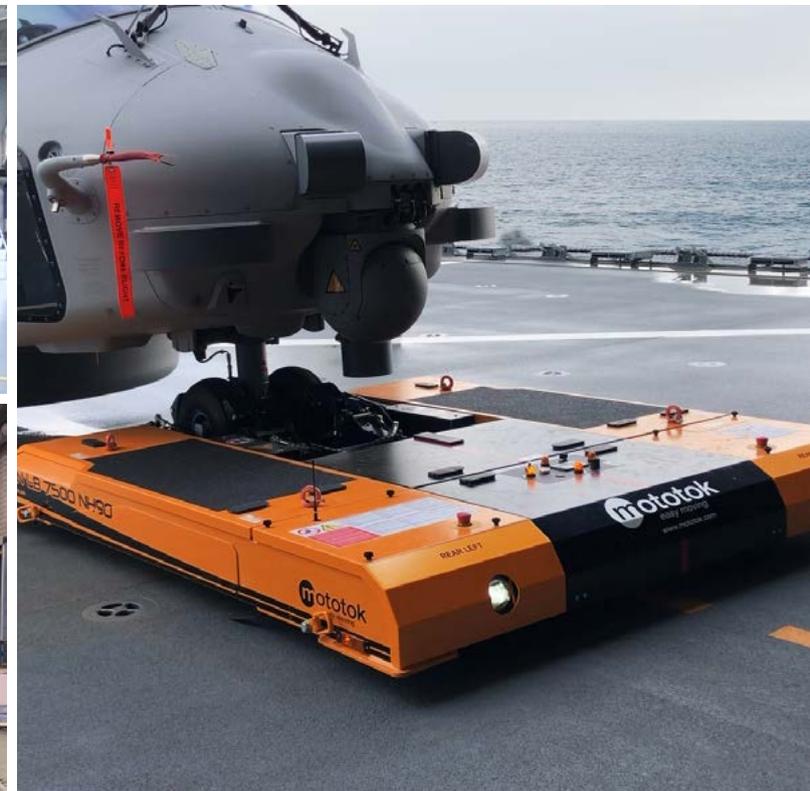




AIRCRAFT TUGS FOR AIR FORCE & NAVY



Mototok LB 7500 NG Flat

The safest and most effective way of moving military aircraft towbarless.

Electrify your Ground Handling.



FULLY ELECTRIC
DRIVE



REMOTELY
CONTROLLED



HANDS FREE
LOADING WITH A
TAP ON THE RC

mototok
easy moving

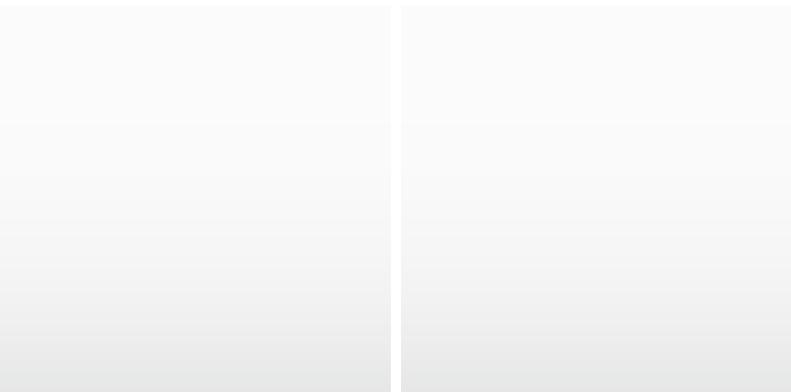


Mototok. Easy, convenient and safe aircraft maneuvering.

For over 20 years now, Mototok has been demonstrating that their tugs can manoeuvre a wide range of aircraft and transport planes under the most adverse conditions. Continuous adjustments and understanding of the customer's wishes have led to this machine, which is second to none.

The Mototok LB 7500 NG is an electrically driven towbarless aircraft tug in the aviation ground-equipment category for military purposes. The nose wheel of the aircraft is picked up hydraulically and the aircraft is moved around by pushing or pulling. The Tug is controlled via a wireless or alternatively a wired remote control. Transverse forces are not inflicted upon the nosewheel and landing gear hence no damage will be caused to the bearings and other landing gear related components.





Loading and unloading the nose gear is triggered by pushing a button on the remote control. Of course, the loading or unloading sequence can also be carried out manually.



Extremely flat. Extremely flexible. Extremely safe.

All elements that clamp the nose wheel are hydraulically movable and can therefore be adjusted to different wheel sizes at the touch of a button – both for single and double wheel nose gears.

- Maneuver a **wide range** of aircraft with the **same Mototok-model** – single or double nose wheel including helicopter *)
- Connect the aircraft **from the front or the rear**
- **Hydraulic nose wheel adjustment** – for different nose wheel diameters
- **Fully sensor-monitored** hydraulic lifting platform
- **Emergency release functions** in the case of a malfunction:
Even in the case of a total failure of the Mototok, **the aircraft can be safely released within a few seconds** without the risk of damage –thanks to the hydraulics.

*) Special adaptations for helicopters with extremely low ground clearance and limited manoeuvring space such as NH 90 or V 22.





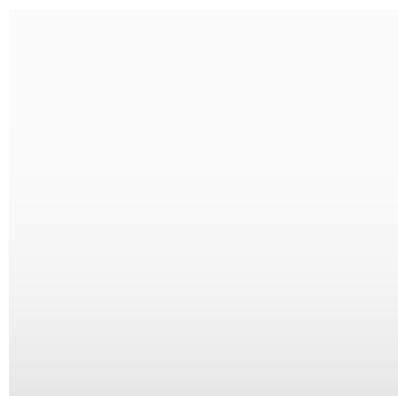
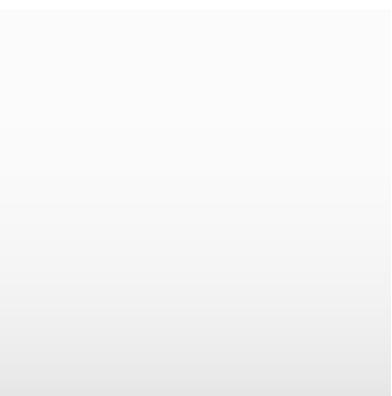
Workplace Safety and Ergonomics.

Mototok tugs stand out due to their advanced technology and precise engineering, designed with a primary focus on **enhancing workplace safety and ergonomics**. One significant advantage lies in the **hydraulic platform** and **remote control capabilities**, which play crucial roles in minimizing potential hazards.

A standout feature of Mototok tractors is their ability to securely fix the aircraft's nose wheel without the need for manual labor. Previously, workers had to manually apply straps or tow bars, which not only proved time-consuming but also put a strain on their backs due to the need to bend down. **With the hydraulic platform of Mototok tractors, raising and securing the aircraft's nose wheel becomes effortless and ergonomic.**

The remote control functionality further enhances workplace safety. Operators can now handle the tractors from a **safe distance**, eliminating the risk of head injuries caused by accidental collisions with aircraft components. Additionally, the risk of hand injuries during handling is significantly reduced.





