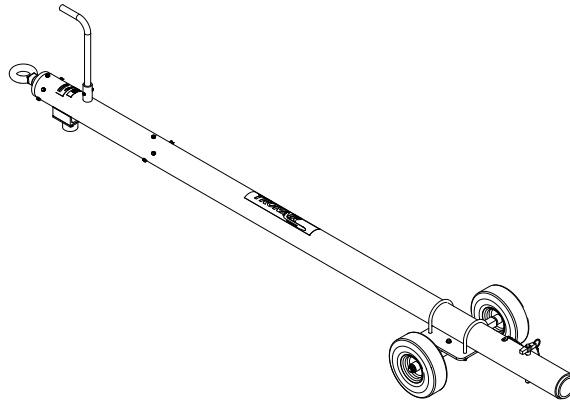




OPERATION & SERVICE MANUAL



Models:
01-1270-0010, 01A1270-0010, 01B1270-0010
Multi-Head Towbar



01/2023 – Rev. 03

For Spare Parts, Operations & Service Manuals or Service Needs
Scan the QR code or visit Tronair.com/aftermarket



Tronair, Inc.
1 Air Cargo Pkwy East
Swanton, OH 43558

Phone: (419) 866-6301 | 800-426-6301
Web: www.tronair.com
Email: sales@tronair.com

REVISION	DATE	TEXT AFFECTED
01	04/2009	Original release
02	05/2010	Added SP versions of all towbars
03	01/2023	Major revision

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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.

1.0 PRODUCT INFORMATION

1.1 DESCRIPTION

The Tronair Model 01-1270-0010, 01A1270-0010, and 01B1270-0010 Multi-Head Towbars are multiple aircraft towbars for use with the Tronair Series 800 Multi-Heads.

The Multi-Head Towbar includes pneumatic tires with a steel skid at the tug end. The eyebolt at the towing end of the towbar which incorporates a spring to dampen shock loads.

1.2 MODEL & SERIAL NUMBER

Reference nameplate on unit

1.3 MANUFACTURER

TRONAIR, Inc.
1 Air Cargo Pkwy East
Swanton, Ohio 43558 USA

Telephone: (419) 866-6301 or 800-426-6301
Fax: (419) 867-0634
E-mail: sales@tronair.com
Website: www.tronair.com

1.4 SPECIFICATIONS

Application.....Designed for use with Tronair Series 800 Multi-Heads
Maximum Aircraft Gross Weight.....125,000 lbs (56.7 Metric ton)
Length129 7/16 in (328.8 cm) From eyebolt centerline to end of towbar
Width22 ¾ in (57.8 cm)
Height.....8 9/16 in (21.7 cm) From ground to towbar centerline
Tube4 ½ in (11.43 cm) diameter
Weight126 lbs (57.2 kg)
Finish.....Powder Coat
MaterialAluminum

2.0 SAFETY INFORMATION

2.1 GENERAL

The Tronair Model 01-1270-0010, 01-1270-0010SP, 01A1270-0010, 01A1270-0010SP, 01B1270-0010 and 01B1270-0010SP Multi-Head Towbars are used with the Tronair Series 800 Multi-Heads.

To ensure safe operation, please read the following statements and understand their meaning. This manual contains safety precautions which are explained as follows. Please read carefully.



WARNING! Warning is used to indicate the presence of a hazard that can cause **severe personal injury, death, and/or substantial property damage** if the Warning Notice is ignored.

CAUTION! Caution is used to indicate the presence of a hazard which will or can cause **minor personal injury or property damage** if the Caution Notice is ignored.

3.0 TRAINING

3.1 TRAINING REQUIREMENTS

The employer of the operator is responsible for providing a training program sufficient for the safe operation of the towbar.

3.2 TRAINING PROGRAM

The employer provided operator training program should cover safety procedures concerning use of the towbar in and around the aircraft at the servicing location.

3.3 OPERATOR TRAINING

The operator training should provide the required training for safe operation of the towbar.

NOTE: Maintenance and Trouble Shooting are to be performed by the skilled and trained technician.

