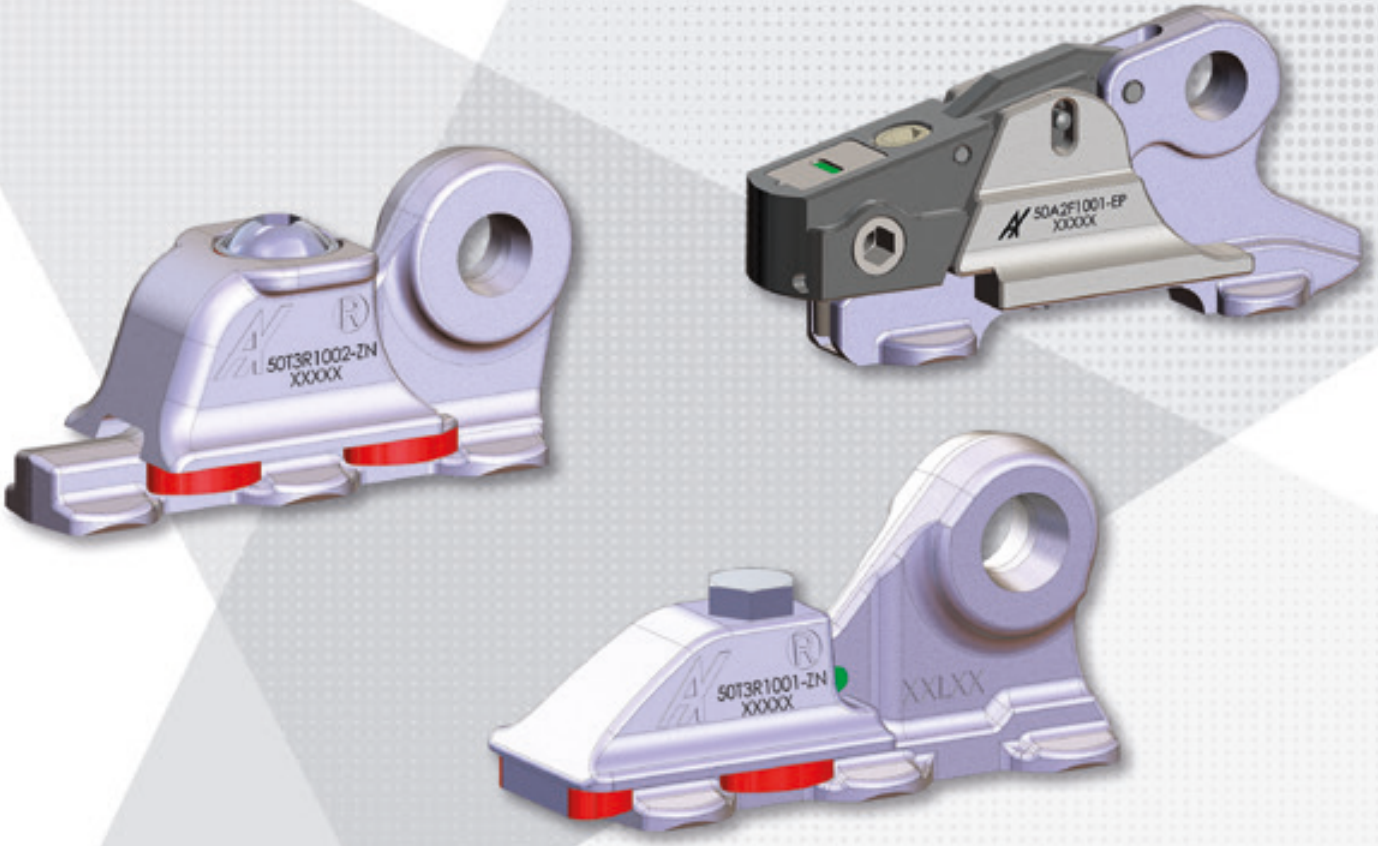
TRACK FITTINGS RANGE

EASA Part 21G

Approval n° FR.21G.0295



ATTAX

FITTING THE FUTURE

FORESEEING WHAT COULD BE THE NEXT GENERATION OF SEAT ATTACHMENTS LEADS US TO GO EVEN FURTHER IN RESEARCH AND DEVELOPMENT ACTIVITIES FOR CUSTOMER SUPPORT. IN THAT RESPECT, ATTAX INTRODUCES THE FIRST "SINGLE MOVE" FOR ECONOMY CLASS SEATS FITTING COMBINING THE BENEFITS OF COSTS SAVINGS AND EASE OF INSTALLATION WITH LESS THAN 270° TORQUE LOCKING.

