

**Model: 01-0555-0000**  
**Bae ATP**  
**Multi-Head**



10/2007 - Rev. 02

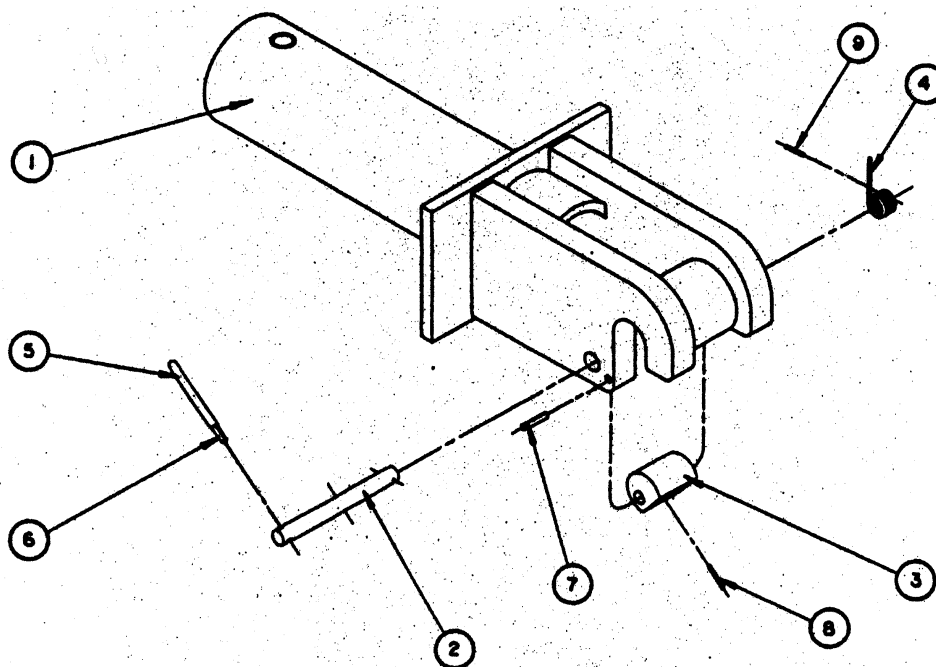


Tronair towbars/heads must only be used with matching Tronair heads/towbars, and Tronair shear pins.

This product can not be modified without the written approval of Tronair, Inc. Any modifications done without written approval voids all warranties and releases Tronair, Inc., its suppliers, distributors, employees, or financial institutions from any liability from consequences that may occur. Only Tronair OEM replacement parts shall be used.

## Parts List

When ordering replacement parts/kits, please specify model, serial number and color of your unit.



Item	Part Number	Description	Qty
1	Z-2345	Weldment, Multi-Head	1
	<b>K-1722</b>	<b>Kit, Axle Locking Mechanism Replacement; consists of:</b>	
2	R-1279	Shaft, Locking	1
3	R-1280	Cam	1
4	B-056	Spring	1
5	H-1205	Cover, Red Handle	1
6	G-1300-25340	Pin, 1/4" diameter x 3-1/2" long, Roll	1
7	G-1300-19100	Pin, 3/16" diameter x 1" long, Roll	1
8	G-1300-13100	Pin, 1/8" diameter x 1" long, Roll	1
9	G-1300-13060	Pin, 1/8" diameter x 3/4" long, Roll	1