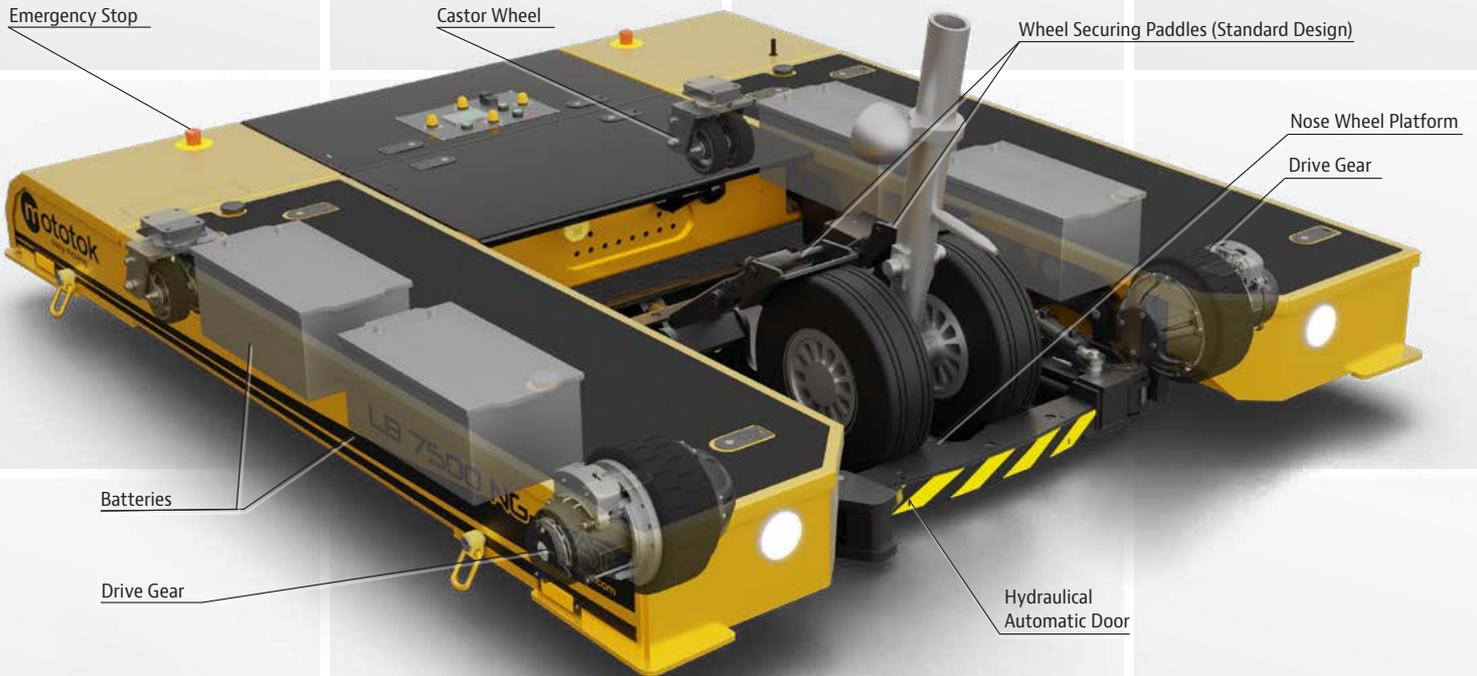


Easy-to-use.

Every Mototok Model shows: Docking takes a matter of seconds. Simply drive the Mototok up to the nose gear and press a button on the remote control. The wheels are then hydraulically fixed firmly in position and raised – ready for take off! All this with no awkward strap, no inconvenient winch. No bolts or tools are required.

- Radio remote controlled operating under an industrial frequency code approved for airports
- Alternative: Remote control with spiral cable, 15 mtr.
- Automatic connection to the aircraft's nose wheel with one click
- No straps, no winch, no tools required

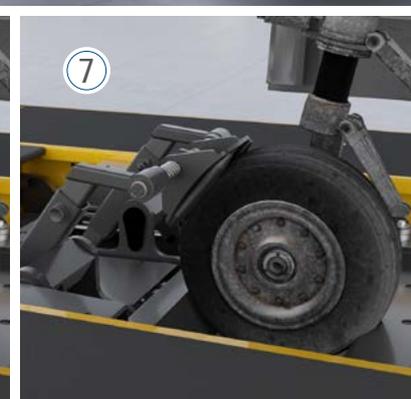




Take a look inside.

Extremely powerful electric motors driven by high-performance, maintenance-free batteries with high cycling capability, regulated and controlled by two high-performance microprocessors provide enormous driving forces. Extremely high initial torque ensures smooth acceleration, particularly at the start. The battery capacity is sufficient for lots of operations, depending on workload.





Loading and unloading the nose gear – a child's play.

Loading the Mototok with the aircraft is made possible entirely with the help of the remote control – semi-automatic or fully automatic. As no manual work on the nose wheel is necessary, this enormously increases the working safety of the ground staff. The risk of injury is minimised. The time required for the whole loading process is about 15 to 20 seconds.

Disengaging from the nose gear is also done by pressing a button on the remote control and for safety reasons is only possible when the Mototok has come to a complete stop.

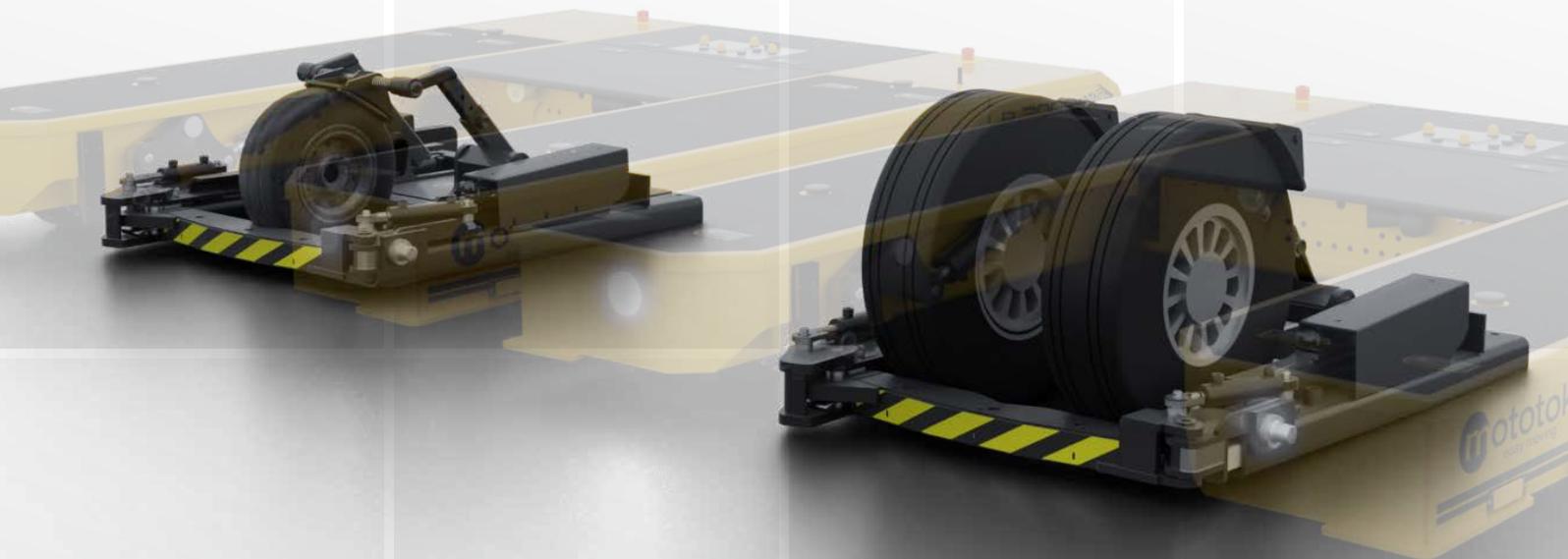
① ② Drive the mototok towards the nose gear, so that the inner wedge of the loading platform touches the tire.

Pressing a button on the remote control initiates the automatic loading sequence.

③ ④ The hydraulic door closes and is fixed by a hydraulic securing door hook.

⑤ Mototok lifts up the nose gear.

⑥ ⑦ Finally, the operator must place the safety paddle(s) down on the nose wheel landing gear.



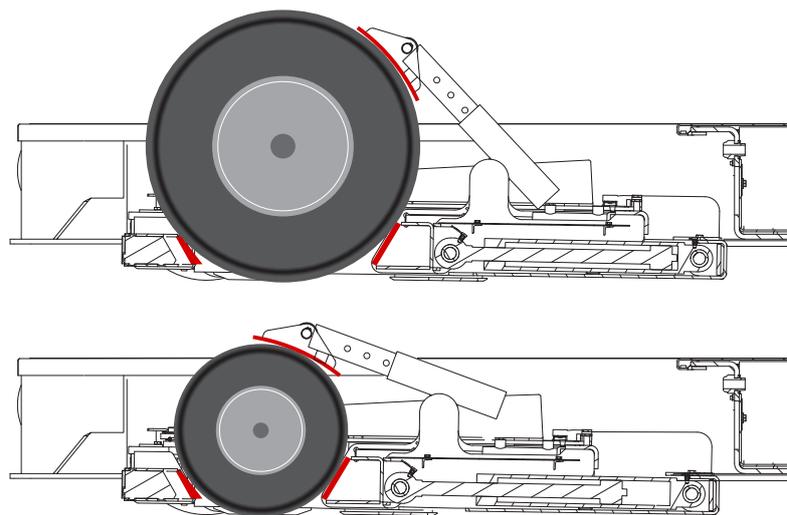
Wheel diameters can range from 300 mm (11.8") to 670 mm (26.4").

