other tugs. One technician said, "It's easier to use than the red tug!"

JETporter with its reliability, safety, various ground power capabilities, outstanding customer service and attention to detail is the company I use for all my electric aircraft towing needs; it is a quality product I believe in."

Stephen Leidigh, General Manager, Landmark Aviation



All Models

- Center line steering
- Emergency stop switch
- Fire extinguisher
- 2 forward and reverse facing headlights, and strobe light when power activated
- Tuff-coat (rubberized) aluminum diamond plate covers - Provides a non-slip surface for luggage and minimizes sun glare
- Low wear solid tires eliminates flat tires
- Batteries can be procured locally
- Rugged Powder Coat Paint standard Tronair Blue but can be customized at nominal or no cost

JP30 & JP30L - 30,000 lb towing capacity

- Clean electric drive using a 48 volt DC system
- Built in 12/24/28-30 GPU system to assist starting aircraft
- Built in battery charger, 110 - 200 VAC, 50 or 60 Hz
 - Makes the closest outlet your charging station
- 6 HP continuous duty DC motor
 - Almost three times the horse power of the closest competitors model
 - Direct connection to transaxle-no chains, universals or couplings to maintain or replace
- 2 speed drive transaxle (manual shift)
 - High and low drive gears
 - High gear for speed when unloaded - low gear for higher torque when moving aircraft
 - Ability for direct drive dual wheel positive traction
- Steering wheel vertically mounted for ease of handling and visibility
- Soft ride solid rubber tires-both steering and drive tires - No down time for changing a flat tire
- 2 year warranty that includes return freight to customer - Better warranty for a stronger product



JP30L

- 3 ft. extended deck
 - Reaches the nose gear on extended nose aircraft
 - Provides larger luggage area
 - Second battery pack
 - Longer operating time between charges
 - Increased power

Specifications:

Model Number	Max Aircraft Weight lb (kg)	Cradle Capacity lb (kg)	Speed		Length in (cm)	Width in (cm)	Height in (cm)	Weight lb (kg)
			Empty mph	Full Load (kph)				
JP100S	100,000 (45,359)	10,000 (4,536)	7 (11.3)	3 (4.8)	209 (530.9)	70 (177.8)	39 (98.4)	7,000 (3,175)
JP75	75,000 (34,019)	7,500 (3,402)	7 (11.3)	3 (4.8)	179.5 (455.9)	58 (197.3)	52 (132.1)	5,700 (2,586)
JP75SC	75,000 (34,019)	7,500 (3,402)	8 (12.9)	3 (4.8)	179.5 (455.9)	58 (197.3)	52 (132.1)	5,700 (2,586)
JP30	30,000 (13,608)	3,000 (1,361)	8 (12.9)	3 (4.8)	135 (342.9)	40 (101.6)	49 (124.5)	2,450 (1,111)
JP30L	30,000 (13,608)	3,000 (1,361)	8 (12.9)	3 (4.8)	171 (434.4)	40 (101.6)	49 (124.5)	3,250 (1,474)

JP75 - 75,000 lb towing capacity

- Clean and green electrical drive towbarless tug
 - Uses a 48 volt system to drive two 8 HP continuous duty DC motors
 - Direct drive motor coupled to the drive hub via a wet disc brake system
- Redundant braking systems; dynamic primary braking, hydraulic secondary manual foot braking and automatic parking brake
- Emergency/parking brake automatically sets when voltage, hydraulic pressure or operator is not present
- Sealed winch safety switch, with no mechanical linkage, reduces pull force to 200 lbs keeping tension on the strap while protecting nose gear
- Filtered hydraulic system with moisture resistant solenoid valves minimizes wear & tear on hydraulic system
- Winch and cradle controls located at both the drivers seat and the front fender

JP75SC - 75,000 lb towing capacity

- **SOFTCAPTURE™** aircraft without straps and without touching the oleo strut or any part of the nose landing gear and never leave the drivers cockpit
- Connect to the aircraft nose landing gear from the driver's cockpit or at the fender next to the aircraft nose landing gear
- All contact is made on the aircraft tires, not on the oleo strut or nose landing gear
- Throttle speed limit safety switch reduces JETporter speed when approaching the aircraft
- Forward motion safety switch disengages the throttle when the forward motion safety bar contacts the aircraft nose tire
 - This prevents the operator from pushing on the nose tire
- The gate lock and cradle locator safety switch locates the cradle and stops the "cradle down" movement when the cradle is lowered to the ground. The gate lock prevents "cradle open" movement when the cradle is up
- The parking brake release safety switch allows the JETporter to "roll" during capture so the aircraft doesn't have to move
 - The hydraulic foot brake remains functional at all times
- Designed to fit most common dual nose-wheel regional aircraft
- Controlled acceleration & deceleration joystick operated throttle



JP100S - 100,000 lb towing capacity

- Clean and green electrical drive towbarless tug
- Two 10 HP "continuous duty" Direct Drive DC motors with torque hub design with fewer moving part
- Redundant braking systems; dynamic regenerative primary braking, hydraulic secondary manual foot braking and automatic parking brake
 - Regenerative braking eliminates battery drain while slowing and stopping, extending battery life
- Sealed winch safety switch, with no mechanical linkage, reduces pull force to 200 lbs keeping tension on the strap while protecting nose gear
- Filtered hydraulic system with moisture resistant solenoid valves minimizes wear & tear on hydraulic system
- Heavy duty suspension system which gives a smoother ride
- All-weather electrical design based on high reliable CE requirements
- The Tronair "Proportional Drive Steering" system allows for a zero degree turning radius, longer tire life and better handling in adverse weather conditions and allows for tighter hangar stacking and ease of positioning the aircraft
- Foot operated throttle for acceleration and deceleration - Ease of operation
- Winch and cradle controls located at both the drivers seat and the front fender



visit jetporter.com or tronair.com for detailed information