4.0 OPERATION

4.1 TOWBAR CHECKLIST

- Check towing eye for bending, excessive wear and/or deformity. Contact Tronair for repair/replacement if towing eye is bent, excessively worn or deformed.
- Check towing eye mounting bolts. Ensure fasteners are not loose or missing. Tighten to 25 ft-lbs or replace as required.
- Ensure that the towing eye does not turn; if the towing eye can turn it indicates that the centering pin within the shock assembly may have been broken and repairs are needed.
- Check the shock assembly for preload on the spring by pulling on the towing eye. If the shock can be moved by hand it indicates that the spring is worn out and Tronair should be contacted for repairs.
- Inspect the towbar tube for cracks, gouges greater than 1/16 inch, and bends or deformities. A damaged or bent towbar should not be used. Contact Tronair for replacement.
- Check the bumper for damage; ensure the bumper is not missing. Replace if needed.
- Ensure that the bumper mounting fasteners are not loose or missing. Tighten or replace as required.
- Check the bumper mounting channel. If the channel welds are broken, contact Tronair for repairs.
- Inspect the lifting handle at the towing eye end. Replace or repair the handle if it is missing or damaged. Ensure the mounting fasteners are not loose or missing. Tighten or replace as required.
- Check the towbar undercarriage. Inflate the pneumatic tires to the proper pressure; fix any air leaks or replace if needed, ensure the wheels can rotate freely, wheel rims are not bent, and tire axle is not bent. Ensure mounting fasteners are not loose or missing; tighten or replace as required. Grease the tire axle every 90 days to 6 months.
- Inspect towing head attachment ball-lok pin. Verify that the factory supplied pin is used; contact Tronair for replacement if required. Do not substitute without Tronair approval.



WARNING!

A damaged or bent towbar should not be used. Towbar should be repaired or replaced.



WARNING!

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.**

4.2 USAGE PROCEDURE

4.2.1 Aircraft Attachment



CAUTION!

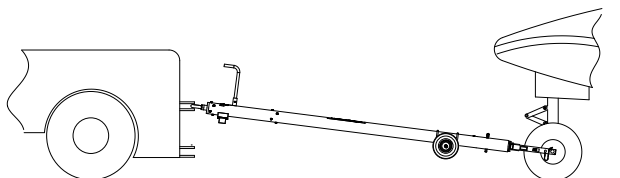
It is recommended that your towbar be attached to the aircraft first, and then connected to the tug to avoid possible aircraft damage.

4.2.2 Tug Attachment

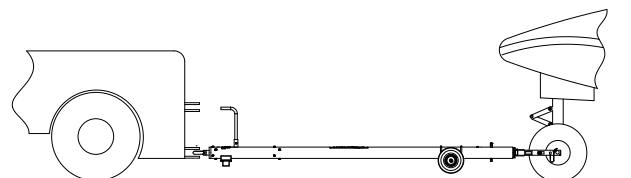


CAUTION!

Damage to the towbar or aircraft can result from an excessive towbar angle during towing operations. **Reference Figure 1.**



**Incorrect
Excessive Towbar Angle**



Correct

FIGURE 1

- Use a pintle height so that the towbar is as level as possible during towing. Also, the pintle hook height should prevent contact of the towbar with the ground during towing.

4.2.3

Couplers

CAUTION!



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

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

The couplers listed above are known to cause binding and failure in the lunette eye. Indicators of binding are wear on outside diameter of the eyebolt and indentation on the inside diameter of the eyebolt. *Reference Figure 2.*

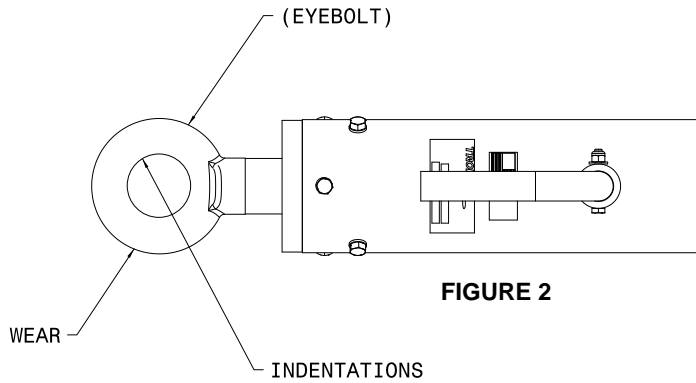


FIGURE 2

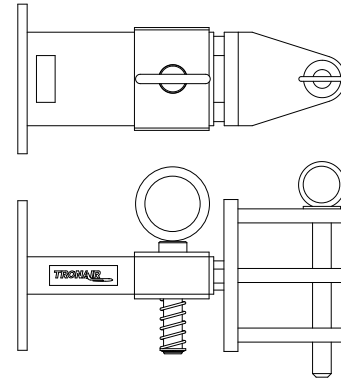


FIGURE 3

Tronair recommends a telecoupler pintle hook arrangement. This arrangement is known to eliminate binding. Tronair offers a Standard Telecoupler, Model Number 01-1950-5000, for use on tugs. *Reference Figure 3.*

Damage to the towbar and/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. *Reference Figure 4.*

To ensure proper towing and pushing, check to make sure the pintle pin diameter is not too long for the eyebolt's inside diameter. An approximate one-half inch ($\frac{1}{2}$ ") 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.

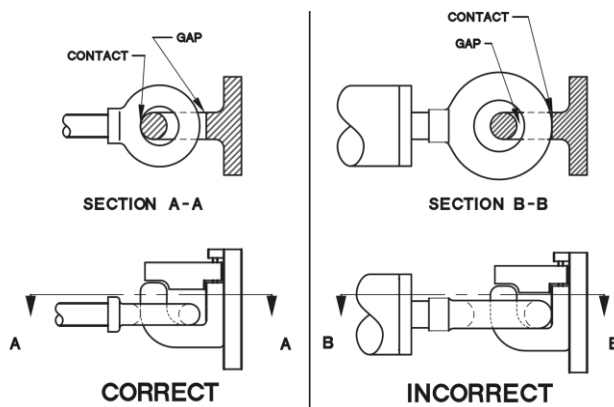


FIGURE 4

4.2.4

Towing Operation

Damage to the towbar or aircraft can result from pushing an aircraft while maintaining too sharp of an angle between the tug and the aircraft. Contact between the towbar weldment and the tug must be avoided. It is recommended that the angle between the tug and towbar not exceed 90°. *Reference Figure 5.*

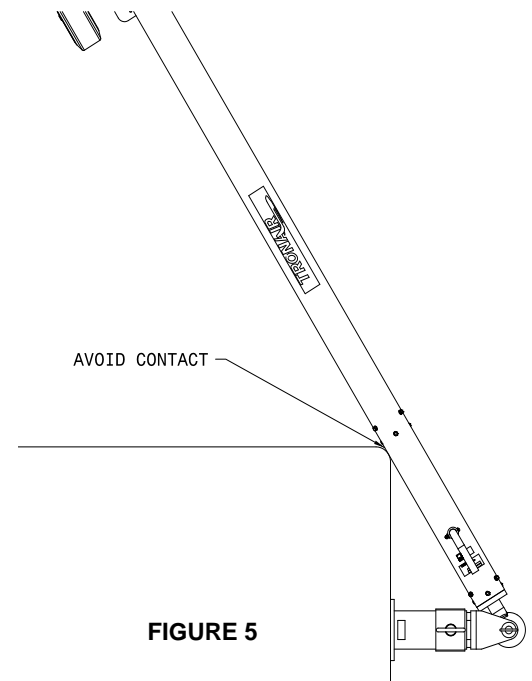


FIGURE 5

5.0 PROVISION OF SPARES

5.1 SOURCE OF SPARE PARTS

Spare parts may be obtained from the manufacturer:

TRONAIR, Inc.

1 Air Cargo Pkwy East

Swanton, Ohio 43558 USA

Telephone: (419) 866-6301 or 800-426-6301

Fax: (419) 867-0634

E-mail: sales@tronair.com

Website: www.tronair.com

For Spare Parts, Operations & Service Manuals or Service Needs:

Scan the QR code or visit Tronair.com/aftermarket



5.2 RECOMMENDED SPARE PARTS LISTS

Reference the following page(s) for Replacement Parts and Kits available.

Part Number	Description
K-1550	KIT, REPL. WHEEL (SINGLE)
K-2537	KIT, REPLACEMENT BOLTS
K-2663	KIT, WHEEL TOWBAR BRACKET
K-3524	KIT, BALL LOK-T PIN REPL.