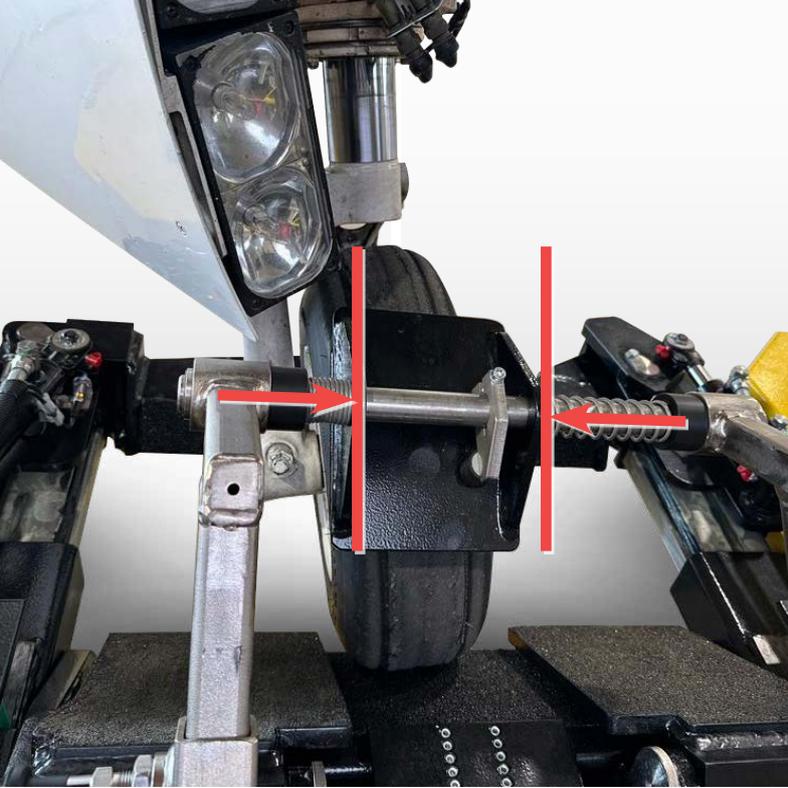
Suitable for different tire sizes.

As standard, the Mototok LB 7500 is equipped with a nose wheel platform consisting of:

- 2 wedges that fix the nose wheel in the lower area and
- 1 or 2 safety paddles (depending on the nose wheel used, can be replaced in a few easy steps).

The safety paddle(s) ensure a secure, force-locked and form-fit fixation of the nose wheel. This safely prevents the nose wheel from sliding out upwards, which would make the aircraft no longer controllable.





A sliding safety paddle ensures form fit for single nose wheels during turns



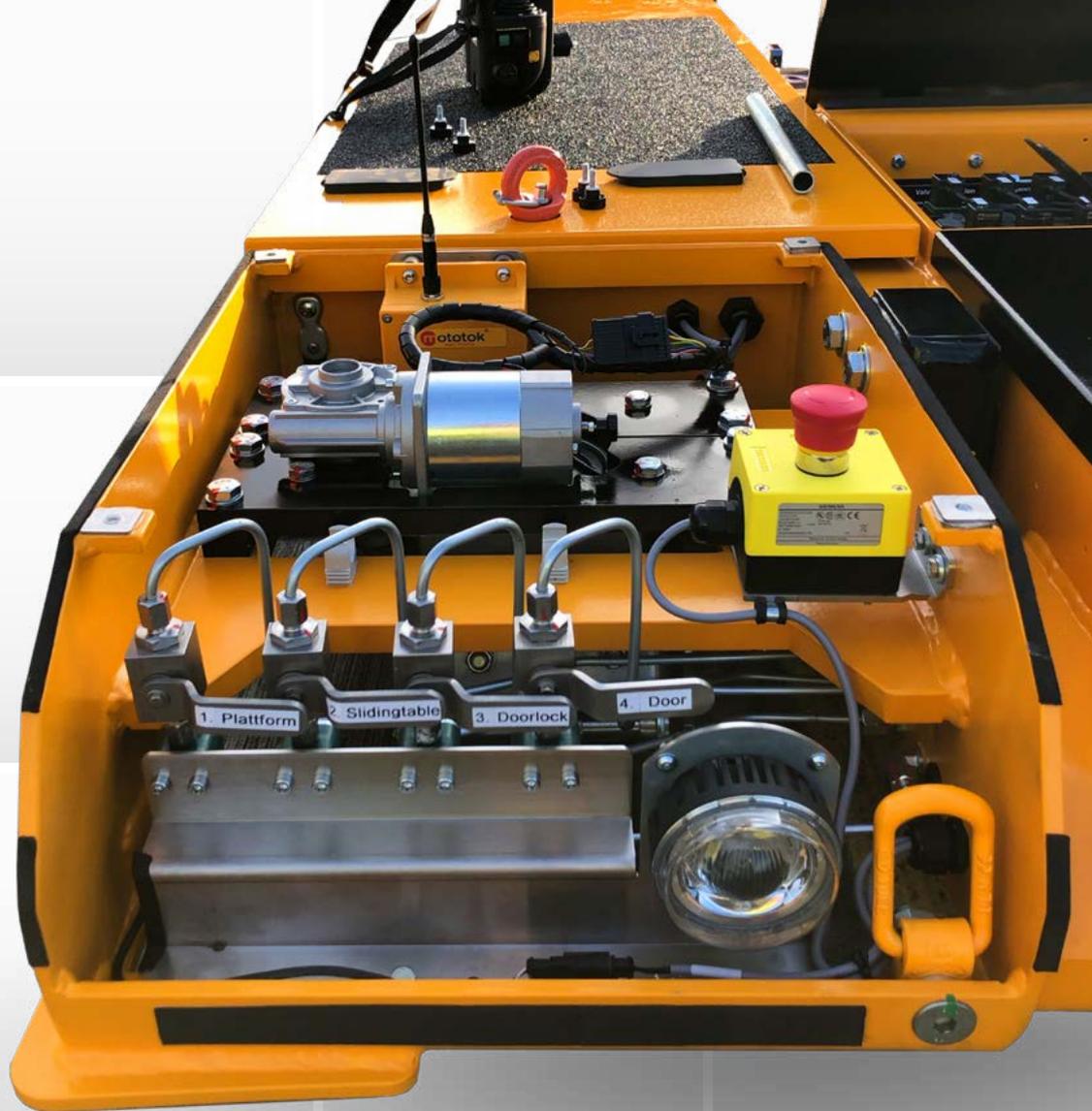
A hydropneumatic system with a nitrogen-filled bladder ensures compensation for double nose wheels

Suitable for single and double nose wheel.

The standard platform is suitable for holding single or double nose gears. With both principles, there is mechanical compensation for tilting when cornering.

Nose wheels on many aircraft have a certain amount of leading or trailing to ensure a stable straight run during take-offs and landings. This characteristic causes the nose wheel to tilt when it is turned in. The Mototok counters the tilting in the following way:

- In the case of a single nose wheel, as with the F16, the securing paddle shifts to the side with the tilting movement of the nose wheel. The desired form and force fit is thus maintained as far as possible.
- In the case of a double nose gear, a hydropneumatic system with a nitrogen-filled bladder ensures compensation and at the same time secure fixation when cornering.



Emergency Release

Hydraulic lifting platforms have another unbeatable advantage in addition to their higher load capacities, better robustness and durability as well as higher lifting speeds.

In the event of a total failure of the Mototok, it is still possible to gently and safely free the lifted aircraft. The hydraulic valves can be conveniently opened manually, the hydraulic oil flows back into the reservoir under the aircraft's own weight or can be pumped manually. This emergency lowering is not possible with electrically operated systems alone.

The whole process is completed in less than a minute.

OPTIONAL ACCESSOIRES



Special adaptations for NH 90, V-22, Casa and similar.

Helicopter models such as the NH90, the V-22 tilt-rotor convertible aircraft or various aircraft offer little to no space to ensure a secure form-fit fixation upwards. Therefore Mototok has developed special fixation elements for these models, which are adapted to the diameters of the corresponding nose wheels to ensure maximum frictional connection.





Oversteering Protection Systems.

1. Torque Measuring System

With the help of the torque measuring system, excessive stress on the nose gear due to oversteering or other destructive forces is eliminated, when it's impossible to pull out the torque link pin. When a defined torque is reached, the Mototok warns the operator and shuts down if the warning is not heeded.

This is applicable for both single and double nose wheel.



Cage with integrated torque measuring equipment (single wheel)

Pressure plates with integrated torque measuring equipment (double wheel)

2. Rotation Limiter for Helicopters

For helicopters like the NH 90, we have developed a rotation limiter. It limits the rotation angle of the mototok with the help of two light reflex sensors.

3. Torque-Link-Alarm-System M-PAS (e.g. for the F-16)

The M-PAS ensures that the NLG-torque-link pin is removed prior to and completion of towing. The torque link pin must be inserted into the Mototok socket. The Mototok will not drive unless the torque link pin has been inserted into the Mototok socket.



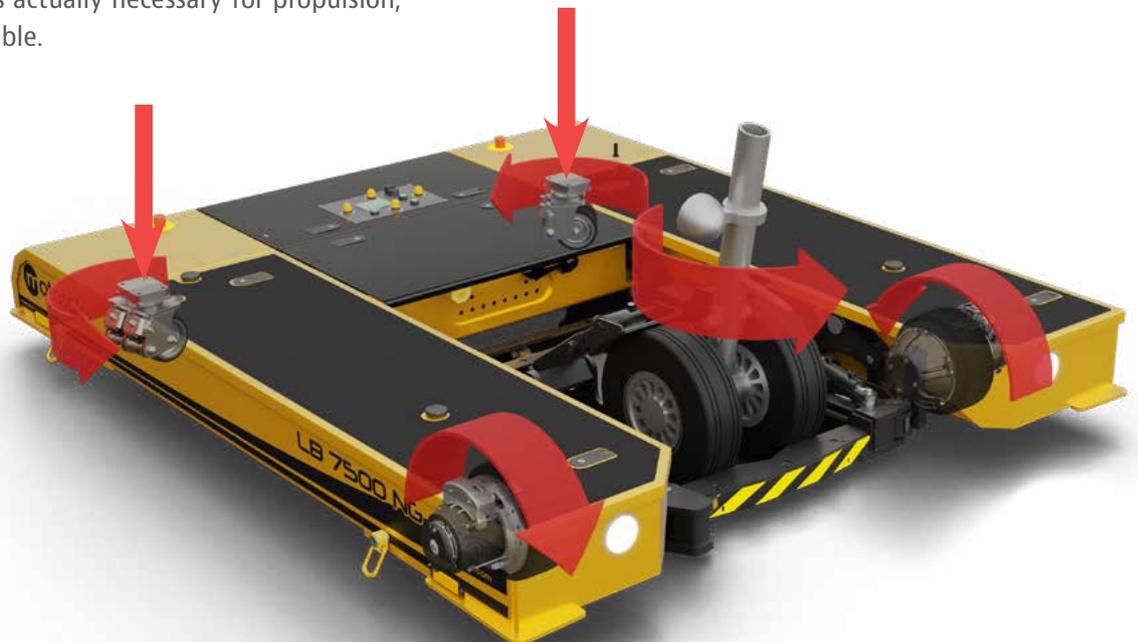
OPTIONAL ACCESSOIRES



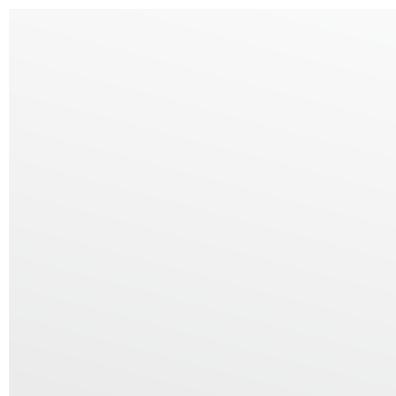
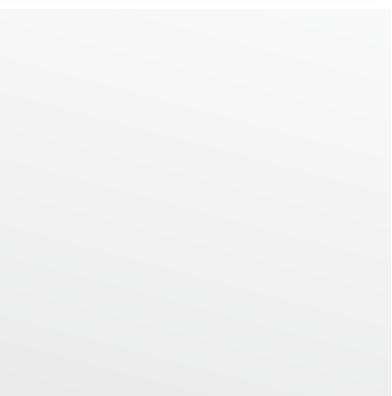
Active steering for operating on ships.

Normally, the torque of one of the drive motors is reduced to steer the Mototok. Steerable castors ensure that the loss of torque, which is actually necessary for propulsion, remains as low as possible.

The advantage is better steerability on inclined planes and slippery surfaces such as aircraft carriers.

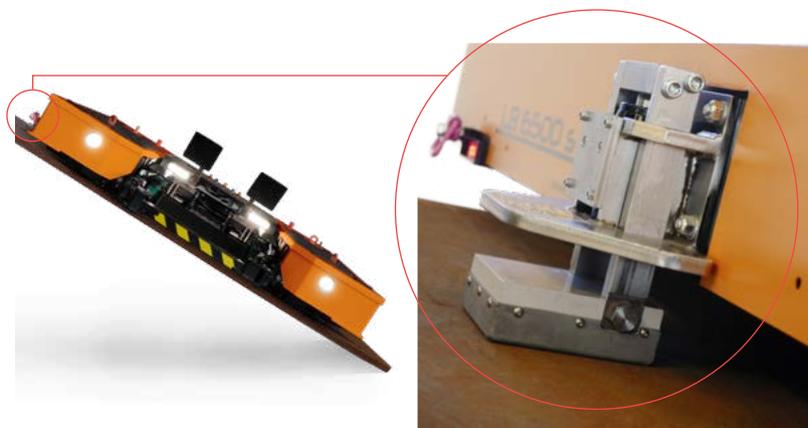


OPTIONAL ACCESSOIRES

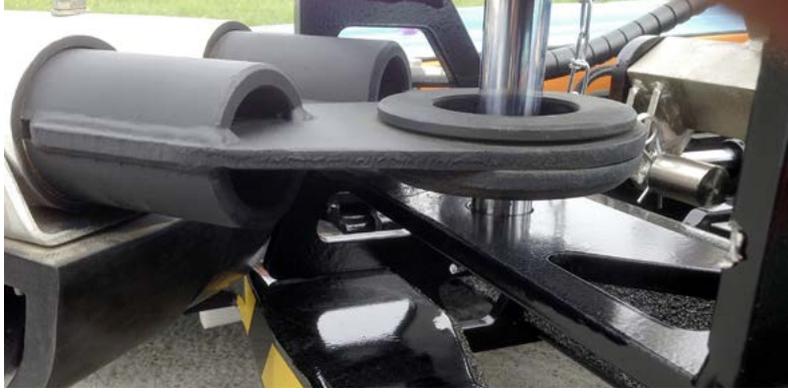


Magnetic Emergency System for Aircraft Carrier.

The magnetic emergency system prevents the mototok from slipping on the surface of an aircraft carrier during heavy weather and sea conditions at an extreme incline. A strong permanent magnet on each side of the Mototok ensures a secure hold on metal ship decks in case of emergency. They can be activated by the operator manually on the remote when there is a risk of sliding.

