

TRACK FITTINGS RANGE

EASA Part 21G

Approval n° FR.21G.0295



ATTAX
GROUPE



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.

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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

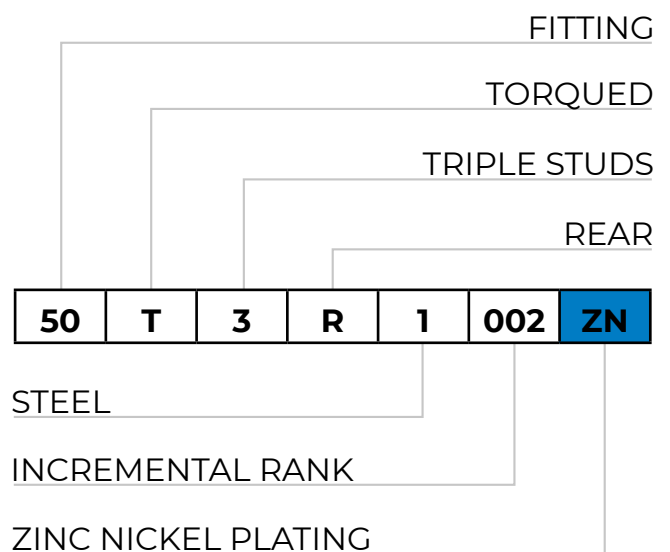
Additional information, including surface treatment, finish or color, should be added in the form of a two letters long suffix after the P/N as follows:

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

EXAMPLE:



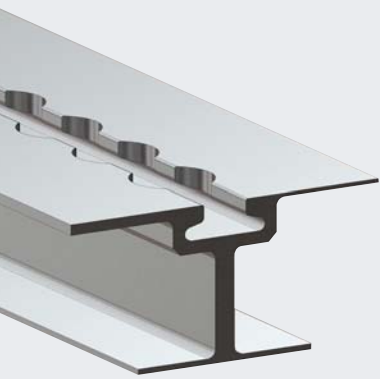
50T 3R1 002-ZN



AIRCRAFTS

TRACK COMPATIBILITY

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



	A320	A330	A350	A380	B737	B767	B777	TU214	Q400
ECONOMY CLASS									
505 045 909									
50T 3R1 001-ZN									
50T 3R1 002-ZN									
50T 3R1 004-ZN									
SINGLE MOVE 270°									
50T 3R1 003-ZN									
BUSINESS CLASS									
50T 3R1 007-ZN									
50T 3R1 009-ZN									
50T 3R1 010-ZN									
505 143 909									
50T 2F1 002-ZN									
50T 2F1 003-ZN									
QUICK CHANGE									
505 151 909									
505 161 909									
505 170 909									
50A 2F1 001-EP									
HIGH LOAD									
505 186 909									
50T 4R1 001-ZN									
50T 4R2 001-ZN									
50T 4R2 002-ZN									



Requires a normal qualification for Airbus aircrafts



Requires a special qualification per LR2521RPT306539 Seat Load Spectra for Quick Installation Fitting for Airbus aircrafts

FRONT LEG

SINGLE & DOUBLE STUD

16G APPLICATIONS

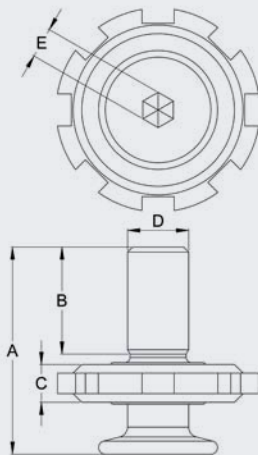
TECHNICAL FEATURES

Material

Steel 36NiCrMo16 per EN 10083-3

Treatment

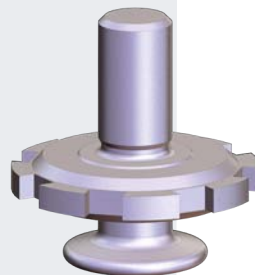
Zinc Nickel per AMS 2417
Type II Grade B



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.