6.0 IN-SERVICE SUPPORT

Contact Tronair, Inc. for technical services and information. See Section 1.3 – Manufacturer.

7.0 GUARANTEES/LIMITATION OF LIABILITY

Tronair products are warranted to be free of manufacturing or material defects for a period of one year after shipment to the original customer. This is solely limited to the repair or replacement of defective components. This warranty does not cover the following items:

- a) Parts required for normal maintenance
- b) Parts covered by a component manufacturers warranty
- c) Replacement parts have a 90-day warranty from date of shipment

If you have a problem that may require service, contact Tronair immediately. Do not attempt to repair or disassemble a product without first contacting Tronair, any action may affect warranty coverage. When you contact Tronair be prepared to provide the following information:

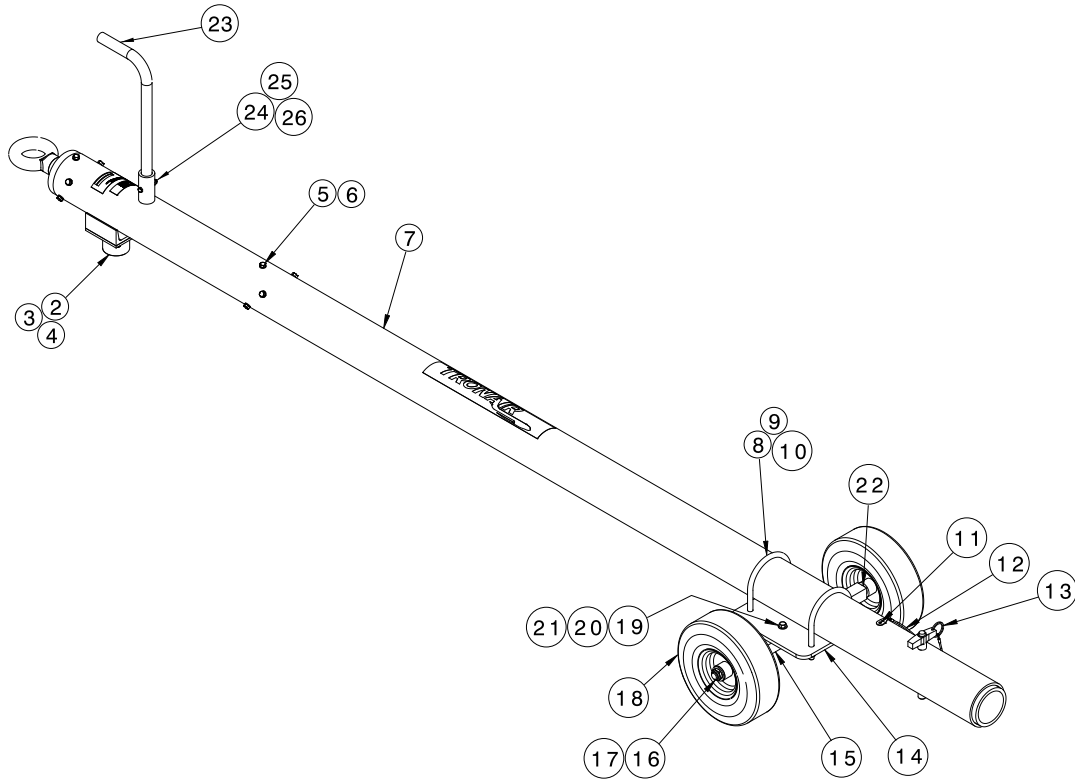
- a) Product Model Number
- b) Product Serial Number
- c) Description of the problem

If warranty coverage is approved, either replacement parts will be sent or the product will have to be returned to Tronair for repairs. If the product is to be returned, a Return Material Authorization (RMA) number will be issued for reference purposes on any shipping documents. Failure to obtain a RMA in advance of returning an item will result in a service fee. A decision on the extent of warranty coverage on returned products is reserved pending inspection at Tronair. Any shipments to Tronair must be shipped freight prepaid. Freight costs on shipments to customers will be paid by Tronair on any warranty claims only. Any unauthorized modification of the Tronair products or use of the Tronair products in violation of cautions and warnings in any manual (including updates) or safety bulletins published or delivered by Tronair will immediately void any warranty, express or implied.