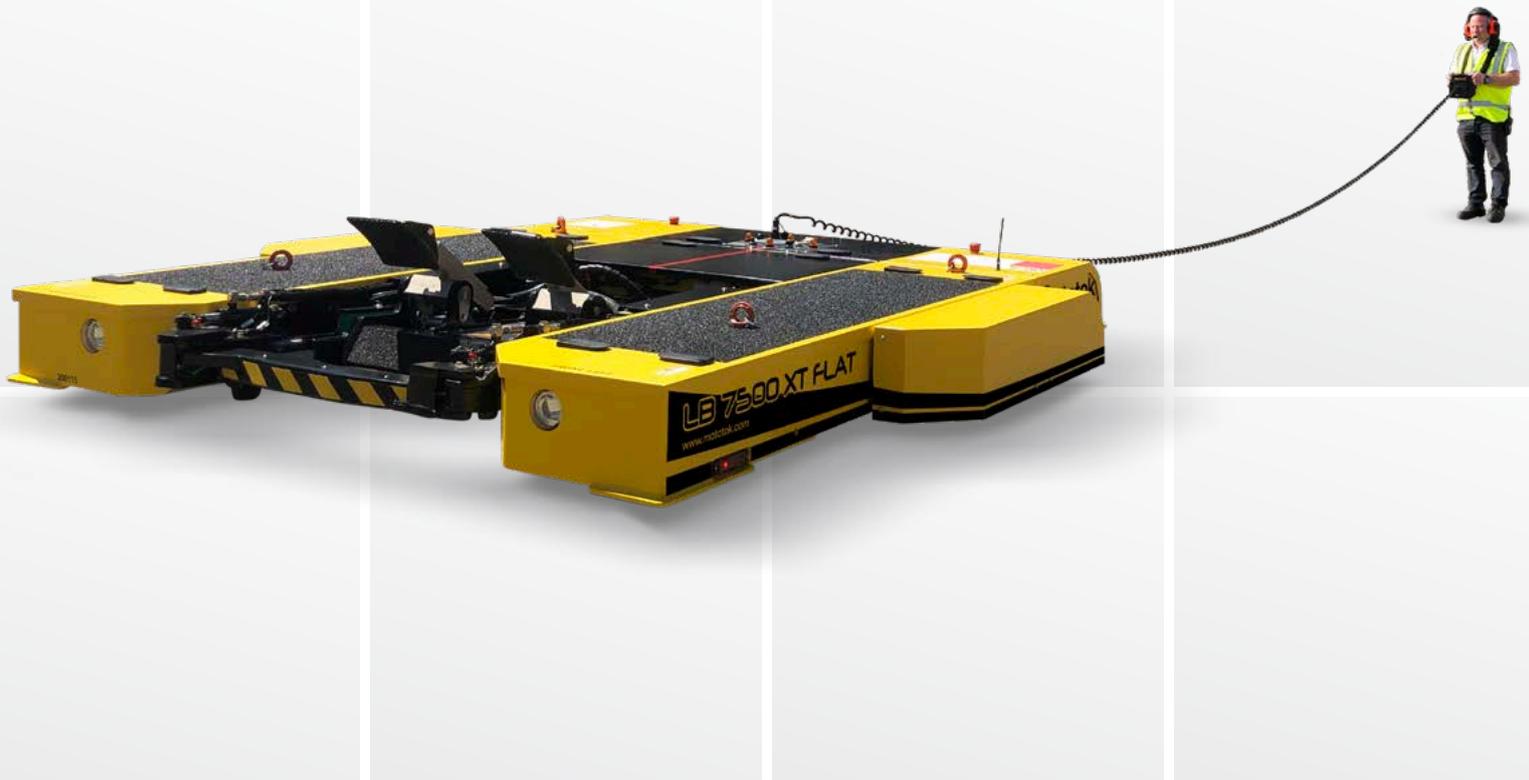


OPTIONAL ACCESSOIRES



Trailer coupling adaptor. Mototok pulls everything.

The Mototok is also designed for towing a wide range of equipment outside of aircraft. It excels at tasks such as towing ground equipment like fuel tankers, maintenance carts, baggage carts, and more. Thanks to its impressive maneuverability and power, the Mototok has become an essential tool for efficiently and instantly moving equipment within the confined spaces of an aircraft carrier or other locations.

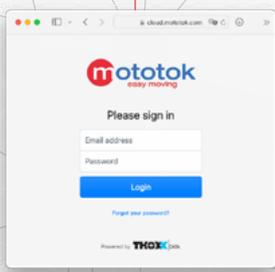


Spiral cable for the Remote Control.

In certain cases, opting for a cable connection instead of a radio remote control to operate the Mototok can offer distinct advantages. Cable connections provide a more stable and reliable communication link, especially in environments with potential radio frequency interference or electromagnetic disturbances. Additionally, cable connections often offer increased security, as they are less susceptible to unauthorized access or signal inter-

ception. They can also provide a higher level of precision and responsiveness, ensuring precise control over the Mototok's movements. Furthermore, cable connections eliminate concerns about signal range limitations that can be associated with radio remote controls. In summary, choosing a cable connection can be beneficial when prioritizing stability, security, precision, and uninterrupted operation.

OPTIONAL ACCESSOIRES



Ground Handling goes digital.

Mototok comes with a central processing unit (CPU) for features and adjustments relating to

- Towing and braking forces
- Oversteering protection
- Voice announcements
- Unit diagnostics
- Log files
- User access

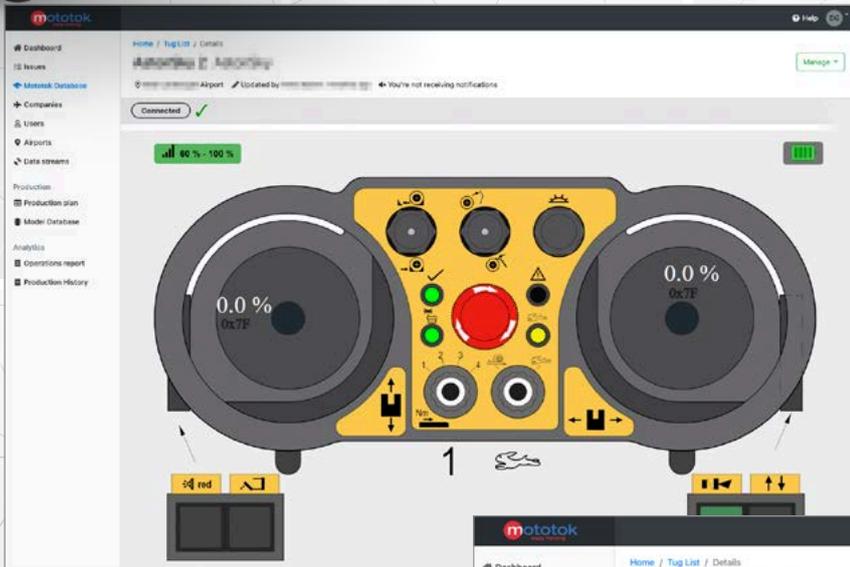
The CPU can be linked with any mobile device (smartphone, tablet or laptop) via bluetooth, WLAN or USB and a standard internet browser (like Microsoft Edge, Apple Safari, Google Chrome or Mozilla Firefox). Once you are linked to the system, you are able to manage many kinds of adjustments of the Mototok.

Log in to operate

The quickest log in can be done via a RFI-card and an appropriate card reader on the machine. According to the authorization level, the user is able to move the Mototok, check or adjust the settings or read out the log files.



OPTIONAL ACCESSOIRES



#	Name	Min. value	Max. value	Step size	Actual value	Unit
1	Maximum torque position 2	0	100	1	100	%
2	Maximum torque position 3	0	100	1	100	%
3	Maximum torque position 4	0	100	1	100	%
4	Auto Door enabled	0	1	1	1	Key
5	Double click delay	0.1	5	0.1	0.5	seconds
6	Door closed delay	0.1	5	0.1	1.5	seconds
7	Load Torque threshold 1	0	1250	0.1	10	kN
8	Load Torque threshold 2	0	1250	0.1	10	kN
9	Load Torque threshold 3	0	1250	0.1	10	kN
10	Load Torque threshold 4	0	1250	0.1	10	kN
11	Maximum steer restore interval	10	1000	10	50	ms
12	Maximum positive steer torque 1	0	1250	0.1	6	kNm
13	Maximum negative steer torque 1	-1250	0	0.1	-6	kNm

Service Management.

Manage vehicle adjustments

Work in collaboration online with our technicians if the need arises

With the help of Mototok cloud our technicians can access all parameters of your tug in real time – all movements, switch positions and sensor values. We literally see what's happening to your tug right now.

