The Expediter 400 brings many benefits to the aircraft towing operation that cannot be accomplished by conventional tow tractors. These include:

- The elimination of all towbars and related logistical problems, accidents and injuries
- Provides opportunity to reduce the number of tractors and manpower required
- The ability to maintain aircraft ground speeds on taxi-way while towing an aircraft
- Easier to maneuver the aircraft
- Rotating driver’s seat for ergonomic comfort and improved visibility
- Hydrostatic drive offering smoother acceleration and dynamic braking

In addition to aircraft towing enhancements over conventional tractors, the Expediter 400 has the following safety features:

- Integrated Yaw stabilized braking system to prevent the tractor from losing control during high speed towing operations
- Nose landing gear safely locked in the tractor’s cradle preventing the aircraft from escaping
- No jerking or vibrations to the nose landing gear when accelerating and braking
- Automatic aircraft type selection—to automatically set the appropriate traction and braking forces
- Oversteer alerting device (OAD)
- Simple emergency nose landing gear release system

Designed to service aircraft from the A-310 to the B-767, to the A-340 and B-747-400. Offering greater safety, simplicity, and the economical option of one-man operation.
**Specification**

**Gross Vehicle Weight**
20,600 kg (45,400 lb) Without GPU

**Maximum Ttractive Effort**
150kN (33,100 lbf)

**Maximum Towing Speed**
- Unloaded: 29 km/hr (18 mph)

**Overall Dimensions**
- Length: 7.75 m (305 in)
- Width: 4.20 m (165 in)
- Height (cabin raised): 2.15 m (85 in)
- Height (cabin lowered): 1.65 m (65 in)
- Wheelbase: 3.80 m (150 in)
- Ground clearance (unloaded): 180 mm (7.1 in)

**Outside Turning Radius**
- (front wheel steering): 9.20 m (362.2 in)

**Fuel Capacity**
350 L (92 gal)

**Hydrostatic Drive**
4-wheel drive; 3 closed loops each consisting of one variable displacement pump and one variable displacement motor, anti-spin device incorporated: PLC controlled.

**Steering System**
Servo-hydraulic front axle power steering; emergency back-up system.

**Brake System**
- **Service Brake**: Hydraulically actuated 2 circuit brake acting on all 4 wheels; Front axle: drum brakes, Rear axle: disc brakes; Optimized brake force distribution (font axle/rear axle) for utmost driving stability; **Hydrostatic Brake**: Wear free braking on all wheels; **Parking Brake**: Spring loaded brake hydraulically released.

**Airplane Retention Equipment**
Sturdy modular construction with few moving parts; Hydraulically actuated by 4 cylinders, only: PLC controlled.

**Axles**
- Front: Spring suspended drive/steer axle
- Rear: Fixed mounted wheel hubs

**Tire and Rim Size**
- Tire: Front: 385/65-22.5, Rear: 17.5-25/24 PR
- Rim: Front: 11.75-22.5, Rear: 14.00-25/1.5

**Electrical System**
- 24 Volt; 2 batteries 12 V/165 Ah (each); Alternator: 120 Amps; GPU, power output up to 90 kVA (optional)

**Engine**
Mercedes OM 502 LA, 425 kW (570 hp)

**Monitoring Devices**
Standard Oversteer Alert Device (OAD)
Warning lamps: park brake set, motor oil pressure low, cooling fluid temperature high, hydraulic oil temperature high
Battery charging light

**Aircraft Range**
A300, A330, A340, B767, B777, B747