The obligations of Tronair expressly stated herein are in lieu of all other warranties or conditions expressed or implied. **Any unauthorized modification of the Tronair products or use of the Tronair products in violations of cautions and warnings in any manual (including updates) or safety bulletins published or delivered by Tronair will immediately void any warranty, express or implied and Tronair disclaims any and all liability for injury (WITHOUT LIMITATION and including DEATH), loss or damage arising from or relating to such misuse.**

Parts List

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



Item	Part Number	Description	Qty
1	Z-4753	Assembly, Shock (01-1270-0010)	1
	Z-4752	Assembly, Shock (01A1270-0010)	1
	Z-6355	Assembly, Shock (01B1270-0010)	1

Item 1 consists of items which are not sold separately. Due to the high compression used in assembly, it is suggested this Shock Assembly be returned to Tronair for repair. Discuss with your Salesperson.

Item	Part Number	Description	Qty
2	Z-5611	Assembly, Skid	1
3	G-1100-105006	Bolt, Hex Head, Grade 5, 1/4-20 x 3/4" long	4
4	G-1251-1050R	Lockwasher, 1/4 Regular	4
5	G-1420-106012	Bolt, Hex Head, Grade 5, 5/16 -18 x 1 1/4" long	12
6	G-1251-1060R	Lockwasher, 5/16" Regular	12
7	Z-7025-01	Machining, Towbar	1
8	G-1009-38	U-bolt	2
9	G-1250-1090N	Flatwasher, 1/2 Narrow	4
10	G-1202-1090	Stopnut, 1/4 -13 Elastic	4
11	G-1351-04	Rivet, 1/4 Open-end Steel	1
12	H-1026*12.0	Assembly, Lanyard	1
13	G-1310-1250	Pin, Ball Lok-T, 3/4" diameter x 5" grip	1
14	J-2599-01-01	Plate, Wheel-Towbar Mounting	1
15	Z-3579-01-01	Weldment, Axle	1
16	G-1203-1115	Jamnut, 3/4-16 Elastic	2
17	G-1250-1110N	Flatwasher, 3/4 Narrow	2

► Use Loctite 271 or equivalent during re-assembly.

Parts List

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

Item	Part Number	Description	Qty
18	U-1027	Wheel, Pneumatic Tire	2
19	G-1100-107514	Bolt, Hex Head, Grade 5, $\frac{3}{8}$ -24 x 1 $\frac{1}{2}$ " long	2
20	G-1250-1070N	Flatwasher, $\frac{3}{8}$ Narrow	2
21	G-1202-1075	Stopnut, $\frac{3}{8}$ -24 Elastic	2
22	TR-1585	Spacer, Wheel	2
23	TR-1857-01	Tube, Handle	1
	TR-1857-01-SP	Tube, Handle (01X1270-0010SP)	1
24	G-1100-105520	Bolt, Hex Head, Grade 5, $\frac{1}{4}$ -28 x 2" long	1
25	G-1202-1055	Stopnut, $\frac{1}{4}$ -28 Elastic	1
26	G-1250-1050N	Flatwasher, $\frac{1}{4}$ Narrow	1
	K-1550	Kit, Replacement Wheel (Single); consists of:	
16	G-1203-1115	Jamnut, $\frac{3}{4}$ -16 Elastic	1
17	G-1250-1110N	Flatwasher, $\frac{3}{4}$ Narrow	1
18	U-1027	Wheel, Pneumatic Tire	1
22	TR-1585	Spacer, Wheel	1
	K-2537	Kit, Replacement Bolts; consists of:	
► 5	G-1420-106012	Bolt, Hex Head, Grade 8, 5/16 -18 x 1 $\frac{1}{4}$ " long	6
6	G-1251-1060R	Lockwasher, $\frac{5}{16}$ " Regular	6
	K-2663	Kit, Replacement Wheel Towbar Bracket; consists of:	
8	G-1009-38	U-bolt	2
9	G-1250-1090N	Flatwasher, $\frac{1}{2}$ Narrow	4
10	G-1202-1090	Stopnut, $\frac{1}{4}$ -13 Elastic	4
14	J-2599-01-01	Plate, Wheel-Towbar Mounting	1
	K-2664	Kit, Replacement Axle; consists of:	
15	Z-3579-01-01	Weldment, Axle	1
19	G-1100-107514	Bolt, Hex Head, Grade 5, 3/8 -24 x 1 $\frac{1}{2}$ " long	2
20	G-1250-1070N	Flatwasher, 3/8 Narrow	4
21	G-1202-1075	Stopnut, 3/8 -24 Elastic	2
22	TR-1585	Spacer, Wheel	2
	K-3273	Kit, Replacement Shock Assembly; consists of:	
1	Z-4752	Assembly, Shock (01A1270-0010)	1
► 5	G-1420-106012	Bolt, Hex Head, Grade 8, 5/16 -18 x 1 $\frac{1}{4}$ " long	12
6	G-1251-1060R	Lockwasher, $\frac{5}{16}$ " Regular	12
	K-3274	Kit, Replacement Shock Assembly; consists of:	
1	Z-4753	Assembly, Shock (01-1270-0010)	1
► 5	G-1420-106012	Bolt, Hex Head, Grade 8, 5/16 -18 x 1 $\frac{1}{4}$ " long	12
6	G-1251-1060R	Lockwasher, $\frac{5}{16}$ " Regular	12
	K-3524	Kit, Replacement Ball Lok-T Pin; consists of:	
11	G-1351-04	Rivet, 1/8 Open-end Steel	1
12	H-1026*12.0	Assembly, Lanyard	1
13	G-1310-1250	Pin, Ball Lok-T, $\frac{3}{4}$ " diameter x 5" grip	1
	K-3734	Kit, Replacement Skid; consists of:	
2	Z-5611	Assembly, Skid	1
3	G-1100-105006	Bolt, Hex Head, Grade 5, $\frac{1}{4}$ -20 x $\frac{3}{4}$ " long	4
4	G-1251-1050R	Lockwasher, $\frac{1}{4}$ Regular	4