See state of the unit and sensors

#	Name	Value
1	Floor magnets up sensor right normally closed	<input type="checkbox"/>
2	Floor magnets up sensor left normally closed	<input type="checkbox"/>
3	Emergency unload	<input type="checkbox"/>
4	Tire safety bar down pressure sensor	<input type="checkbox"/>
5		<input type="checkbox"/>
6		<input type="checkbox"/>
7		<input type="checkbox"/>
8	333 Sensor gate closed (outside)	<input type="checkbox"/>
9	Additional alarm lights activated right (Customer special)	<input type="checkbox"/>
10	Emergency hydraulic inhibit	<input type="checkbox"/>
11	Additional alarm lights activated left (Customer special)	<input type="checkbox"/>
12	329 Sensor front hydraulic cylinder up (left hand side)	<input type="checkbox"/>
13		<input type="checkbox"/>
14	Remote Access Switch	<input type="checkbox"/>
15		<input type="checkbox"/>
16	RFID Reader Relay	<input type="checkbox"/>
17		<input type="checkbox"/>
18		<input type="checkbox"/>
19	AD9 ME-MessSysteme load cell sensor threshold value switch	<input type="checkbox"/>
20		<input type="checkbox"/>
21	AD8 ADB ME-MessSysteme load cell sensor threshold value switch	<input type="checkbox"/>
22		<input type="checkbox"/>
23		<input type="checkbox"/>
24	AD8 Maximum angle clockwise	<input type="checkbox"/>
25	Auto load/unload switch	<input checked="" type="checkbox"/>
26	Increase tire size button	<input type="checkbox"/>
27		<input type="checkbox"/>
28	Decrease tire size button	<input type="checkbox"/>
29	324 Sensor gate closed (inside)	<input type="checkbox"/>
30	325 Sensor gate hook locked	<input checked="" type="checkbox"/>



**Working with fire and steel:
German art of engineering.**

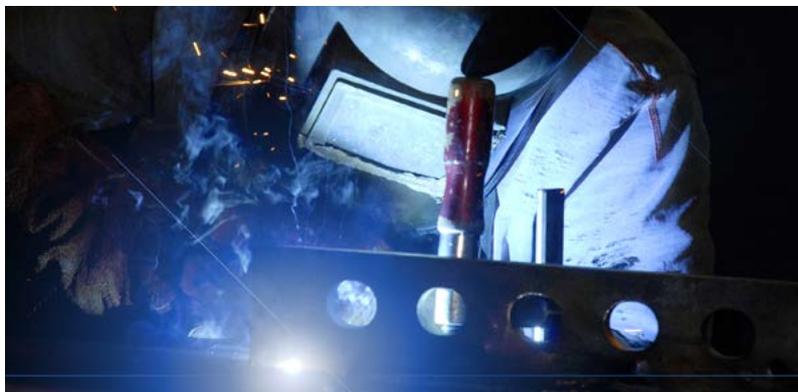
Engineered and
Made in Germany
with Passion.



Our innovative built to last aircraft tractors are best equipped for daily heavy use as they consist of high-grade material, hand-picked components according to the finest engineering designs. Our products are capable of withstanding the toughest conditions when exposed to wind and salt water. Thanks to a selection of the finest materials, only limited maintenance is necessary.

Our production process corresponds and applies to all necessary demands and conditions required in the engineering industry.

2006/42/EC	Machinery Directive (MD)
2014/35/EU	Low Voltage Directive (LVD)
2014/30/EU	Electromagnetic Compatibility Directive (EMC)
2014/53/EU	Radio Equipment Directive (RED)
EN 1915-1	Aircraft ground support equipment – General requirements – Part 1: Basic safety requirements
EN 1915-2	Aircraft ground support equipment – General requirements – Part 2: Stability and strength requirements, calculation and test methods
EN 12312-7	Aircraft ground support equipment – Part 7: Aircraft movement equipment
EN ISO 12100	Safety of machinery – General principles for design – Riskassessment and risk reduction
EN 1175-1	Safety of industrial trucks – Electrical requirements – Part 1: General requirements for battery powered trucks
EN ISO 4413	Hydraulic fluid power – General rules and safety requirements for systems and their components
EN ISO 13849-1	Safety of machinery – Safety-related parts of control systems – Part 1: General principles for design
EN 60204-1	Safety of machinery – Electrical equipment of machines – Part 1: General requirements



Technical Data

		LB 7500 NG Flat
Use for		single & double nosewheel, wheeled helicopter 
Maximum towing capacity ¹⁾		75 t 165347 lbs
Maximum nosewheel weight capacity		6.5 t 14330 lbs
Dimensions (without antenna, grips on the surface)	width	2136 mm 84.09 inch
	length	2596 mm 102.20 inch
	height	325 mm 12.80 inch
Ground clearance		85 mm 3.35 inch
Max width of the Nosewheel		665 mm 26.2 inch
Nosewheel diameter	min.	250 mm 9.84 inch
	max.	700 mm 27.56 inch
Unladen weight		2100 kg 4630 lbs
		10 sec
Time to load/fix aircraft (approx.)		3.78 km/h 1.05 m/s 2.35 mph
Speed		4 x 220 Ah
Batteries (maintenance-free, deep cycle gel batteries)		48 V
Voltage		✓
AC Microprocessor controlled electric motors		3-4 days
Range (depending on the workload)		Concrete, stone
Possible terrain		Puncture-proof
Tyres		✓
Advanced radio remote control with safety features, waterproof, certification of conformity, worldwide safety approval including airports, TUV certified		✓

Optional Equipment

Hydraulic nosewheel securing ²⁾	✓
Hydraulic full hands free wheel opening doors	✓
Ground power cable for ground power connection 13,4V / 25,6 V (short time up to 1300 A) ³⁾	available
Driving light (LED, 10,000 hour operating life, very high beam range)	✓
Yellow flashlight	✓
Safety beeper	✓
Oversteering Protection (single and double wheel)	✓
Software features (adjusting towing and braking forces, oversteering protection, unit diagnostics etc.)	available
Trailer coupling adaptor for multi-functional extensions	available
Military spiral cable connection (15 m) between aggregate and control unit	✓
True Ackermann active 4-wheel-steering	available
Automatic controls by ground markings (AGV functionality)	available
Adaptations for special demands (i.e. military version / range of production)	✓

Mistakes and technical alterations reserved

Date 07.2023

1) The stated towing capacity is valid for towing on normal ground conditions without any incline.

2) This prevents the nosewheel from rising and slipping out of position. The securing device is hydraulically lowered onto the nosewheel and securely locked at the push of a button.

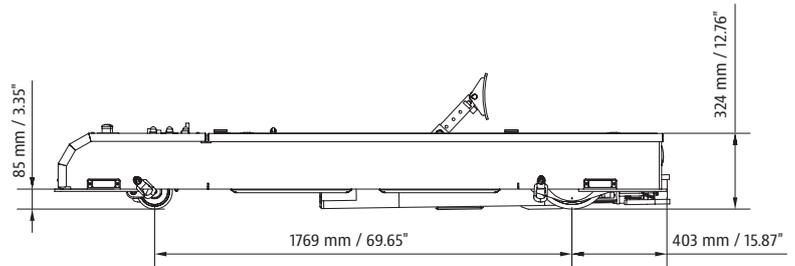
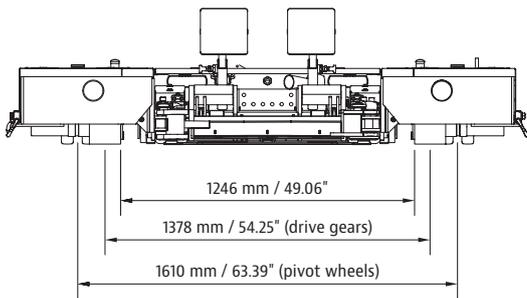
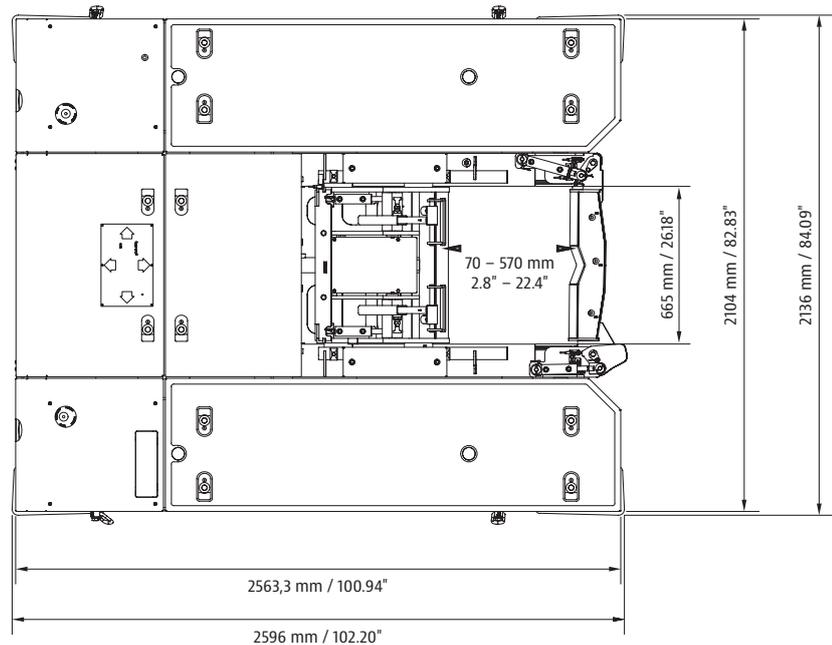
3) In most aircraft, the generator voltage is 28.4 V. The 25.6 V on-board batteries are charged with this voltage. With the mototok ground power supply, the on-board voltage can be maintained and used to start the turbines. Functionality depends on the electronic of the aircraft.

