



EAGLE BOB TAIL® TOW TRACTOR

EB2-10

In 1969, the genesis of today's air cargo industry occurred. Eagle was there to answer the airlines call for an all-weather, high speed cargo tractor which had not yet been invented. Eagle successfully engineered and developed the Ford F-350 Bob Tail for United Airlines at Detroit Metropolitan Airport. Within two decades, the Eagle Bob Tail had become the narrow and wide body cargo towing standard used by all North American and British Airlines, and also military GSE. Eagle experienced reduced Bob Tail interest in the mid 1990's as its customers tried industrial tractors, converted to high speed use, as Bob Tail replacements. However, by 2003 the converted industrial tractors had demonstrated a track record of unreliability when compared to the Eagle Bob Tail. Examples of these problems include drive shaft, drive wheel, drive hub and braking issues. Other known issues included exhaust in the cab, and excessive driver fatigue and discomfort caused by a lack of suspension. Because of these problems, Eagle Bob Tail customers have returned with increased annual purchases.

What the Eagle Bob Tail cargo tractor offers that industrial tractors do not:

- The F-750 Cab and Chassis has an unequalled, commercially proven high speed drive train and braking.
- Rear Hitch sight tunnel.
- Heavy steel plate body and front & rear bumpers, including a heavy tubular grill guard and side armor.
- Reliable, comfortable & safe.
- Unparalleled reliability and factory-direct support is the Eagle Tugs advantage.



EAGLE TUGS

26111 Northline Rd
Taylor, MI 48180
800 671 0431 tel
734 442 1005 fax
www.eagletugs.com

GLOBAL SALES OFFICE

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STANDARD FEATURES

Speed governed to 25 MPH
Rear hitch sight tunnel
Turn, stop, tail and backup lights on cab protection rack
Air Conditioning
Power steering & braking (hydraulic)
Ventilated front and rear disc brakes
Heavy duty wheels and radial tires
Choice of Diesel in all models
Choice of Gas in F350, F450 and F550

RECOMMENDED OPTIONS

Limited slip differential
E-hitch or Pintle Hook on rear and/or front of tractor
Keyless Ignition
Hourmeter
Transmission shift inhibitor
Brake pedal safety pad
Beacon or strobe
De-activated door locks
Sliding rear window

TOWING CAPACITIES

EB2-10
Ford F-750 / *60,000 lbs / 27,273 kg

*Towing capacities shown as high speed towing @ 25 mph.



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	MODELS	EB2-10
PERFORMANCE/WEIGHTS	Drive Wheels	4 Rear
	*Drawbar Pull Gas	
	*Drawbar Pull Diesel	10,000 lbs / 4,545 kgs
	*Towing Capacity 1st Gear	90,000 lbs / 40,910 kgs
	*Towing Capacity 3rd Gear	60,000 lbs / 27,273 kgs
	Service Weight Gas	
	Service Weight Diesel	15,000 lbs / 6,818 kgs
DIMENSIONS	Length	192 in / 4,877 mm
	Width	101in / 2,565 mm
	Height	96in / 2,438 mm
	Wheelbase	104 in / 2,642 mm
	Track	Front - 80 in / 2,032 mm Rear - 71 in / 1,803 mm
	Tires (front+rear)	10R22.5G
	Turn Radius (outside)	203 in / 5,156 mm
	Step Height	16 in / 406 mm
	Ground Clearance	10 in / 254 mm
	CHASSIS	Frame/Body
Bumper-Front/Rear		1.0 in (25 mm) / 2.0 in (50 mm) steel
Suspension		Springs and shock absorbers over each axle
TRAVEL	Transmission – Automatic	5 forward / 1 reverse
	Max Speed Governed	25 mph
	Steering	Hydraulic power-boosted mechanical: self-centering
	Brakes	Hydraulic, self-adjusting split type with accumulator
	Front Brakes	Disc
	Rear Brakes	Disc
	Parking Brake	Foot or lever activated - mechanical to rear brake drums
ENGINE OPTIONS		EB2-10 DIESEL
SPECIFICATIONS	Manufacturer	Cummins - Tier 3
	Model	V-8 Turbo
	Rated Output	230 hp / 173 kW
	Torque	620 ft lbs
	Cylinders - Displacement	Eight - 6L
	Fuel Consumption	3.3 gph
	Fuel Tank	45 gal / 170 lit
Air Cleaner	Severe environment, heavy duty, dry replacement element	
ELECTRICAL	System	12 Volt
	Alternator	130 amp
	Battery (cold crank)	(2) 625 CCA
	Ignition	Keyed
	Lights	Halogen headlights / combination brake, tail and back-up at rear-all recessed
Instruments	Oil pressure, water temperature and fuel gauges / hourmeter, voltmeter and electric horn	

* Rated at .9 COF, 0% grade.

SOLD & SERVICED BY: