

# B737 NG

## Main Deck Cargo Loading System

### DESIGN

- Mechanical low profile system for weight optimization
- Standard floor interface installation
- Lightest weight system in the industry
- Ballmats and Roller Trays optimize conveyance pitch for low rolling friction.
- Foot operable pallet restraints
- Flipper restraints or fixed continuous rail along outboard

### RELIABILITY

- Proven robust hardware designed for safe in-flight restraint
- Fly-Away Loading Bridge with integral guides
- Extruded Roller Trays with high performance rollers that maintain roll plane integrity
- Heavy-Duty Lock Assy with half inch spacing available on select conversions
- Integral vertical rollers in side rails reducing FOD / shavings

### FLEXIBILITY

- Various ULD Configurations dependent on P2F Mod Site
- B737-700 P-to-F Conversions
  - Up to 8 ea. A-Size (88 x 125) or B-Size (88 x 108) ULDs
  - Smaller ULD in most Aft Positions
- B737-800 P-to-F Conversions
  - Up to 11 ea. A-Size (88 x 125) or B-Size (88 x 108) ULDs
  - Smaller ULD in most Aft position
- Engine Pallet available as part of system or aftermarket kit
- System layout optimizes provisions for tie-down restraint of special cargo.