► Use Loctite 271 or equivalent during re-assembly.



APPENDIX I

Declaration of Conformity



EU Declaration of Conformity

Model Number(s) 01-1270-0010, 01A1270-0010, 01B1270-0010

Product Type/Name: Multi-Head Towbar

Serial Number(s): Enter serial number(s)

Declaration: Tronair has assessed the equipment described above against the Essential Health and Safety Requirements of one or more Directives. Based on this assessment, the equipment described above is deemed to comply with the directive(s) listed below.

This declaration of conformity is issued under the sole responsibility of the manufacturer.

Directives: European Machinery Directive 2006/42/EC

Standards: EN ISO 12100:2011 Safety of machinery – General principles for design – Risk assessment and risk reduction

Markings:



The technical documentation for the machinery is available from:

Mr. Joel Nunn
34 Epirus Road, SW6 7UH, London, UK
Email: jnunn@tronair.com

Location of Issue: Tronair, 1 Air Cargo Parkway East, Swanton, OH 43558

Certificate: EU_DoC_01-1270-0010, 01A1270-0010, 01B1270-0010

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


Quality Assurance Representative

Enter a date

Date

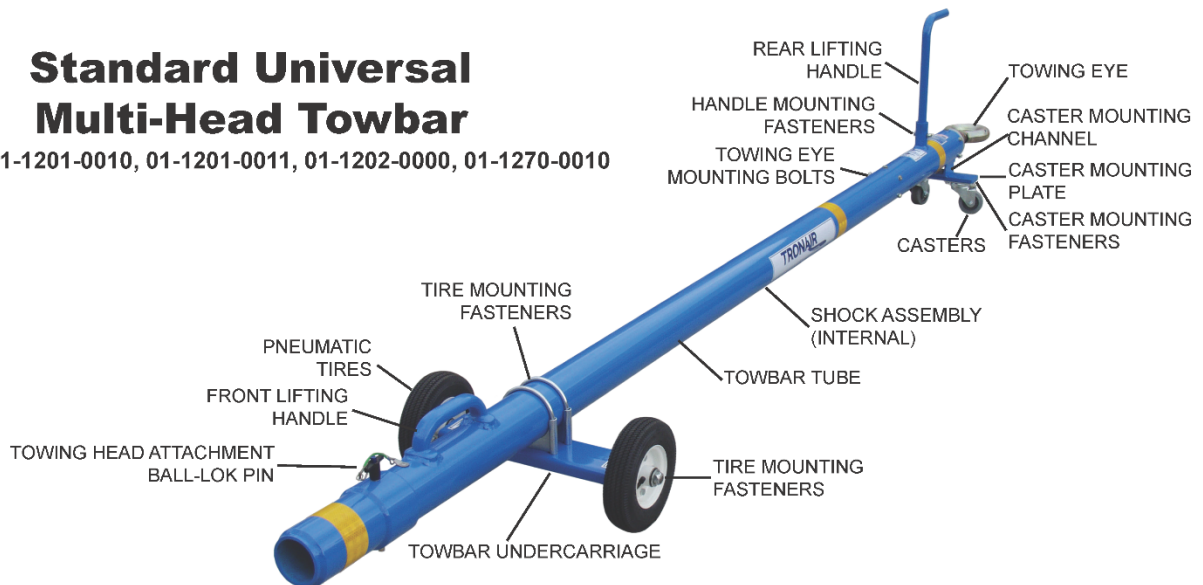


Tronair, Inc.
1 Air Cargo Pkwy East
Swanton, OH 43558

Phone: (419) 866-6301 | 800-426-6301
Web: www.tronair.com
Email: sales@tronair.com

Standard Universal Multi-Head Towbar

Models: 01-1201-0010, 01-1201-0011, 01-1202-0000, 01-1270-0010



Tronair recommends towbar inspections at least once a week.

- ☐ Check towing eye for bending, excessive wear and deformity. If any are located, remove towbar from service and contact Tronair for repair.
- ☐ Check towing eye mounting bolts. Ensure the fasteners are tight and not missing. Tighten to 25 ft-lbs or replace as required.
- ☐ Ensure the towing eye does not move or turn by hand; if the towing eye can turn this may indicate that the centering pin within the shock assembly may be broken, contact Tronair for repairs.
- ☐ Check the shock assembly for preload on the spring by pulling on the towing eye. If the shock can be moved by hand this may indicate the spring is worn out, contact Tronair for repairs.