## **APPENDIX I**

### **INS-1582 Towbar Usage Instructions**





**INS-1582**

**Towbar Usage  
Instructions**

11/2003 – Rev. 03

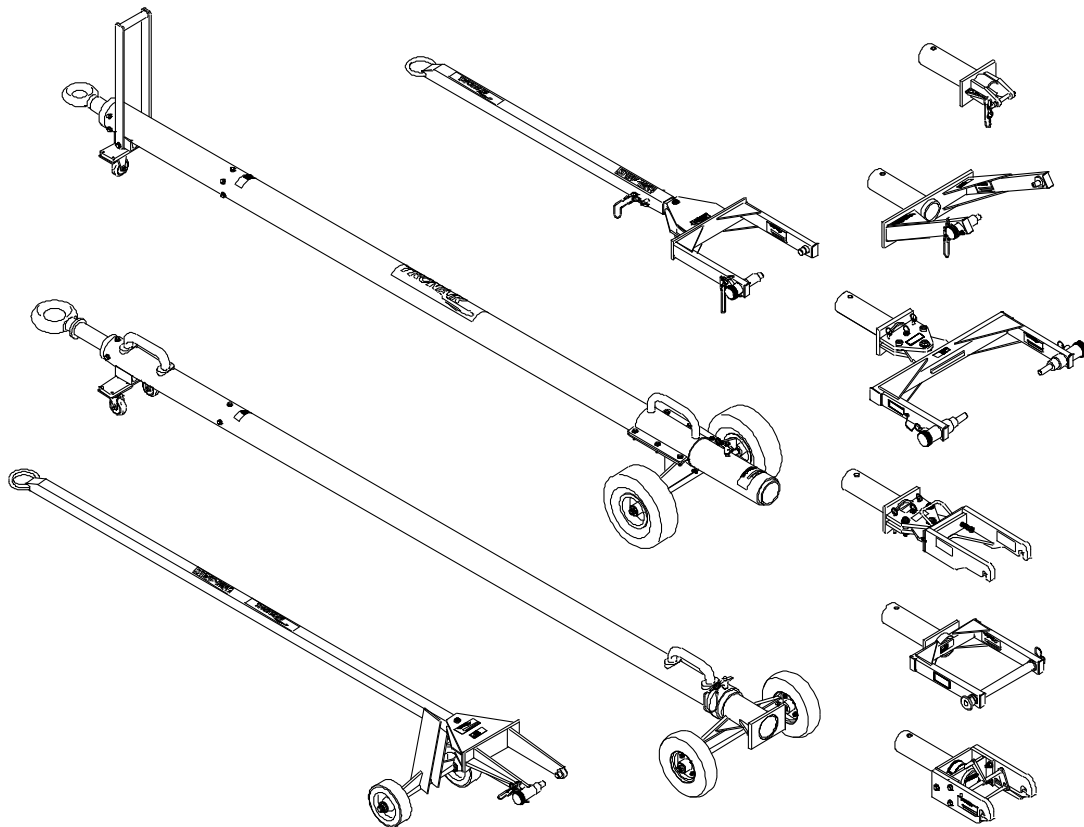
REVISION  
03

DATE  
11/25/03

TEXT AFFECTED  
pg 1 Warning added



Your Tronair towbar is engineered and built to the highest standards of quality and workmanship. Under normal usage and with minimal maintenance this towbar will provide exceptional service.



**WARNING!** A damaged or bent towbar should not be used, but should be repaired or replaced.

Using a damaged or bent towbar can result in aircraft or equipment damage and possible personal injury.



**WARNING!** Towbars With Hydraulic Lifting Mechanism:

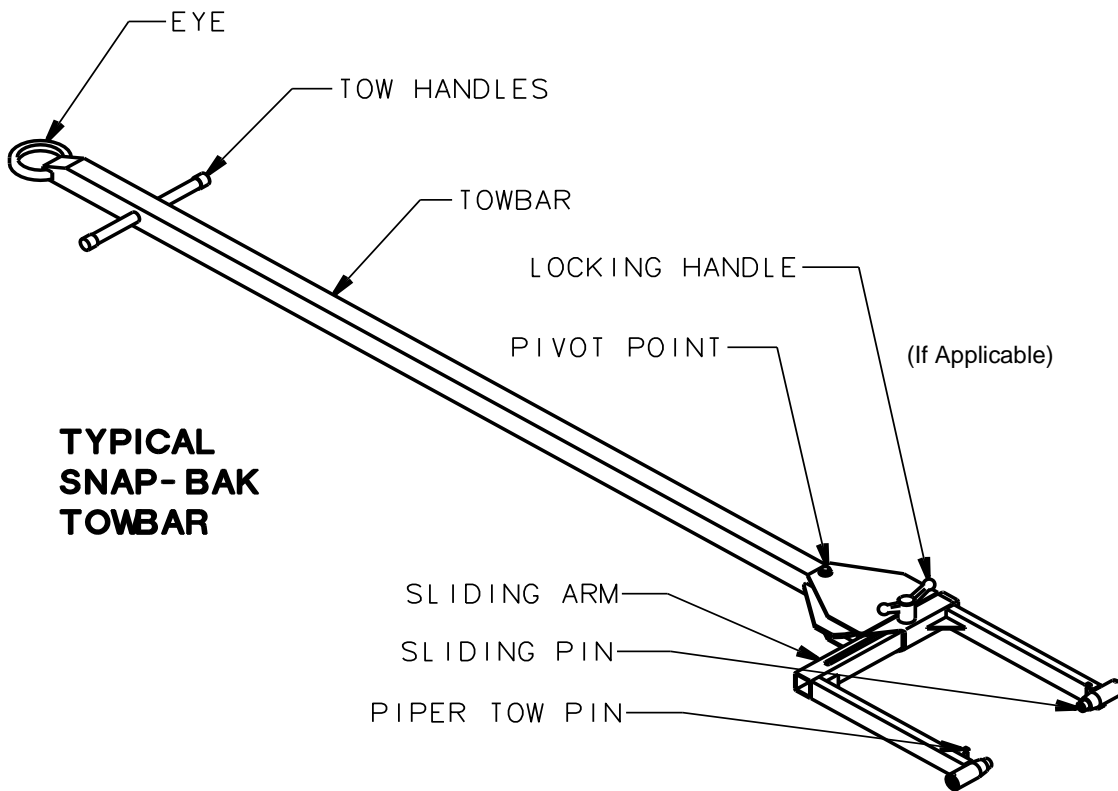
The hydraulic lift mechanism (on those towbars so equipped) should only be used to raise the towbar to facilitate connection to the aircraft or tug.

