

Issued 1984-02  
Revised 2002-04  
Reaffirmed 2007-12  
Stabilized 2013-03  
  
Superseding ARP1757A

**Symbology for Standardization of Cargo Handling Systems**

**RATIONALE**

This document has been determined to contain basic and stable technology which is not dynamic in nature.

**STABILIZED NOTICE**

This document has been declared "Stabilized" by the SAE AGE-2A Cargo Handling Committee and will no longer be subjected to periodic reviews for currency. Users are responsible for verifying references and continued suitability of technical requirements. Newer technology may exist.

SAENORM.COM : Click to view the full PDF of arp1757b

SAE Technical Standards Board Rules provide that: "This report is published by SAE to advance the state of technical and engineering sciences. The use of this report is entirely voluntary, and its applicability and suitability for any particular use, including any patent infringement arising therefrom, is the sole responsibility of the user."

SAE reviews each technical report at least every five years at which time it may be revised, reaffirmed, stabilized, or cancelled. SAE invites your written comments and suggestions.

Copyright © 2013 SAE International

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of SAE.

**TO PLACE A DOCUMENT ORDER:** Tel: 877-606-7323 (inside USA and Canada)  
Tel: +1 724-776-4970 (outside USA)  
Fax: 724-776-0790  
Email: CustomerService@sae.org  
**SAE WEB ADDRESS:** <http://www.sae.org>

**SAE values your input. To provide feedback  
on this Technical Report, please visit  
<http://www.sae.org/technical/standards/ARP1757B>**

## 1. SCOPE:

The symbols specified in this SAE Aerospace Recommended Practice (ARP) are applicable to all aircraft cargo handling systems for lower deck as well as for upper deck systems. Utilizing the symbols the conveyance, guidance, restraint, power drive unit and the degree of automation for the total cargo handling system can be depicted.

### 1.1 Purpose:

This ARP specifies symbols for the pictorial standardization of aircraft cargo handling systems. This serves for a better understanding, standardization and communication between all those who deal with aircraft cargo handling systems.

## 2. REFERENCES:

There are no referenced publications specified herein.

## 3. SYMBOL SYSTEM:

Each cargo symbol consists of a basic symbol which represents basic functions like physical function, load direction, etc., with respect to maximum simplicity, intelligible geometry, optical similarity and good retainability.

The symbols are designed to be self-explanatory and are used alone or in combination to generate multiple components.

A symbol characterizes a component function, but not the detail design and manufacturing method.

The standardized symbols are suitable for the use with computer aided design.

Figure 1 shows all symbols with explanations.

#### 4. APPLICATION:

In Figure 2 the application of some of the symbols to a typical semi-automatic underfloor cargo system for the latching and guiding of pallets and containers is given.

SAENORM.COM : Click to view the full PDF of arp1757b

PREPARED UNDER THE JURISDICTION OF  
SAE SUBCOMMITTEE AGE-2A, CARGO HANDLING OF  
COMMITTEE AGE-2, AIR CARGO & AIRCRAFT GROUND EQUIPMENT AND SYSTEMS

| COMPONENT                           | SYMBOL                                                                              | DESCRIPTION                                                                                                             |
|-------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| 1) LATCH (BLACK=LOAD CARRYING SIDE) |    | RETRACTABLE/RELOCATABLE RESTRAINT MECHANISM CAPABLE OF REACTING A HORIZONTAL LOAD PERPENDICULAR TO ITS EMPHASIZED SIDE  |
| 2) LATCH DOUBLE ACTING              |    | RETRACTABLE/RELOCATABLE RESTRAINT MECHANISM CAPABLE OF REACTING A HORIZONTAL LOAD PERPENDICULAR TO BOTH OF ITS SIDES    |
| 3) STOP                             |    | FIXED RESTRAINT CAPABLE OF REACTING A HORIZONTAL LOAD PERPENDICULAR TO ITS LENGHT                                       |
| 4) VERTICAL RESTRAINT               |  | HORIZONTAL PROTRUSION FROM THE UPPER PART OF A FIXED OR RETRACTABLE RESTRAINT, CAPABLE OF REACTING A VERTICAL LOAD      |
| 5) OVERRIDEABLE                     |  | DEVICE WHICH WILL CAUSE THE AUTOMATIC OVER-RIDING OF A COMPONENT IN WHICH IT IS INCORPORATED                            |
| 6) FIXED GUIDE                      |  | FIXED POSITION DEVICE WHICH PROVIDES GUIDANCE ALONG ITS LENGHT AND REACTS A HORIZONTAL LOAD PERPENDICULAR TO ITS LENGHT |

