

# A320 / A321

## Main Deck Cargo Loading System

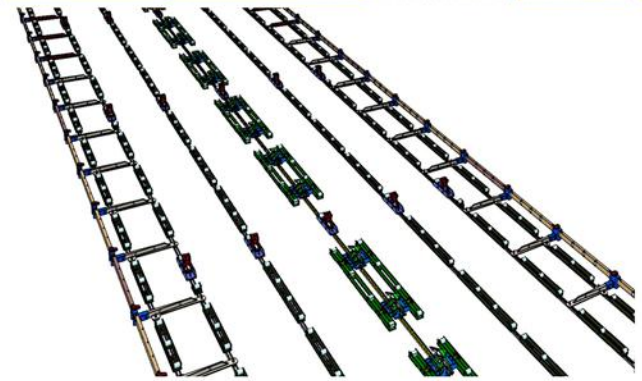
### DESIGN

- Mechanical low profile system for weight optimization
- Maximum utilization of existing floor interface
- Ballmats and Roller Trays optimize conveyance pitch for low rolling friction
- Foot operable pallet restraints
- Flipper restraints or fixed continuous rail along outboard



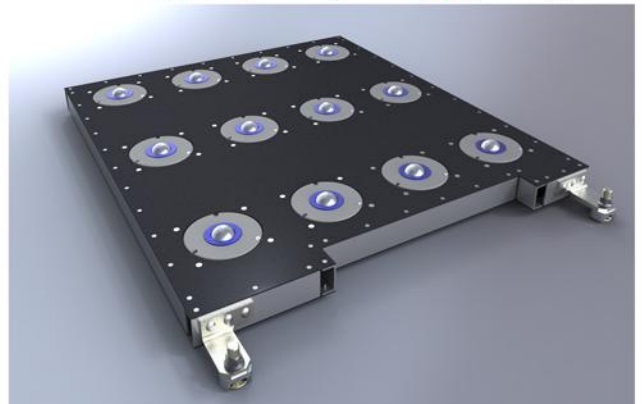
### RELIABILITY

- 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
- Components maintain clearance to floor panel under max load conditions
- Heavy-Duty Lock Assy with half inch spacing available
- Integral vertical rollers in side rails reducing FOD / shavings



### FLEXIBILITY

- Various ULD Configurations dependent on Airframe
- A320 P-to-F Conversions
  - Up to 11 ea. A-Size (88 x 125) ULDs
- A321 P-to-F Conversions
  - Up to 14 ea. A-Size (88 x 125) ULDs
- Optional capability for M-Size (96 x 125) & B-Size (88 x 108) ULDs
- Engine Pallet available as part of system or aftermarket kit
- System layout optimizes provisions for tie-down restraint of special cargo.



**U.S. CARGO  
SYSTEMS**

