

NMC-WOLLARD
GSA Contract GS07F-5658A

MODEL 100 Tow Tractor **8,000 to 12,000 lbs. DBP**



- **DBP from 8,000 to 12,000 lbs. (3,630 to 5,450 kg)**
- **Ramp-dedicated design**
- **Proven in cargo applications.**
- **Has dual planetary reduction drive axle.**
- **Has heavy plate steel frame and bumper protection. Model 100 takes hard use.**

tough cargo puller has ramp-dedicated driveline and armor

the choice of GSE professionals

“Ramp-dedicated” are the unsolicited words one major airline GSE manager used to describe the NMC-WOLLARD Model 100.

definitive cargo puller

Model 100 pulls cargo — dependably — on long hauls — through tunnels and up ramps.

tough driveline

Driveline consists of industrial diesel and gas engines with Ford C6 and Allison AT545 transmissions and deep reduction dual planetary drive axle for maximum torque at ramp speeds.

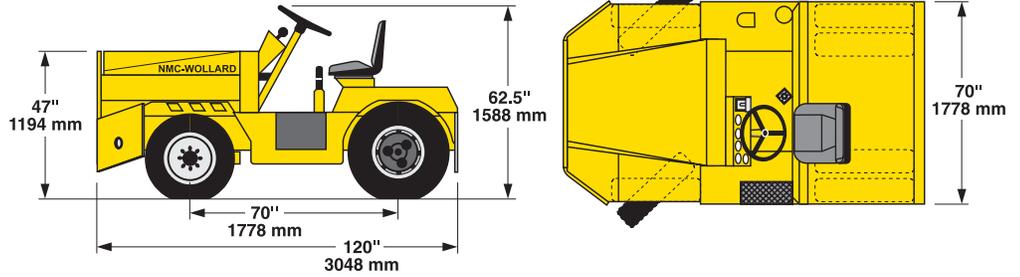
built like a tank

No nonsense or thin sheet metal. This bruiser has 3/4" (1.9 cm) thick frame plates and front bumpers to withstand most ramp use and abuse. The Model 100 stays in service where other units fail.



Photos may show optional equipment.

NMC-WOLLARD Model 100 Tow Tractor



Specifications: based on standard driveline. Subject to change without notice

Capacities & Weights

| Model No. | 1008 | 1010 | 1012 | Model No. | 1008 | 1010 | 1012 |
|-----------------------|-------|--------|--------|-------------------|--------|--------|--------|
| Drawbar pull in lbs.: | 8,000 | 10,000 | 12,000 | Gross wt. in lbs: | 10,000 | 12,000 | 14,000 |
| Drawbar pull in kg: | 3,630 | 4,540 | 5,450 | Gross wt. in kg: | 4,540 | 5,450 | 6,360 |

Dimensions & Data

| | |
|----------------------------------|----------------|
| Length..... | 120" (305 cm) |
| Width..... | 70" (178 cm) |
| Height w/o cab..... | 62.5" (159 cm) |
| Height w/ cab..... | 85.5" (217 cm) |
| Turn Radius..... | 150" (381) |
| Ground Clearance, less axle..... | 8" (20 cm) |

| | |
|---------------|-------------------------|
| Speed, F..... | 12-20 mph* (19-32 km/h) |
| R..... | 4-7 mph* (6-11 km/h) |

*Consult factory for speeds.

Engine, Standard: Gas; Ford V-6, 4.2 L,
Optional: Diesel: Cummins, Perkins, Deutz

Transmission: Ford C6 3-speed automatic, 1-speed reverse with transmission fluid cooler. Optional Allison automatic AT545

Cooling System: Full size. Engine radiator insulated from vibration.

Drive Axle: Rockwell TA-268 double reduction, heavy-duty differential assembly, bearing mounted. Second reduction planetary gear in wheel hubs reduces torque on shaft in differential. Solid mounted to tractor frame.

Steering Axle: Heavy-duty tubular axle with inclined king pins and axle caster for best tracking and turning characteristics. Has hydraulic assisted steering gear and semi-elliptical leaf spring suspension.

Brakes: Dual master cylinder serves front and rear wheels independently. Front and rear brake systems balanced to give maximum control under varied load

conditions. Rear - drum type;
Front - 13" (33 cm) vented disc with automotive caliper.

Tires: Front: 8.00 R 16.5
Rear: LT215/75R - 17.5

Electrical: Heavy-duty battery and 66+ amp alternator with internal regulator. Has anti-restart ignition switch (prevents starter and ring gear damage when engine is running). Tractor starts only in neutral.

Instrumentation & Controls: Gauges include: voltmeter, coolant temperature, engine oil pressure, fuel level, transmission oil temperature, engine hour meter. Lighted rocker switches for dual headlights, dual tail lights and rear work lights. Back-up lights operate when transmission is in reverse. Cable operated shift control lever has 1st, 2nd, Drive, Neutral and Reverse positions. Operator adjustable Orscheln-type parking brake lever. Shift control and parking brake lever mounted for easy right hand operation. Foot pedals for accelerator and brakes. Vinyl seat is adjustable 4" (10 cm) forward/backward.

Frame: Heavy-duty precision aligned, 1-piece structure. Bumpers and main frame plates are 3/4" (1.9 cm) thick. Side panels, rear fenders and body are 3/8" (0.95 cm) thick.

Fuel Capacity: 20.7 gal.; 78.3 liters.

Corrosion Proofing: All frame and body surfaces are shot blasted, double primed and painted with weather resistant paint. Standard bolts are SAE

grade 5, zinc-phosphate coated to resist corrosion.

Standard Equipment:

Automatic transmission
Dual wheels
Gauges: full instrumentation
Lights: 2 head, tail and stop
Paint: white or safety yellow
Power-assisted 4-wheel brakes
Power steering
Seat belts
Spark arresting muffler

Optional Equipment:

Back-up alarm
Cab assembly — all weather
Econocab
Heater/defroster
LP fuel
Mirror kit
Overhead guard
Passenger seat
Rear spring suspension - consult factory
Rotating beacon, amber
Safety shutdown
Turn signals

Note: Special drive trains and other options available upon request.

GVW may vary ± 5%
DBP measured @ 12" (30.5 cm)

NMC-WOLLARD

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Dealer/Distributor