CODIFICATION

RULES

Our codification rules include the main characteristics of each P/N for an easier understanding and identification:

Family code	Fitting type	Number of studs	Seat leg	Material code	Incremental rank
50	**A** = Automatic (*) **T** = Torqued	**1, 2, 3** or **4**	**F** = Front **R** = Rear	**1** = Steel **2** = Stainless steel **3** = Aluminium **4** = Titanium	**XXX**
2 digits	**1 letter**	**1 digit**	**1 letter**	**1 digit**	**3 digits**

(*) Quick Change

Additional information, including surface treatment, finish or color, should be added in the form of a two letters long suffix after the P/N as follows:

XXX XXX XXX-ZN ..... **Zinc Nickel**
XXX XXX XXX-BL ..... **Black**
XXX XXX XXX-EP ..... **Epoxy**
XXX XXX XXX-GR ..... **Grey**

EXAMPLE:

50T 3R1 002-ZN

FITTING
TORQUED
TRIPLE STUDS
REAR

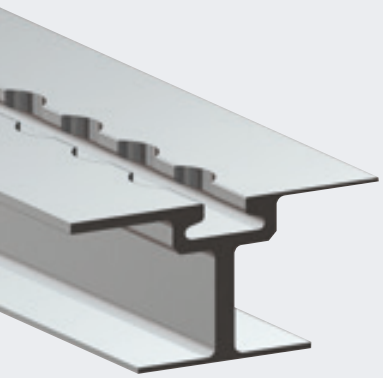
50	T	3	R	1	002	ZN

STEEL
INCREMENTAL RANK
ZINC NICKEL PLATING

AIRCRAFTS

TRACK COMPATIBILITY

Table based on main Airbus and Boeing aircraft tracks compatibility.
Other tracks on request.



	A320	A330	A350	A380	B737	B767	B777	Q400
505 045 909	✈	✈			✈	✈	✈	
505 143 909	✈	✈	✈					
505 151 909	✈	✈	✈		✈	✈	✈	
505 161 909	✈	✈	✈					
505 170 909	✈	✈	✈		✈	✈	✈	
505 186 909				✈				
505 192 909	✈	✈		✈	✈	✈	✈	
505 195 909	✈	✈	✈					
505 196 909	✈	✈	✈		✈	✈		
50A 2F1 001					✈	✈	✈	
50T 2F2 001					✈	✈	✈	
50T 2F2 002					✈	✈	✈	
50T 3R1 001	✈	✈			✈	✈	✈	
50T 3R1 002	✈	✈			✈	✈	✈	
50T 3R1 003	✈	✈		✈	✈	✈	✈	
50T 3R2 001					✈	✈	✈	
50T 4R2 001								✈
50T 4R2 002								✈

✈ Requires a normal qualification for Airbus aircrafts

✈ Requires a special qualification per LR2521RP1306539 Seat Load Spectra for Quick Installation Fitting for Airbus aircrafts

FRONT LEG

SINGLE & DOUBLE STUD

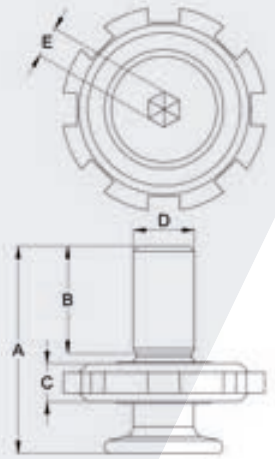
16G APPLICATIONS

Indicated for front seat leg applications with anti-rattle device in line with air-crafts requirements, single and double studs offer an excellent quality/price ratio combined with high reliability.
On standard configuration, our products are available in Zinc Nickel plated steel. Various other configurations (size - material - finish) are available on request.