- ☐ Inspect the towbar tube for cracks, gouges greater than 1/16", and bends or deformities. If any are located, remove towbar from service and contact Tronair for repair.
- ☐ Check casters for damage; ensure the swivels operate freely and the bearings are not missing. Replace if needed.
- ☐ Ensure the caster mounting fasteners are tight and not missing. Tighten or replace as required.
- ☐ Check the caster mounting plate and channel for bends or breaks. If any are located, remove towbar from service and contact Tronair for repair. Inspect welds, contact Tronair if repairs are needed.
- ☐ Inspect the front and rear lifting handles. Repair or replace the handle if it is missing or damaged. Inspect the welds, contact Tronair if repairs are needed. Ensure the mounting fasteners are tight and not missing. Tighten or replace as required.
- ☐ Check the towbar undercarriage for unusual wear or damage. Ensure the wheels can rotate freely, and wheel rims and tire axle are not bent. Ensure mounting fasteners are tight and not missing. Tighten or replace as required. Torque U-bolt nuts to 35 ft-lbs. Grease tire axle every 90 days to 6 months.
- ☐ Inspect bolts on split hub of wheel checking for missing, damage, or loose bolts. Deflate the pneumatic tires before any repair is done. Replace missing or damage bolts with Grade 5 min. fasteners. Apply thread sealant on threads with Loctite 242 or equal then tighten the bolts to a minimum Torque of 15 ft-lbs. Inflate the pneumatic tires to the proper pressure located on label on undercarriage; repair any air leaks or replace if needed.
- ☐ Inspect towing head attachment ball-lok pin for bending or unusual wear. Verify the factory supplied pin is used. Contact Tronair or your Tronair distributor for replacement if required. Use only Tronair specified ball-lok pins.
- ☐ Ensure the pin is connected to the towbar via its lanyard. Replace lanyard if missing.
- ☐ Inspect all steel components for signs of rust. Touch up with paint as required.

INS-1785

the Tronair group of companies:

www.tronair.com | www.columbusjack.com | www.daeind.com | www.datcomedia.com | www.eagletugs.com | www.malabar.com