

SCHOPF PowerPush

Remotely Controlled Pushback Tractor



SCHOPF

Tractors. Loaders. Stairs. And more.

SCHOPF PowerPush

PowerPush is a revolutionary, extremely economical and simple to use pushback unit. It is remotely controlled and operated by one person.

The compact PowerPush is driven to the main landing gear, where it rotates the wheels of the aircraft by means of hydrostatically driven friction rollers.



Simply unique

The PowerPush unit is small, simply manoeuvrable and easy to control.



Simple aircraft selection

The appropriate aircraft type is selected quickly and simply while the unit is being driven to the aircraft's main landing gear...



Simple attachment

The unit's frame arms bracket the main gear wheels...

Special advantages

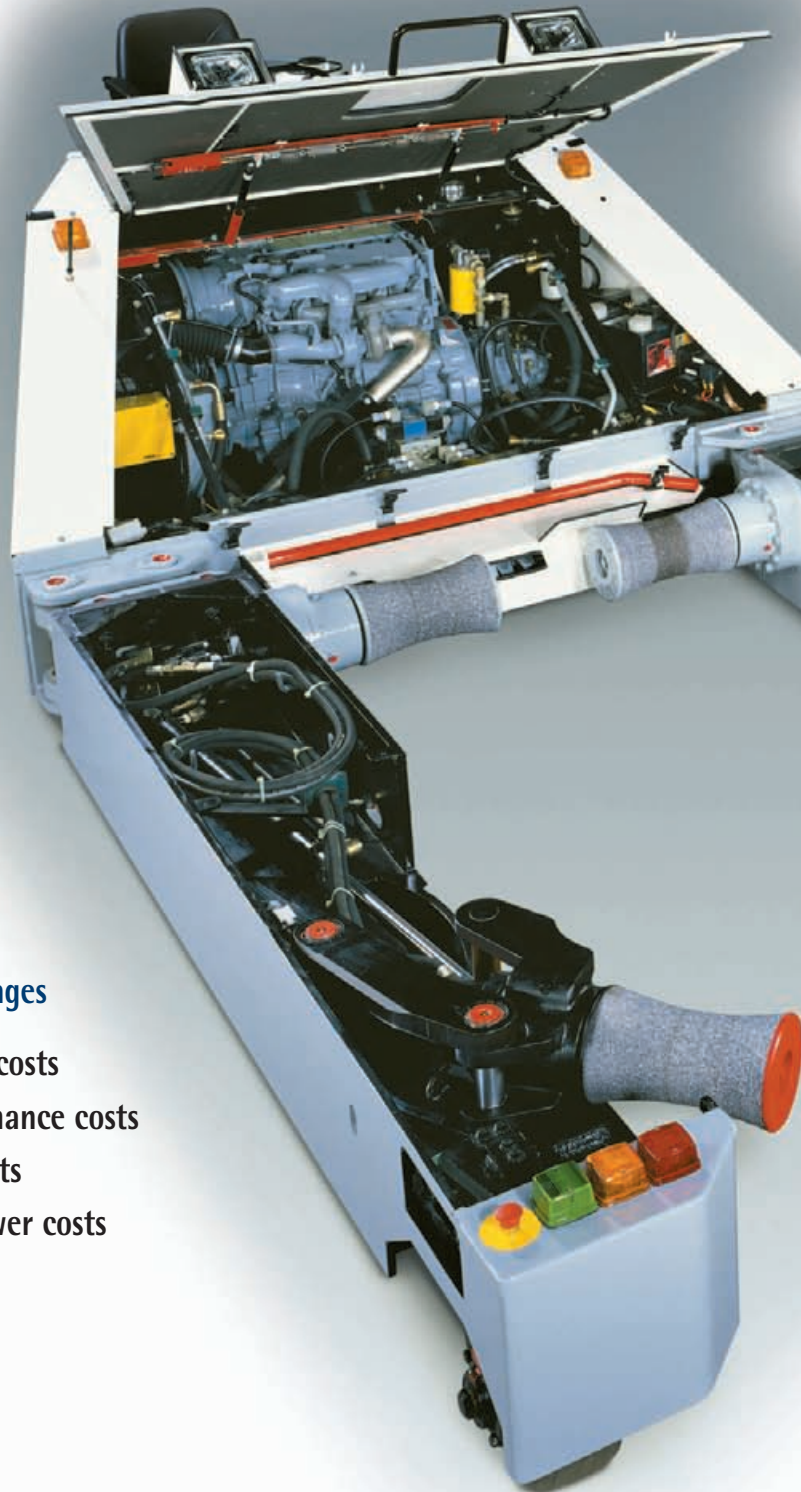
- Low capital costs
- Low maintenance costs
- Low fuel costs
- Low manpower costs



