

AIRBUS WIDEBODY

Main Deck Cargo Loading System

DESIGN

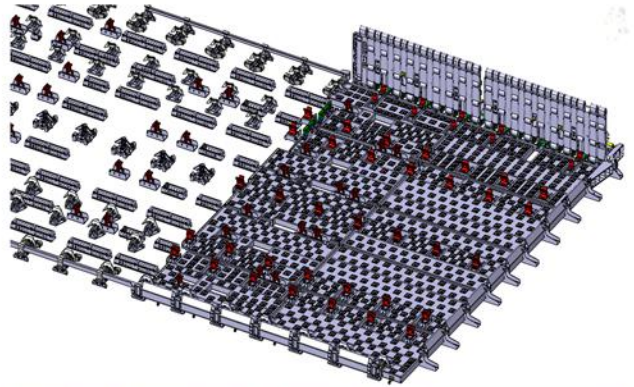
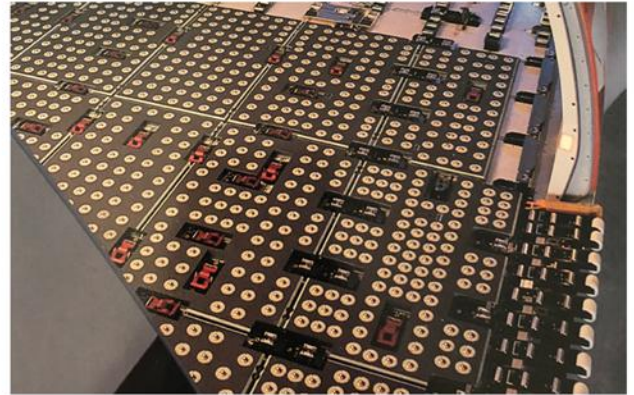
- Non-powered system for weight optimization / lowest maintenance costs
- Powered Assist in development for A330-series
- Standard floor interface installation / 1.75" or 2.00" roll plane
- Restraints in all locations with no need for re-configuration
- Ballmats and Roller Trays optimize conveyance pitch for low rolling friction.

RELIABILITY

- Proven robust hardware for safe in-flight restraint
- Optional Extended Ballmat Area aft of doorway
- Fly-Away Loading Bridge with integrated proximity sensors
- Available Doorway features to protect aircraft structure
 - Loading Bridge with integral lead-in guides
 - Heavy-Duty Side Rails forward / opposite Cargo Door
- Braking Rollers standard equipment to reduce pallet speed during unload and signal proximity to door area.

PERFORMANCE / CAPABILITY

- Several STCs for nearly all Airbus freighters with over 200 systems delivered worldwide.
- Main Deck Systems available on all platforms
 - A310-200/300 (P2F Conversion)
 - A300B4/-600 (Production Freighter and P2F)
 - A330-200/300 (Production Freighter and P2F)
- Maximum Flexibility and Multiple ULD Arrangements
 - Side-by-Side A-Size (88 x 125) and M-Size (96 x 125)
 - Single Row A-Size and M-Size Configurations
 - Optional 16'/20' ULD Configurations on A330-series



**U.S. CARGO
SYSTEMS**