Release any hydraulic pressure when towing aircraft or moving towbar.



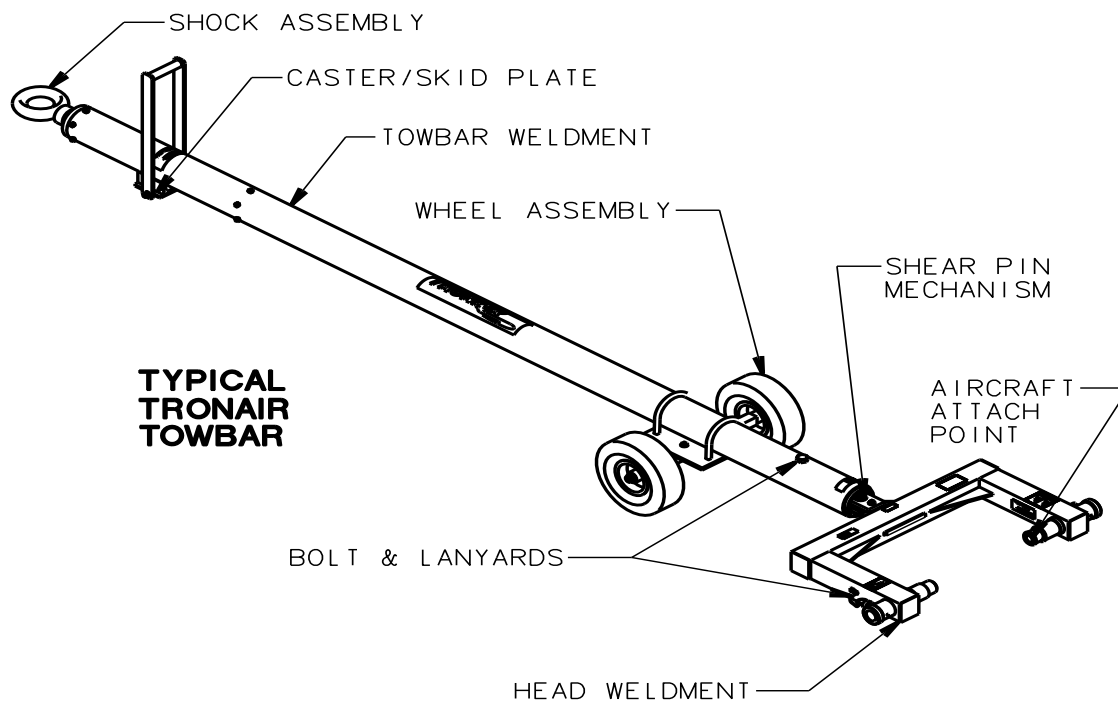
**WARNING!** Towbars Should be Used with Category 1 Tugs:

Tronair recommends the use of a towbar with a category 1 or category 2 tug and aircraft not exceeding 75,000 lbs gross weight. Using the towbar with aircraft weighing in excess of this specific limitation may result in excessive loads and stresses being applied to the towbar and/or the aircraft. These excessive loads may cause failure of the towbar which could cause damage (INCLUDING WITHOUT LIMITATION to the aircraft) and/or personal injury OR DEATH. **TRONAIR MAKES NO REPRESENTATION, WARRANTY OR GUARANTEE AS TO SUCH MISUSE AND DISCLAIMS ANY AND ALL LIABILITY FOR INJURY, LOSS OR DAMAGE ARISING FROM OR RELATING TO SUCH MISUSE.**