TECHNICAL FEATURES

Material
Steel 36NiCrMo16 per EN 10083-3

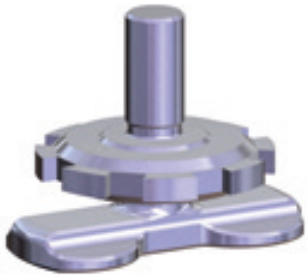
Treatment
Zinc Nickel per AMS 2417
Type II Grade B



SINGLE STUD

50T 1F1 001
47 grs

DOUBLE STUD



550 152 941
56 grs

TECHNICAL DATA

INCHES	A	B	C	D	E	Weight [3]	Nut	Colour [1][2]	Thread
SINGLE STUD									
50T 1F1 001	1.272	0.657	0.232	3/8-24 UNF	HEX 3/16	47	Notched	ZN	-
550 051 941	1.272	0.657	0.250	3/8-24 UNF	HEX 3/16	39	HEX 0.875	ZN	-
550 052 949	1.272	0.657	0.232	3/8-24 UNF	HEX 3/16	47	Notched	BL	-
550 053 949	1.219	0.604	0.232	3/8-24 UNF	HEX 3/16	46	Notched	BL	-
550 054 941	1.626	0.984	0.232	3/8-24 UNF	HEX 3/16	51	Notched	ZN	-
550 056 954	1.219	0.604	0.232	3/8-24 UNF	HEX 3/16	46	Notched	BL	Left hand
550 057 941	1.219	0.604	0.232	5/16-24 UNF	HEX 3/16	43	Notched	ZN	-
550 058 941	1.000	0.457	0.125	1/4-28 UNF	HEX 3/16	26	Notched	ZN	-
DOUBLE STUD									
550 151 941	1.299	0.630	0.232	3/8-24 UNF	-	60	Notched	ZN	-
550 152 941	1.247	0.578	0.232	5/16-24 UNF	-	56	Notched	ZN	-

(1) Also available with alternative surface treatment *(2) ZN (Zinc Nickel), BL (Black Zinc Nickel)* *(3) Grams*

LIGHTWEIGHT

REAR TRIPLE STUD

16G APPLICATIONS

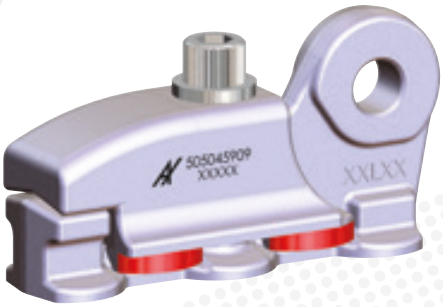
An optimal solution combining weight, costs and ergonomics for economy class seats. Compliant with most of aircraft track models.

TECHNICAL FEATURES

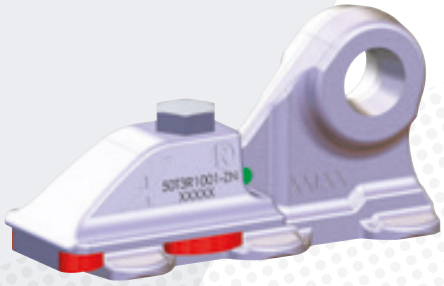
Material
Steel 42CrMo4

Treatment
Zinc Nickel per AMS 2417
Type II Grade B

Also available in black or gray finish on request

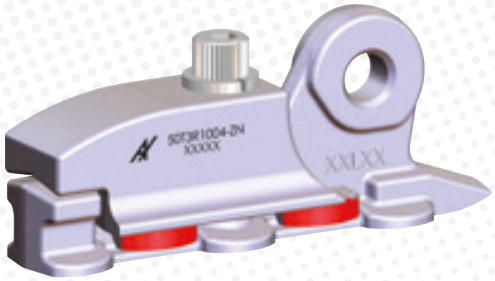


505 045 909 (*)
169 grs



50T 3R1 001-ZN
142 grs

50T 3R1 002-ZN
145 grs

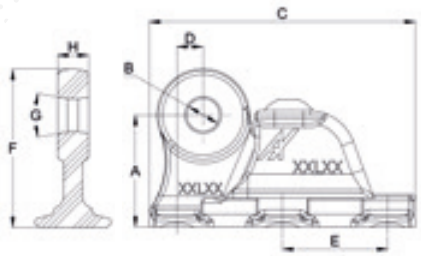


50T 3R1 004-ZN
184 grs

(*)
Also exists with low profile head screw 505 047 909

TECHNICAL DATA

INCHES	A	B	C	D	E	F	G	H
505 045 909	0.950	0.315	2.697	0.000	1.000	1.387	-	0.300
50T 3R1 001	1.045	0.375	2.860	0.250	1.000	1.470	20°	0.500
50T 3R1 002	0.955	0.327	2.697	0.000	1.000	1.392	20°	0.360
50T 3R1 004	0.950	0.315	3.320	0.181	1.181	1.387	-	0.300