Dimensions

LB 7500 NG Flat

Vertical stroke: 150 mm / 5.91"
 Sliding Table stroke: 300 mm / 11.81"
 Hydraulic Door stroke: 200 mm / 7.87"

Dimensions without hand grips, antenna, etc.
 Subject to change without prior notice



Colours



Mototok is delivered in RAL 9016 (traffic white) as standard. Other colours are subject to purchase price. More colours on request.

The colour representation is not binding due to printing deviations.



Satisfaction guaranteed – our customers

(extract)

Airports

Bern	Switzerland	Airport	Several Aircraft
Birmingham	USA	Shuttlesworth Intern. Airport	Several Aircraft
Burbank	USA	Bob Hope Airport	Several Aircraft
Cannes	France	Mandelieu Airport	Several Aircraft and Helicopter
Chicago	USA	Chicago Executive Airport	Several Aircraft
Dallas	USA	Dallas Love Field	Several Aircraft
Denison	USA	North Texas Regional Airport	Several Aircraft
Dresden	Germany	Airport	General Aviation
Dublin	Ireland	International Airport	Several Aircraft
Glasgow	UK	International Airport	Several Aircraft
Indianapolis	USA	International Airport	Several Aircraft
Kuala Lumpur	Malaysia	Sultan Abdul Aziz Shah International Airport	Several Aircraft
London	UK	Luton Airport	Several Aircraft
Lugano	Switzerland	Airport	Several Aircraft Helicopter Agusta and others
Lyon	France	Saint Exupery Airport	Several Aircraft and Helicopter
Malaga	Spain	Airport Costa del Sol	Several Aircraft and Helicopter
McKinney	USA	National Airport	Several Aircraft
Minneapolis	USA	Saint Paul International Airport	Several Aircraft
Moskow	Russia	Domodedovo Airport	Several Aircraft and Helicopter
Orlando	USA	Sanford International Airport	Several Aircraft
Panama	Panama	Albrook „Marcos A. Gelabert“ International Airport	Several Aircraft
Philadelphia	USA	International Airport	Several Aircraft
Provo	USA	Municipal Airport	Several Aircraft
Santiago de Chile	Chile	Arturo Merino Benítez International Airport	Several Aircraft
Seattle	USA	Tacoma International Airport	Several Aircraft
Seattle	USA	King County International Airport	Several Aircraft
Sion	Switzerland	International Airport	Several Aircraft
Truckee	USA	Tahoe Airport	Several Aircraft
Tulsa	USA	International Airport	Several Aircraft
Waukegan	USA	Regional Airport	Several Aircraft
Zürich	Switzerland	International Airport	Several Aircraft and Helicopter

FBO / MRO

ACC Columbia, Hannover & Cologne	Germany	Global & others
ACI Jet Center	USA	Several Aircraft
AERO Dienst, Nuremberg	Germany	FBO
Air Service Basel	Switzerland	G5, Global Express, Boeing 737
AirMec	Angola	MRO / Military Aircraft
Alpark SA	Switzerland	Several Aircraft
Atlantic Aviation	USA	
Business Jet Center	USA	
Alaska Airlines	USA	
Cannes	France	Several Aircraft and Helicopter

Centeravia		Several Aircraft
Chantilly Air	USA	
Constant Aviation	USA	
Duncan Aviation	USA	Several Aircraft
Dupage Aerospace	USA	
Firehawk Helicopters	USA	
First Wing Jet Center	USA	
Flying Group, Antwerpen	Belgium	Several Aircraft
Grand Air	USA	
Great Falls Jet Center	USA	
Hawker Pacific Asia Pte Ltd	Singapore	Several Aircraft
Jet Alliance Vienna	Austria	Several Aircraft
JetAviation, Dallas	USA	
JetAviation, Geneva	Switzerland	Several Aircraft
Legacy Jet Center, Tulsa	USA	Several Aircraft
MillionAir	USA	
Panaviatic Ltd	Estonia	Several Aircraft
Perth	Australia	FBO
Sapura Aero	Malaysia	Several Aircraft
Silk Way Airlines, Baku	Azerbaijan	Several Aircraft
Standard Aero	USA	
Starport Aviation	USA	Several Aircraft
Sundance Airport	USA	
Synergy Flight Center	USA	Several Aircraft
TACAir	USA	
Tarkim Air	Turkey	General Aviation
XJET	UK	Several Aircraft
FAI Nürnberg	Germany	Several Aircraft
Executiv Jet Service	Switzerland	Several Aircraft
Alpin Sky Jets	Switzerland	Several Aircraft
Aeroground Berlind GmbH	Germany	Several Aircraft
DC Aviation GmbH	Germany	Several Aircraft
Dedeman	Rumänien	Several Aircraft
Execujet New Zealand	Neuseeland	Several Aircraft
Falcon Aviation Services	UAE	Several Aircraft
JetEx	UAE	Several Aircraft
Flying Service	Belgien	Several Aircraft
GCH Aviation	New Zealand	Several Aircraft
Hawker Pacific Asia Pte Ltd	Australia	Several Aircraft
Jet Flight Air Services	New Zealand	Several Aircraft
Japat AG	Switzerland	Several Aircraft
Luxembourg Air Rescue	Luxembourg	Several Aircraft
Volkswagen AG	Germany	Several Aircraft
ADAC Luftrettung	Germany	Skidded Helicopter

Aircraft Manufacturers

Airbus S.A.S., Hamburg	Germany	Spacer
Boeing	USA	Ridley Park (PA), Earth City (MO)
Bombardier, Montreal	Canada	Global Express Delivery Center
Dassault Aviation	France	Twin
EMBRAER S.A.S. José dos Campos	Brazil	Embraer 195, 190, 175, 170, KC 390
Gulfstream Aerospace	USA	Appleton (WI), Savannah (GA), West Palm Beach (FL), Dallas (TX), Mesa (AZ)

abbvie



Affiac

AIRBUS

Alaska Airlines

allegiant



ATLANTIC

BOEING

BOMBARDIER
the evolution of mobility

BRITISH AIRWAYS

CAESARS
ENTERTAINMENT

Cargill

CATERPILLAR

Coca-Cola

constant
AVIATION

COX
ENTERPRISES

DASSAULT
AVIATION

dnata

DUKE
ENERGY

DUNCAN
AVIATION

EJM

EMBRAER

ExxonMobil

Korea Aerospace Industries Inc (KAI)	South Korea	
Lockheed	USA	Dallas (TX), Stratford (CT)
Nasa	USA	X-59 Supersonic
Pilatus Aircraft Ltd	Switzerland	PC 12 Maintenance & Delivery
Rosvertol PLC	Russia	Helicopter Production MI-series
Sikorsky	USA	
Suchoi	Russia	
Turkish Aerospace Industries, Inc. (TAI)	Turkey	F 16 Fighter Maintenance Facility, Tiger Maintenance Facility
Xi'an Aircraft Company	China	Y 20