FIGURE 1

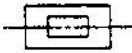
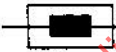
| COMPONENT                                     | SYMBOL                                                                              | DESCRIPTION                                                                                                                                                |
|-----------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7) RETRACTABLE GUIDE                          |    | RETRACTABLE/RELOCATABLE POSITION DEVICE WHICH IS CAPABLE OF GUIDING ALONG ITS LONGEST SIDE AND OF REACTING A HORIZONTAL LOAD APPLIED AGAINST ITS LONG SIDE |
| 8) OMNI-DIRECTIONAL TRANSFER AREA             |    | PANEL OR AREA WHICH CONTAINS A NUMBER OF OMNIDIRECTIONAL CONVEYOR UNITS FOR MULTI-DIRECTIONAL CONVEYANCE OF ULD'S                                          |
| 9) POWERED DRIVE UNIT RETRACTABLE             |    | SELF-LIFTING AND/OR RETRACTABLE POWER DRIVE UNIT UTILIZED TO MOVE ULD'S ALONG A CONVEYORIZED SYSTEM                                                        |
| 10) POWERED DRIVE UNIT FIXED HEIGHT           |  | SPRING LOADED OR A FIXED HEIGHT POWER DRIVE UNIT UTILIZED TO MOVE ULD'S ALONG A CONVEYORIZED SYSTEM                                                        |
| 11) POWERED DRIVE UNIT ROTATEABLE/RETRACTABLE |  | ROTATABLE OR TURNABLE POWER DRIVE UNIT WHICH IS ALSO SELF-LIFTING AND/OR RETRACTABLE, UTILIZED PRIMARILY IN AN OMNI-TRANSFER AREA TO MOVE ULD'S            |
| 12) POWERED DRIVE UNIT ROTATABLE FIXED HEIGHT |  | SYMBOL INDICATING A ROTATABLE OR TURNABLE DRIVE UNIT WHICH IS SPRING LOADED OR FIXED HEIGHT, UTILIZED PRIMARILY IN AN OMNI-TRANSFER AREA TO MOVE ULD'S     |

FIGURE 1 (Continued)

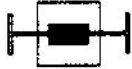
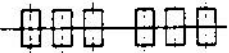
| COMPONENT                            | SYMBOL                                                                              | DESCRIPTION                                                                                                                                                   |
|--------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 13) POWERED DRIVE UNIT SHUTTLE       |    | SYMBOL INDICATING A FIXED POSITION POWER DRIVE UNIT WHICH MOVES ULD'S BY OTHER MEANS THAN THRU FRICTION WHEELS OR ROLLERS                                     |
| 14) ROLLER CONVEYOR                  |    | SERIES OF TRANSPORT ROLLERS IN A COMMON CHANNEL OR SUPPORT CONTINUOUS BETWEEN ROLLER SYMBOLS AS SHOWN FOR BI-DIRECTIONAL MOVEMENT OF ULD'S                    |
| 15) BRAKING ROLLER                   |    | DEVICE USED IN CONJUNCTION WITH A ROLLER WHICH WILL RETARD THE MOVEMENT OF ULD'S GENERALLY IN ONE DIRECTION                                                   |
| 16) TIE DOWN POINT (OMNIDIRECTIONAL) |  | TIE DOWN DEVICE OR PROVISIONS FOR A TIE DOWN DEVICE PERMANENTLY ATTACHED TO STRUCTURE OR CARGO SYSTEM COMPONENTS IN ORDER TO ALLOW USE OF SUPPLEMENTAL STRAPS |
| 17) POWERED SYSTEM CONTROL PANEL     |  | SEMI AUTOMATIC CARGO LOADING SYSTEM. THE CONVEYANCE OF ULD'S IS PROVIDED PER POWER DRIVE UNITS, BUT THE GUIDING AND LATCHING COMPONENTS ARE MANUALLY OPERATED |
| 18) AUTOMATIC SYSTEM CONTROL PANEL   |  | FULLY AUTOMATIC CARGO LOADING SYSTEM. THE CONVEYANCE OF ULD'S IS ACHIEVED BY POWER DRIVE UNITS. GUIDANCE, POSITIONING AND LATCHING IS ACTIVATED AUTOMATICALLY |

FIGURE 1 (Continued)