SINGLE MOVE

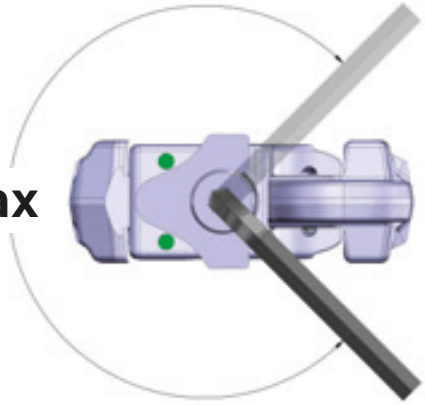
REAR TRIPLE STUD

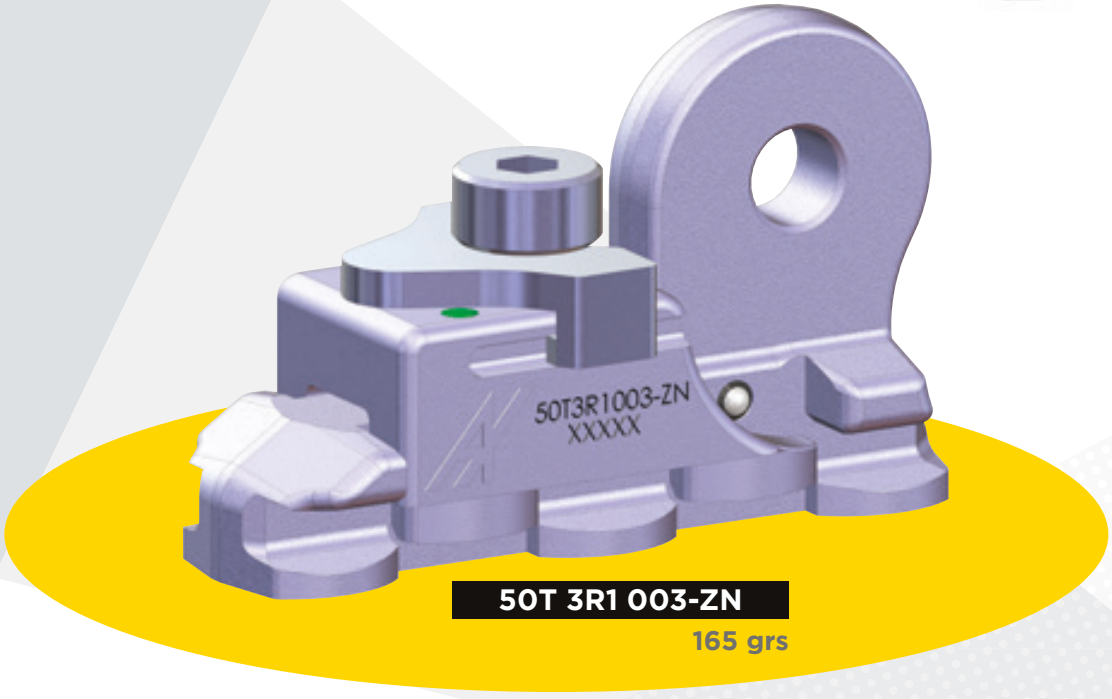
16G APPLICATIONS

MAIN CHARACTERISTICS

- Handling enhancement
- Positive engagement
- Easy installation
- Less than 270°
- Safety indicator

Designed to offer significant time savings on FAL or for cabin configuration, P/N 50T 3R1 003-ZN is the answer to face weight, costs and installation issues for passenger seats.

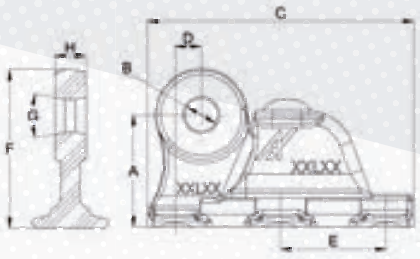




50T 3R1 003-ZN
165 grs

TECHNICAL DATA

INCHES	A	B	C	D	E	F	G	H
50T 3R1 003	1.063	0.313	2.522	0.250	1.000	1.575	-	0.295



SEMI AUTOMATIC

REAR TRIPLE STUD

16G APPLICATIONS

SEMI AUTOMATIC FITTNGS meet passenger seats 16g requirements on various aircrafts applications. Offering reliability, strength and easy handling. Indicated for business class seats.