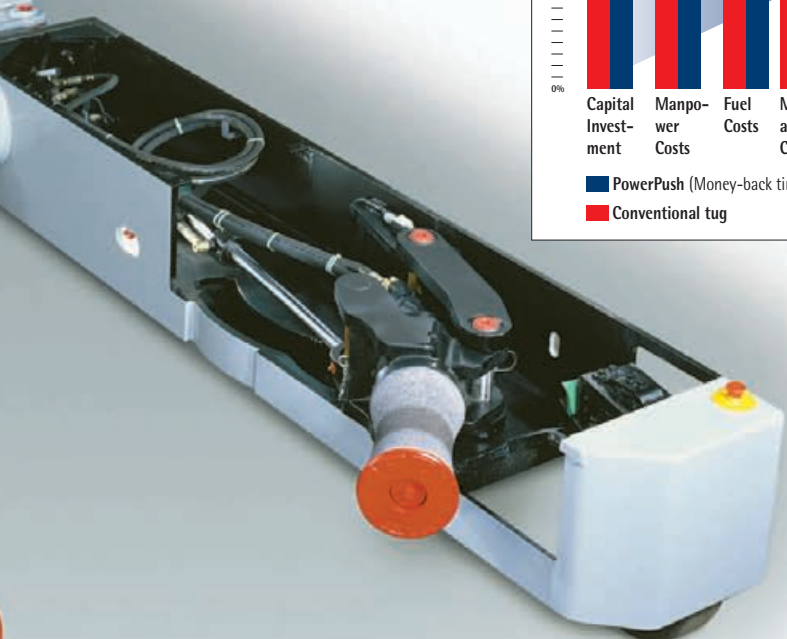
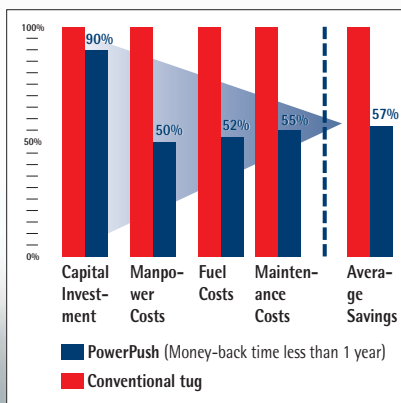
...pressure rollers grip the tyres. Rotational friction forces drive the aircraft's wheels.



No forces are exerted on the landing gear structure, nor is the aircraft lifted from the ground.



PowerPush offers the cheapest, simplest, smartest and safest pushback solution available.



Simple choice

In use worldwide, PowerPush is the first choice for many airlines.



Simple operations

The aircraft is steered from the flight-deck.



Simple one-man remote control

The driver's position is unmanned during pushback. A simple handset allows easy remote control with wingtip to wingtip visibility.