**FIGURE 2**

**NOTE:** Typical towbar. Your towbar and/or head may not have all of the features shown



**FIGURE 1**

**NOTE:** Typical towbar. Your towbar and/or head may not have all of the features shown

**BEFORE USING TOWBAR, COMPLETE THE FOLLOWING CHECKLISTS:**Reference *Figures 1 & 2* on Page 2.**TOWBAR:****Area of Towbar:**

Shock Assembly:

**Check:**

1. Weld between eye and tube (Are there cracks?)
2. Bolts attaching shock to towbar (Loose, missing, stripped, etc.)
3. Eyebolt (Is it bent, worn down, or deformed?)

Towbar Weldment:

1. Tube (Is it bent, dented, bowed, and/or have cracks?)
2. Weld at head end (Are there any cracks in the welds?)
3. Head hole (Is it elongated? Is the ball lok pin attached to the towbar?)

Caster/Skid Plate:

1. Casters (Are they missing or bent?)
2. Handles (Are they broken, bent, or missing?)
3. Bolts (Are they missing or loose?)

Wheel Assembly:

1. Wheels (Are they flat? Is the rim bent?)
2. Axle (Is it bent?)

**HEAD:****Area of Head:**

Bolts &amp; Lanyards:

**Check:**

1. Are they loose, missing, or stripped? Are they attached to the head?

Weldment:

1. Welds holding side rails to head rail (Are there any cracks?)
2. Shear Plates (Are there cracks in welds? Are the plates bent?)

Shear Pin Mechanism:

1. Shear Pin (Is it bent or deformed? Are there spares?)
2. Bushings (Are they cracked, chipped, secure?)
3. Pivot Bolt (Are the nuts tight? Are there washers present?)

**Area of Head:**

Aircraft Attach Point:

**Check:**

1. Sliding Pin(s) (Are they bent, cracked? Do they slide freely?)
2. Locking Pin (Are they loose? Do they hold the sliding pins securely?)
3. Wear sleeves (Are the welds cracked?)
4. Roll Pins(s) (Are they rusted? Are they missing? Are they loose?)
5. Ball Lok Pin (Is it attached to head? Is it rusted? Is it bent?)
6. Axle Adapter (Is it bent? Is the slot deformed? Are bolts tight?)

**SNAP-BAK AND UNIVERSAL TOWBARS:****Area of Towbar:**

Towbar:

**Check:**

1. Spring (Has it taken a set? Loose in the assembly?)
2. Eyebolt (Is it bent, worn down, or deformed?)
3. Tube (Is it bent, dented, bowed, or cracked? Is it rusted badly?)
4. Welds (Are there any cracks in the welds?)
5. Head Hole (Is it elongated? Is the bolt attached correctly?)

Function:

1. Does it snap back?

Head:

1. Pivot Bolt (Is it present along with washers? Is the nut tight? Is it rusted?)
2. Roll Pin(s) (Are they rusted? Are they missing? Are they loose?)
3. Weldment (Is it deformed, bent, or rusted beyond reasonable use?)
4. Lanyard (Is it attached to weldment?)
5. Sliding Pin(s) (Are they bent, cracked or rusted? Does it slide?)

**USAGE PROCEDURE**

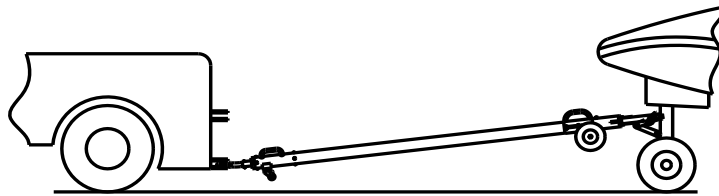
**Aircraft Attachment:**

It is recommended that your towbar be attached to the aircraft first, and then connected to the tug to avoid possible aircraft damage.