TECHNICAL FEATURES

Material

Stainless steel AISI 630 1.4542
per ASTM A564 or A693

Aluminium 7075-T651
per spec ATTAX MPS001

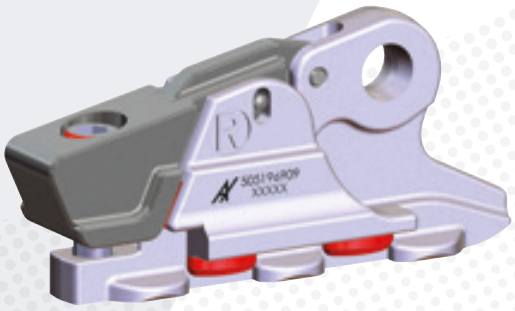
Treatment

Zinc Nickel alloy plating Type II
Grade B per AMS 2417

Hard anodization Type III
Class 1 per Mil-A-8625

505 192 909

230 grs



505 196 909

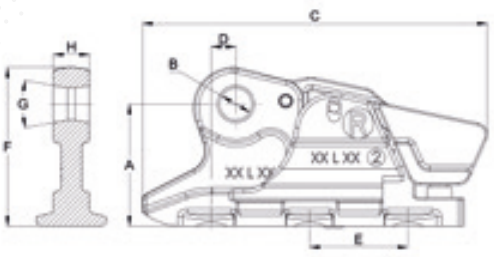
207 grs

50T 3R2 001-ZN

208 grs

TECHNICAL DATA

INCHES	A	B	C	D	E	F	G	H
505 192 909	1.228	0.327	3.154	-0.213	1.000	1.607	20°	0.368
505 196 909	1.240	0.327	3.508	0.250	1.000	1.613	20°	0.368
50T 3R2 001	1.050	0.327	3.508	0.250	1.000	1.613	20°	0.368



SEMI AUTOMATIC
FRONT DOUBLE STUD

16G APPLICATIONS

TECHNICAL FEATURES

Material

Stainless steel AISI 630 1.4542
per ASTM A564 or A693

Aluminium 7075-T651
per spec ATTAX MPS001

Treatment

Zinc Nickel alloy plating Type II
Grade B per AMS 2417

Hard anodization Type III
Class 1 per Mil-A-8625

Epoxy primer

505 143 909
123 grs

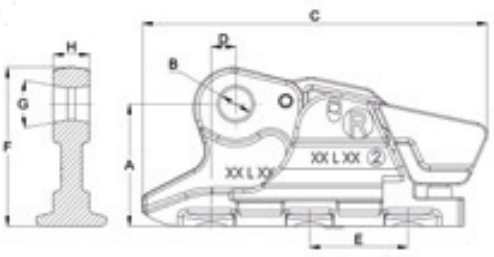
505 195 909
151 grs

50T 2F2 001-ZN
188 grs

50T 2F2 002-EP
123 grs

TECHNICAL DATA

INCHES	A	B	C	D	E	F	G	H
505 143 909	1.240	0.327	3.110	0.250	2.000	1.611	20°	0.368
505 195 909	1.240	0.327	3.508	0.250	2.000	1.613	20°	0.368
50T 2F2 001	1.050	0.327	3.508	0.250	2.000	1.613	20°	0.368
50T 2F2 002	1.240	0.327	3.110	0.250	2.000	1.613	20°	0.368



QUICK CHANGE
REAR & FRONT FITTINGS

16G APPLICATIONS

Designed to enhance flexibility on Final Assembly Line whether for installation or cabin reconfiguration, QUICK CHANGE FITTINGS enable significant time savings for passenger seats on a wide range of aircrafts tracks. Easy-install system with 1/4 turn hexagonal recess and secured locking with red/green indicator.

