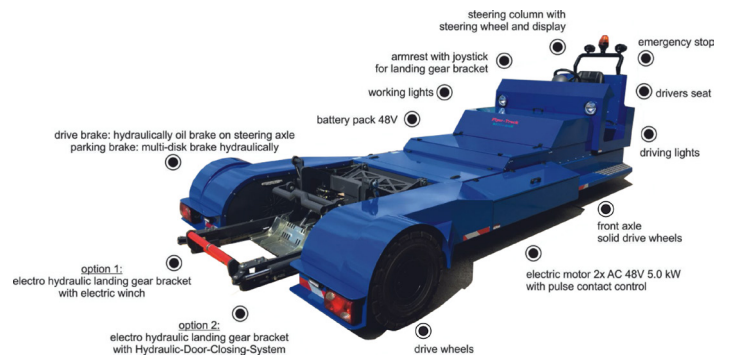


RBFLT180 HDCS E-Drive

MGTOW 25,000 kg / 55,000 lbs

TUGS



TECHNICAL DATA

ENGINE / DRIVE SYSTEM

- Electric engine 2 x AC 48V 5.0 kW, total 10.0 kW
- The tug can be set with up to 70 different settings, setting speed, brakes and much more
- Power steering
- Single gear PMS

STEERING

- Steering wheel operated, Electric steering system.
- Central steering axle, with double wheel operation

FRAME

- For aircraft up to approx. 25,000 kg / 55,000 lbs
- Weight: 3,500 kg
- Empty weight: 3,530 kg
- Dimensions: LxWxH 5.40 x 2.55 x 1.90 m

SPEED

- Step 1: approx. 0 – 5/7 km/h
- Step 2: approx. 0 – 18/20 km/h
- Forward and backward, speed regulation via foot pedal

BATTERIES

Lead acid batteries in a steel safety coated case, 48 V 640 Ah for approx. 6 hours operation time

BATTERY CHARGER

- HF charger 230/48V 120A with charge level indicator incl. charging cable
- Charging time 8 hours

BRAKE

- Hydraulic oil-multi-disc brake, low-wear on the gearbox
- Parking brake multi-disc brake

TYRE

- Drive wheels rear: 23 x 9-10 Solid Tyre / 136x170x10x18,5
- Steering wheel front: 16 x 6-8 Solid Tyre / 4.33 R-8

DRIVERS PLATE

Driver's position with waterproof seat and full control panel. Steering column with steering wheel and display, foot pedals for acceleration and braking, drive direction switch, hinged armrest with joystick and electrical switch for landing gear bracket

LANDING GEAR BRACKET

Electric hydraulic landing gear bracket:

- Complete electrically guided, hydraulic lifting and holding
- Hydraulic door opening and closing system
- Hydraulic ramp for different wheel diameter
- Wheel lockdown for single and double landing gear wheels

LIGHTING

Safety and drive lights as standard

EQUIPMENT

- Emergency stop
- Signal horn
- Cut out for loss of driver
- Safety reflector straps

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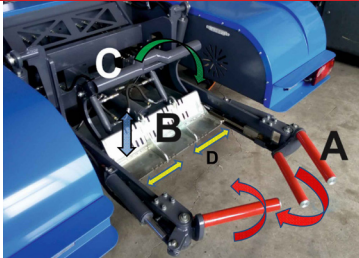
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OPTIONAL EXTRAS

LANDING GEAR BRACKET



A hydraulic doors with rotatable draw roll

B Ramp

C Wheel hold system

D Side wheel holder

Technical Safety Systems



ADDITIONAL TECHNICAL SPECIFICATION

The FT tugs are built with safety and ease of response at the forefront of our technology.

EMDSL (ELECTRONIC MECHANIC DOOR SAVE LOOK) STANDARD

The EMDSL protects the nose wheel against accidental opening of the nose landing gear hold bars. Two independently working security systems stop the hold bars from opening. The mechanical system blocks the opening process with heavy wedges which automatically free themselves when setting down the nose landing gear again. The electronic system recognises the raised landing gear status and interrupts the other control system for opening the bars.

HDCS (HYDRAULIC DOOR CLOSING SYSTEM) OPTIONAL

All HDCS adapters on the FT C-series are equipped with an EMDSL. The current status is indicated on the OMS (When fitted). Indicating the following

- Doors open and closed
- Wheel holder open-close and pressure gauge in bar to the nose wheel
- Lifting position HDCS down, up, ground contact

THE LANDING GEAR BRACKET

- Electro-hydraulic and universal for single and double nose wheels
- Two-part wheel bars for an even pressure distribution on the tyres with single and double nose wheels
- The hydraulic wheel holder prevents uncontrolled movement of the nose wheel
- Double protection of wheel bars, electronic and manual locking
- Power failure backup system
- Fully electrical system to elevate the nose wheel
- One button aircraft release

SURGE CONTROL / BATTERIES

- The surge control ensures a steady stream of power to the engine, and protects the batteries
- The unit is fitted as standard with lead acid batteries. You can change as an option for lead gel batteries or Lithium batteries
- There is surge control throughout the tug to protect all components. The batteries are protected against deep discharge

CHARGER

Intelligent charger for optimum batterie charging. Offering standby/float when the batteries are fully charged. The charger can be left plugged in at all times.

DRIVING COMFORT AND SPEED

- Automotive E-control unit, which enables stepless driving from a slow starting speed up to a maximum driving speed of 20 km/h. Speed control by pedal.
- There are two speed levels one limits the speed to a maximum of 7 km/h in order to safely manoeuvre difficult areas.

DRIVER'S PLAT

- An ergonomically designed open operator's platform giving the driver the best possible view of the aircraft and a direct view of the landing gear.
- Automotive controls provide familiar operation of all driving switches. Centrally located in the field of vision on the steering column, with indicator lights and information on a modern digital display, the driver is informed of the current driving status at all times.
- An ergonomic seat in the centre of the vehicle provides the driver with a symmetrical field of vision. This is important for distance perception left and right.
- The individual hydraulic processes are operated via a 4-way joystick mounted in an armrest to the right of the seat. This can be adjusted in height and position depending on the size of the operator. All relevant switches and safety information are shown in the armrest.

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