Corporate Flight Dept

Abbvie	USA	
ABP Food Group	Ireland	
Access Aviation	UK	
ACM	Chile	
ACSI Corporation	USA	
Aflac	USA	
Alpine Sky Jets	Switzerland	
American Colors International	USA	
Anglo American	South Africa	Agusta AW139, G5
C & P Aviation	USA	
Cargill	USA	
Caribbean Investor Group	USA	
CNH Industrial	The Netherlands	
Coca Cola	USA	
Columbia Pacific Management	USA	
Comcast	USA	Several Aircraft
Cook Canyon Ranch	USA	
Disney	USA	
Exelon Corp	USA	
Exxon Mobil	USA	
First National Bank	USA	
Gazprom Avia, Moscow	Russia	Falcon Jets
Herbert Aviation	USA	
Home Depot	USA	Several Aircraft
Indianapolis Colts	USA	
L-3	USA	Several Aircraft
McDonalds	USA	
Michelin	France	
Novartis AG (JAPAT AG), Basel	Switzerland	Global Express, EC 135
Occidental Petroleum	USA	
QuikTrip	USA	
Regions Financial Group	USA	
Statefarm	USA	Several Aircraft
Taxxas	USA	
The Boler Company	USA	
The CocaCola Company	USA	Several Aircraft
The Duchossois Group	USA	
TLS Aviation	USA	

Special Forces

Federal Police	Germany	Helicopter Super Puma, EC 155
Guardia di Finanza Rome	Italy	ATR

Government

Army Corp of Engineers	USA	Vicksburg (LA)
CalFire	USA	Sacramento (CA)
Dept of Energy	USA	Pasco (WA)
L3-Areomet	USA	Tulsa (OK)
Sultanat of Oman	Oman	Eurocopter Super Puma Fleet

Military

Brazil Navy	Brazil	Onboard Helicopter
California National Guard	USA	
CASSIDIAN Manching (EADS)	Germany	Tornado & Eurofighter
China Military	China	All kind of Aircraft, Helicopters
Columbian Air Force	Columbia	
Danish Army	Denmark	Challenger, Agusta EH 101, F 16
French Navy / Air Force	France	Rafale, Mirage 2000, Casa 235, NH 90,
German Navy	Germany	NH90
Israel Airforce	Israel	Alenia Aermacchi M-346 Master, F16
Korea Navy	South Korea	Onboard Helicopter
Pakistan Military	Pakistan	HELIMO for Helicopters with skids
Peru Navy	Peru	Helicopter on the BAP Pisco
South Korea Coastguard	South Korea	Onboard Helicopter
Thailand Army	Thailand	
US Airforce (in England)	UK	F 15
US Army National Guard	USA	
Wisconsin National Guard	USA	
Venezuela Military	Venezuela	Helicopters with skids & with wheels

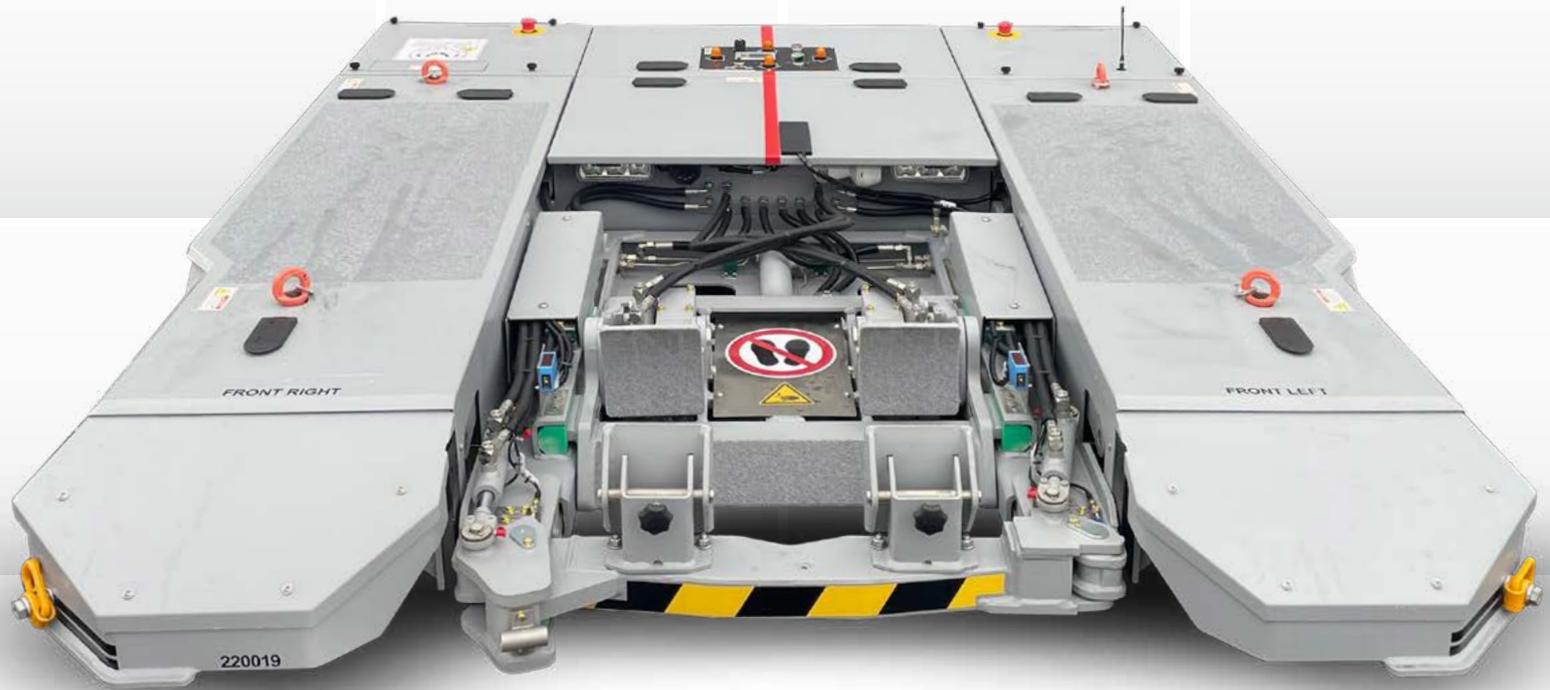
Airlines

Aegean Airlines	Greece	
Aiana Airlines	South Korea	
Air Nostrum, Líneas Aéreas del Mediterráneo S.A	Spain	
Alaska Airways, Seattle	USA	BOEING 737 Family
British Airways	UK	AIRBUS 320 Series
HOP!	France	
Iberia, Líneas Aéreas de España S.A.	Spain	Spacer for BOEING and Airbus
Thomson/TUI, Luton	UK	BOEING 737 Family

Pushback

Allegiant Air	USA	
ANA - All Nippon Airways	Japan	
British Airways	UK	28 Machines at Heathrow T5
Changsha Huangpi Airport	China	
DNATA	USA	JFK Airport, NY
Figari-Sud Corse Airport	France	
FRApport	Germany	Demo
Iberia	Spain	15 Machines at Madrid Barajas 15 Machines at Barcelona El Prat
JetBlue	USA	Demo
Rovaniemi Airport	Finnland	Demo
TCR	UK	
WTS	USA	McCarren Airport, NV





Mototok was founded in 2003 by Kersten Eckert, avid aviator and creator of the Mototok, and his friend and partner Thilo Wiers-Keiser.

FUELLED BY PASSION

The invention of our aircraft tugs is a deeply personal story that began with Kersten Eckert's first solo flight at 18. His growing aggravation about a process efficient-minded Eckert considered far from ideal: Maneuvering the aircraft while on the ground. You know the rigmarole: Waiting for the machine being laboriously transported out of the hangar, depending on having two or even three people available to watch his wings and fuselage, needing a pilot to sit inside the aircraft ready to brake if needed ... Eckert became determined on finding not only a better, but the perfect way in terms of space, speed, and effort.

CREATING THE PERFECT PRODUCT

5 years of detail-oriented developing time later, the first Mototoks hit the market: Battery-powered industrial tugs providing an all-round view around the aircraft by high technology remote control, operated by a single person.

By now, there are Mototoks available for all aircrafts up to 200 tons. They are in use by international FBOs, MROs, aircraft manufacturers, special forces, airports, airlines, navy, military, industrial companies, businessmen and individuals with their own fleet.

Learn more about Mototok at www.mototok.com.

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