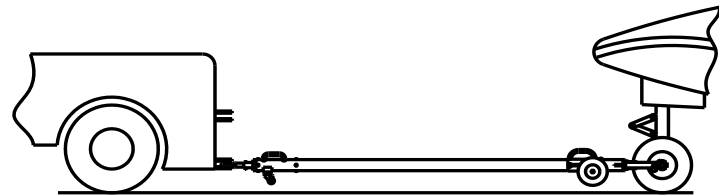
Ensure sliding pins are locked in place before towing aircraft.

**Tug Attachment:**

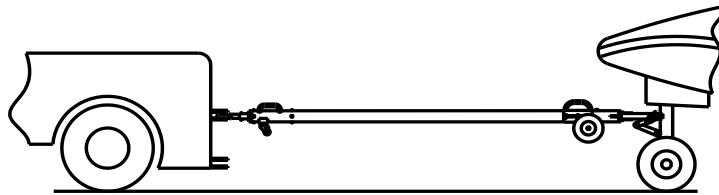
Damage to the towbar or aircraft can result from an excessive towbar angle during towing operations (Reference to **Figure 3**). If aircraft with both high and low tow points are encountered, consider using two pintle hooks, as shown in **Figures 4 & 5**, so that the towbar is as level as possible during towing. Also pintle hook height should prevent contact of towbar wheels with the ground, during towing. (Reference **Figure 5**).



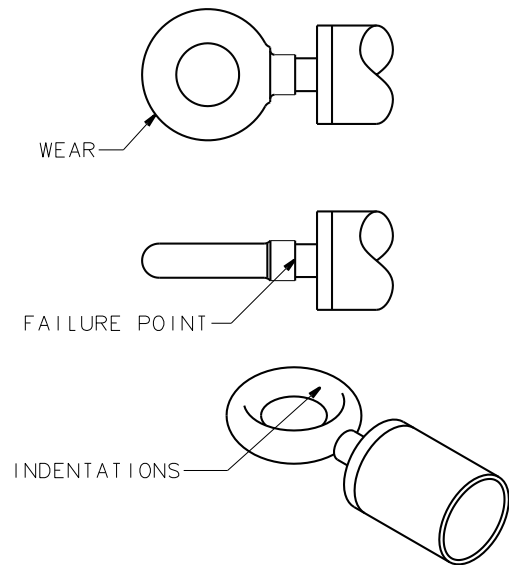
**FIGURE 3 - INCORRECT**



**FIGURE 4 - CORRECT**



**FIGURE 5 - CORRECT**



**FIGURE 6**

**Type Of Coupler:**

Damage to the towbar or aircraft can result while towing with the following type of couplers:

- Lift Head
- Standard Duty Latch
- Vertical Side Swing Latch
- Swivel Hook

These types of couplers are known to cause binding and failure in the eyebolt. Indicators of eyebolt binding are wear on the outside diameter of the eye and indentations on the inside diameter. The failure will begin at the head of the eye. See **Figure 6**.

**USAGE PROCEDURE** (continued)

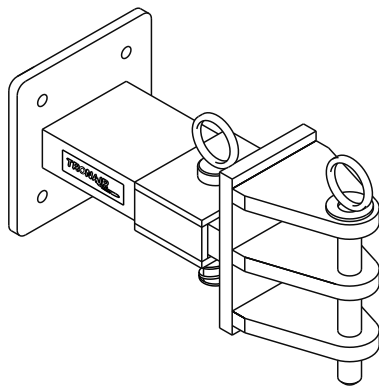
**Type Of Coupler:**

Damage to the towbar or aircraft can result while towing with the following type of couplers:

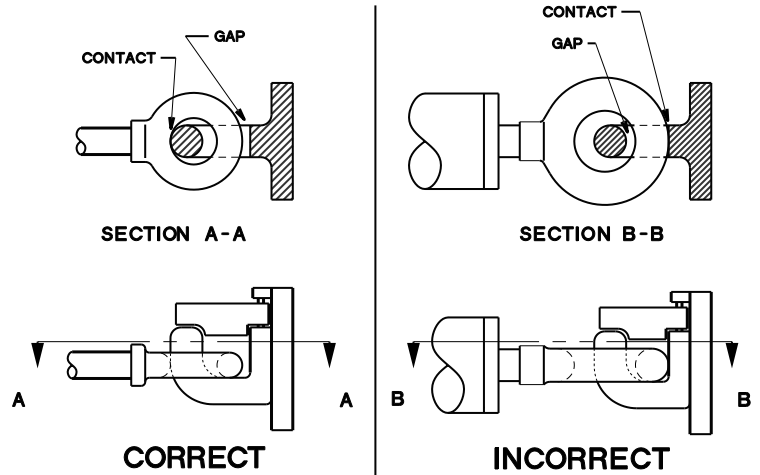
- Lift Head
- Standard Duty Latch
- Vertical Side Swing Latch
- Swivel Hook

These types of couplers are known to cause binding and failure in the eyebolt. Indicators of eyebolt binding are wear on the outside diameter of the eye and indentations on the inside diameter. The failure will begin at the head of the eye. See **Figure 6**.