TECHNICAL FEATURES

Material

Stainless steel AISI 630 1.4542 per ASTM A564 or A693

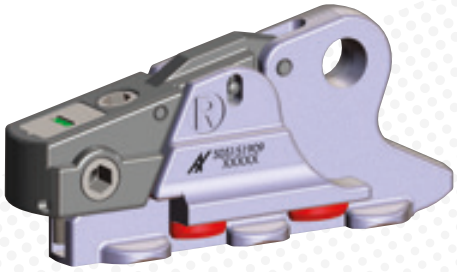
Aluminium 7075-T651 per spec ATTAX MPS001

Treatment

Zinc Nickel alloy plating Type II Grade B per AMS 2417

Hard anodization Type III Class 1 per Mil-A-8625

Epoxy primer



REAR TRIPLE STUD

505 151 909

225 grs

REAR QUADRUPLE STUD

505 170 909

234 grs

FRONT DOUBLE STUD

505 161 909

159 grs

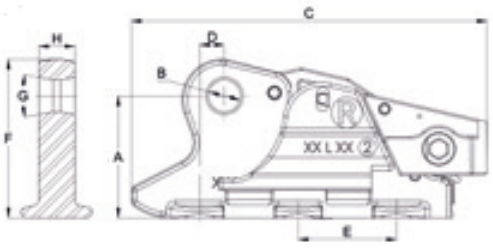
FRONT DOUBLE STUD

50A 2F1 001-EP

159 grs

TECHNICAL DATA

INCHES	A	B	C	D	E	F	G	H
505 151 909	1.240	0.327	3.622	0.250	1.000	1.613	20°	0.368
505 161 909	1.240	0.327	3.622	0.250	2.000	1.613	20°	0.368
505 170 909	1.240	0.327	4.323	0.250	1.000	1.613	20°	0.368
50A 2F1 001	1.240	0.327	3.622	0.250	2.000	1.613	20°	0.368



HIGH LOAD

REAR QUADRUPLE STUD

16G APPLICATIONS

Designed for high load 16G passenger seat applications, with additional shear plunger for an optimal load distribution. Also available in QUICK CHANGE version.

TECHNICAL FEATURES

Material

Stainless steel AISI 630 1.4542
per ASTM A564 or A693

Aluminium 7075-T651
per spec ATTAX MPS001

Treatment

Zinc Nickel alloy plating Type II
Grade B per AMS 2417

Hard anodization Type III
Class 1 per Mil-A-8625

505 186 909

232 grs

50T 4R2 001-ZN

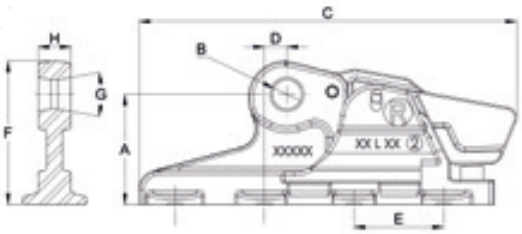
223 grs

50T 4R2 002-ZN

191 grs

TECHNICAL DATA

INCHES	A	B	C	D	E	F	G	H
505 186 909	1.300	0.327	4.210	0.250	1.000	1.672	20°	0.368
50T 4R2 001	1.228	0.327	4.210	0.250	1.000	1.602	20°	0.368
50T 4R2 002	1.228	0.327	4.210	0.250	1.000	1.602	20°	0.368



EASA PART 21G

TRACK FITTINGS PRODUCTION

APPROVAL N°FR.21G.0295

EASA PART 21G APPROVAL ALLOWS EITHER TO RELEASE THE SEAT TRACK FITTINGS WITH AN EASA FORM 1 OR TO DELIVER THEM WITH A CERTIFICATE OF CONFORMANCE IN LINE WITH ISO:9001 AND EN9100 CERTIFICATION.

DESIGNED IN CLOSE COLLABORATION WITH SEAT MANUFACTURERS, OUR PRODUCTS ARE MADE TO MEET THE PASSENGER SEATS ATTACHMENT TECHNICAL REQUIREMENTS FOR MOST OF AIRCRAFT TRACKS.

CONSTANTLY WORKING ON INNOVATIVE SOLUTIONS THAT BRING SIGNIFICANT TIME SAVINGS ON FINAL ASSEMBLY LINE, OR ECONOMICAL REDUCTIONS ON ECONOMY CLASS SEATS, ATTAX ALSO OFFERS A FULL TECHNICAL SUPPORT TO ITS CUSTOMERS (DOA, SEAT MAKERS...) DESIGN SERVICES ON SPECIFIC DEVELOPMENT TO PROVIDE THEM WITH THE MOST APPROPRIATE SOLUTION FROM DESIGN TO SERIAL PRODUCTION.