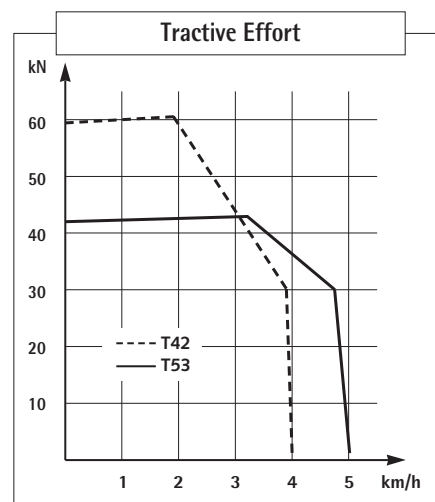
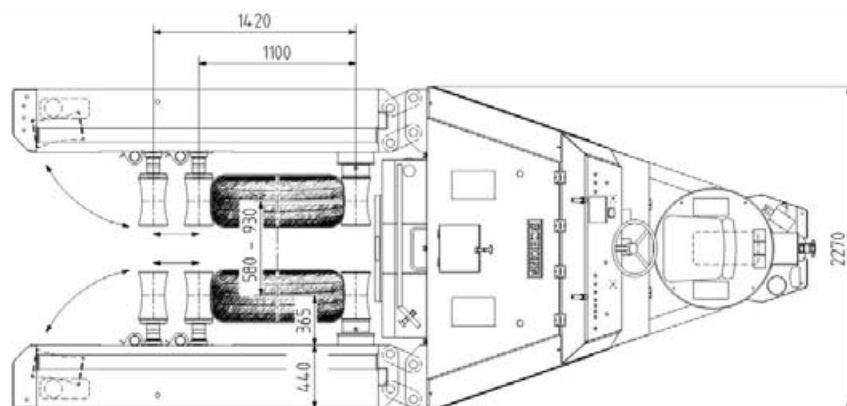
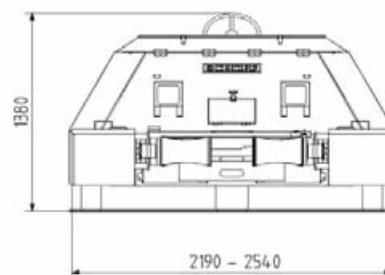
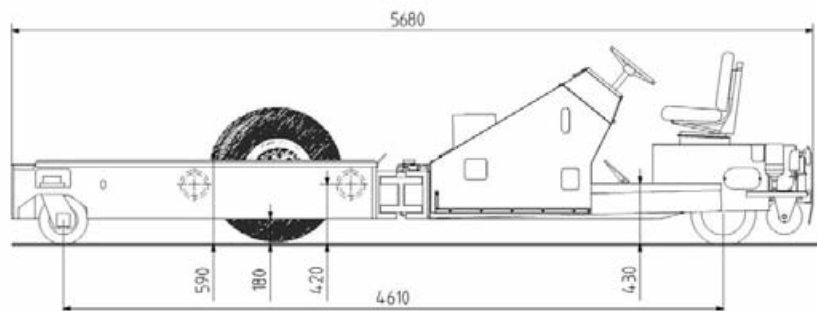


Simple detachment

On completion of pushback the unit removes itself from the aircraft, and returns to the operator after the aircraft has taxied.

Technical data SCHOPF PowerPush

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Dimensions

■ Track	1,530 mm
■ Turning radius, outer	5,600 mm
■ Turning radius, inner	1,700 mm
■ Weight	4,350 kg
■ Fuel capacity	50 l
■ Hydraulic oil capacity	25 l

Engine

Air-cooled Deutz BF4L 2011, Diesel, turbo-charged, 4 cylinders, exhaust gas emissions acc. to the latest standards

■ Volume	3,108 cm ³
■ Power	55,1 kW at 2,800 rpm
■ Torque	229 Nm at 1,600 rpm
■ Idle	1,000 rpm
■ Max.	2,800 rpm

Hydrostatic drive

- 2-stage axial variable displacement piston pump
- 4 mineral composite drive rollers

Electrical system

■ System	24 V
■ Battery capacity	2 x 12 V / 70 Ah
■ Alternator	28 V / 40 A
■ Starter	4 kW

Steering

Orbitrol hydrostatic power steering on rear wheel

Brakes

Hydrostatic rear
Oil-immersed lamella disk failsafe parking brake

Remote control system

- Frequencies approved for all countries
- Functions On / Off, Start / Stop, Pull, Push, Open Rollers, Remove, Retrieve, Test

Applicable aircraft

■ A318	■ BAC 1-11 series
■ A319	■ DC9 series
■ A320	■ F28 series
■ A321	■ F100 series
■ B717	■ MD80 series
■ B727 series	■ MD90 series
■ B737 series	

Performance

■ Max. tractive effort (T53)	43 kN
■ Pushback speed	0 - 5 km/h
■ Driving speed	0 - 15 km/h
■ Removal / retrieval speed	0 - 5 km/h
■ Nose gear turning angle	45°

Performance is guaranteed under the following conditions:

Ambient temperatures	-30°C to +50°C
Aircraft weight (non bogie)	max. 100.000 kg
Nose gear turning angle	max. 45°
Friction coefficient tyre/ramp	$\mu = 0.16$

Tolerance of mentioned data +/- 3%.

Specifications subject to change without notice.

Drawings and pictures may include options.



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