**Figure 7** illustrates a pintle hook arrangement that is known to eliminate eyebolt binding. Tronair recommends using this type of hook on your tug.



**FIGURE 7**



**FIGURE 8**

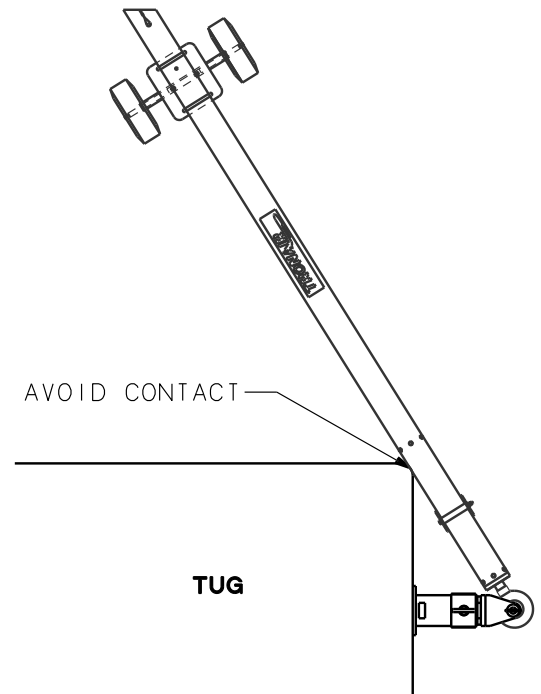
**Eyebolt and Pintle Pin Size:**

Damage to the towbar or aircraft can result by towing or pushing an aircraft with an incorrect size eyebolt or pintle pin. A correct size eyebolt will make contact with the pintle pin. A gap between the eyebolt outside diameter and the coupler face plate should be easily seen. An eyebolt which is too large will cause the eyebolt to make contact with the face plate of the coupler. When the eyebolt is too large for the coupler, a gap between the inside diameter of the eyebolt and the coupler face plate will be seen. See **Figure 8**.

To ensure proper towing and pushing, check to make sure that the pintle pin diameter is not too large for the eyebolt's inside diameter. Approximately a one-half inch (1/2") gap between the pin diameter and the eyebolt should be seen. If any of these conditions are not met, please contact Tronair for information to obtain a new coupler.

**Towing Angle:**

Damage to the towbar or aircraft can result from pushing an aircraft while maintaining too sharp of an angle between the tug and the towbar. Contact between the towbar weldment and tug must be avoided. It is recommended that the angle between the tug and towbar not exceed 90°. See **Figure 9**.



**FIGURE 9**





## APPENDIX II

### Declaration of Conformity







## DECLARATION of CONFORMITY

The design, development and manufacture is in accordance with European Community guidelines

Multi-Head  
01-0555-0000

Relevant provisions complied with by the machinery:  
2006/42/EC

Relevant standards complied with by the machinery:  
EN ISO 12100-1

Identification of person empowered to sign on behalf of the manufacturer:

A handwritten signature in black ink that reads "Patrick Finch". The signature is written in a cursive style and is positioned above a solid horizontal line.