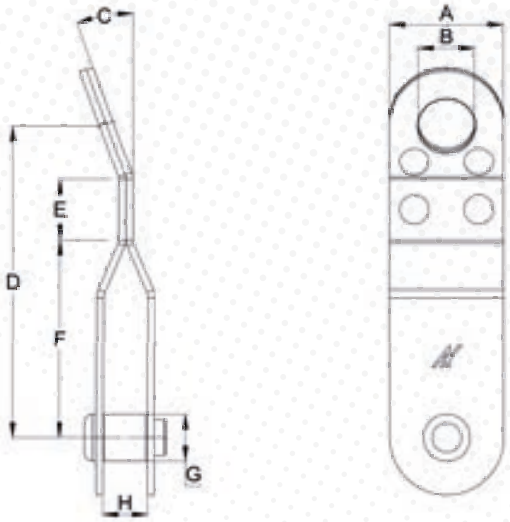
SEAT BELT SHACKLE

16G APPLICATIONS

TECHNICAL FEATURES

Material
Stainless steel X2CrNi18-9

500 220 909
28 grs



TECHNICAL DATA

INCHES	A	B	C	D	E	F	G	H
500 220 909	0.768	0.379	20°	2.106	0.428	1.323	0.315	0.299

ABOUT US

LINES OF BUSINESS

SHEET METAL

MAIN SKILLS

- Laser cutting
- Punching
- Pipe bending
- Sheet metal folding
- Assembling
- Stamping

FOOTREST

BACKREST

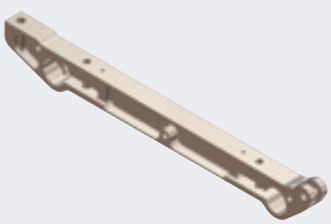
AVU BOX

Design and manufacturing of fasteners clips, springs, lathing and milling parts especially for aerospace, automotive and home appliance applications.

LATHING & MILLING

MAIN SKILLS

- CNC Lathing
- CNC Milling
- 3D measurement
- Assembling



SEAT LEG

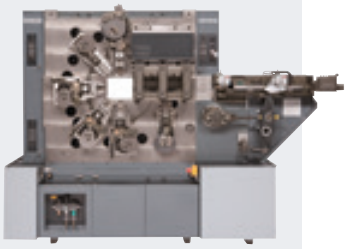
BAGGAGE BAR

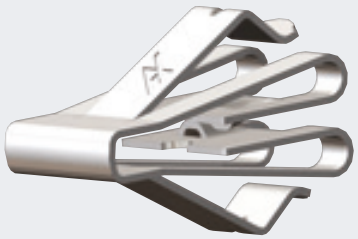
FITTING LEVER

FASTENERS

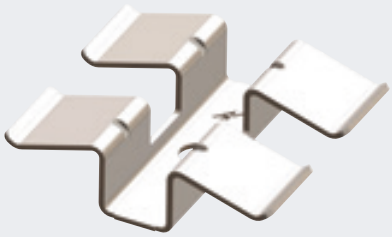
MAIN SKILLS

- Multi slides presses
- Vertical presses
- Design & prototyping
- Tooling
- Heat treatment
- Automatic sorting

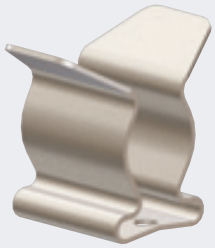




BUTTERFLY



FIXING CLIP

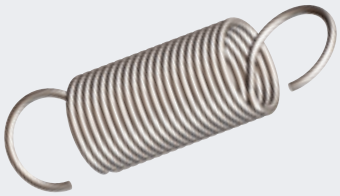


CABLE TIES

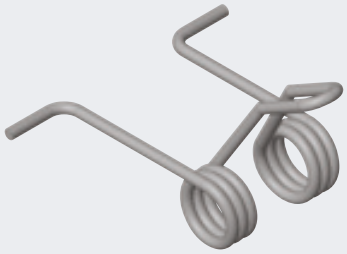
SPRINGS & WIRE

MAIN SKILLS

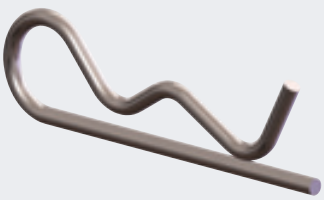
- Coiling machines
- Video measurement
- Heat treatment
- Automatic sorting



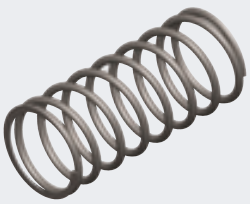
TENSION



TORSION



WIRE FORMS



COMPRESSION

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