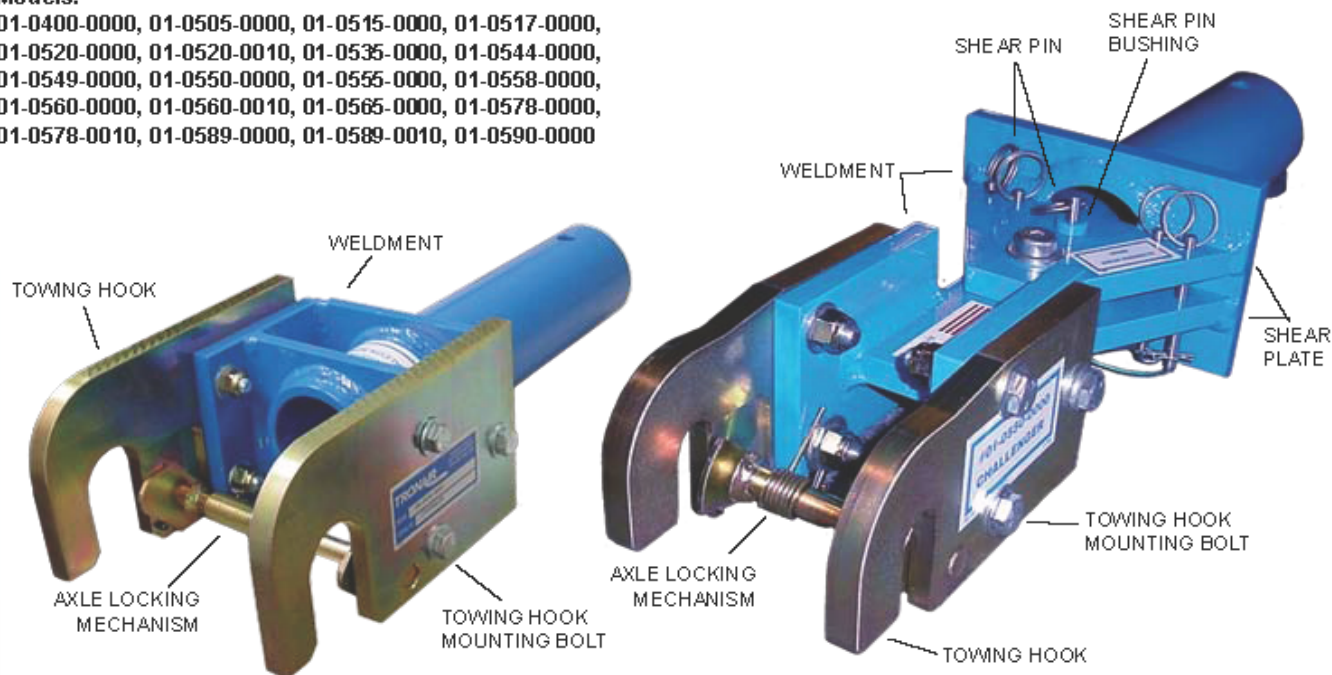
Quality Assurance Representative



### Standard Clamp Style Attachment Heads

**Models:**

01-0400-0000, 01-0505-0000, 01-0515-0000, 01-0517-0000,  
01-0520-0000, 01-0520-0010, 01-0535-0000, 01-0544-0000,  
01-0549-0000, 01-0550-0000, 01-0555-0000, 01-0558-0000,  
01-0560-0000, 01-0560-0010, 01-0565-0000, 01-0578-0000,  
01-0578-0010, 01-0589-0000, 01-0589-0010, 01-0590-0000



**Tronair recommends towbar inspections at least once a week.**

- Inspect for weld cracks. If found remove the towbar multi-head from service and contact Tronair for repair.
- Inspect the weldment members for bending. If found remove the towbar multi-head from service and contact Tronair for repair.
- For towbar multi-heads with shear, inspect the shear plates for bending. If found remove the towbar multi-head from service and contact Tronair for repair.
- Inspect the towing hooks for bending, and excessive wear. If found remove the towbar multi-head from service and contact Tronair or your Tronair distributor for replacement.
- Check the towing hook mounting bolts. Ensure they are tight and not missing. Tighten or replace as required.
- Inspect the axle locking mechanism. Ensure that it springs back to positively hold the towing hooks on the aircraft towing hook-up. If it does not, contact Tronair or your Tronair distributor for replacement/repair.
- For towbar multi-heads with shear, check the shoulder bolt connections through the shear plates. Verify they are not clamping the shear plates together. There should not be any clamping force applied to the shear plates so the assembly functions properly. If required, back the stopnut off to remove any clamping force applied.
- For towbar multi-heads with shear, inspect the shear pin. If the shear pin is bent, broken, or missing contact Tronair or your Tronair distributor for replacement. Tronair recommends purchasing spare shear pins for rapid replacement, use only Tronair specified shear pins.
- For towbar multi-heads with shear, inspect the shear pin bushings. If the shear pin bushings are cracked or chipped, contact Tronair or your Tronair distributor for replacement, use only Tronair specified shear pin bushings.
- Inspect all steel components for signs of rust. Touch up with paint as required.

INS-1790

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