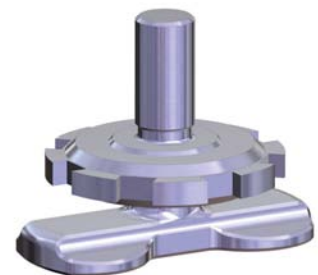
SINGLE STUD



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	-
550 052 949	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	LB	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), LB (Lamellar zinc plating)

(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

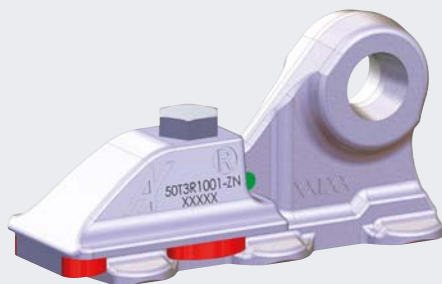
Material

Steel 42CrMo4

Treatment

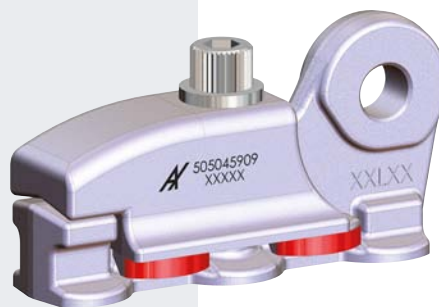
Zinc Nickel per AMS 2417
Type II Grade B

Also available in black or gray finish on request



50T 3R1 001-ZN

142 grs



505 045 909 (*)

169 grs



50T 3R1 002-ZN

145 grs



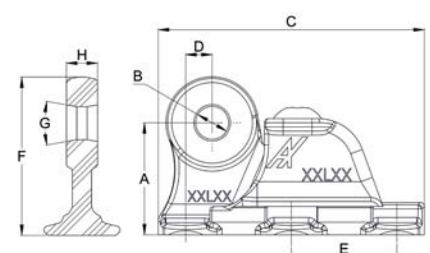
50T 3R1 004-ZN

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	2,519	0,000	1,000	1,387	-	0,300
50T 3R1 001-ZN	1,045	0,375	2,860	0,250	1,000	1,476	20°	0,500
50T 3R1 002-ZN	0,955	0,327	2,519	0,000	1,000	1,392	20°	0,366
50T 3R1 004-ZN	0,950	0,310	3,320	0,180	1,180	1,390	-	0,300



SINGLE MOVE REAR TRIPLE STUD

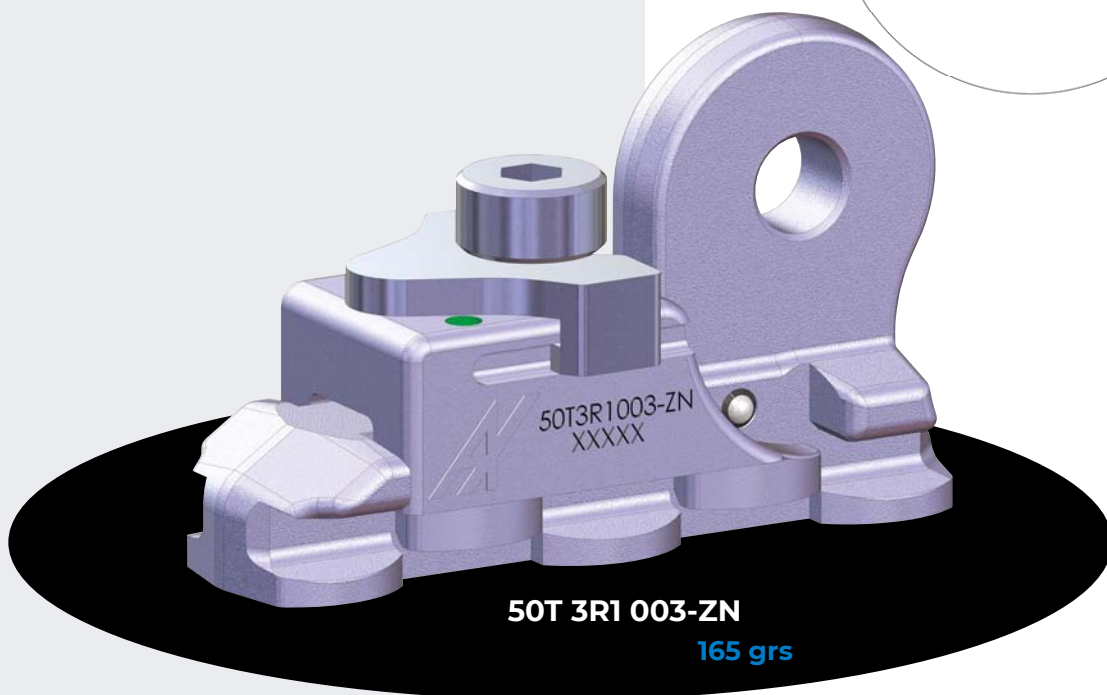
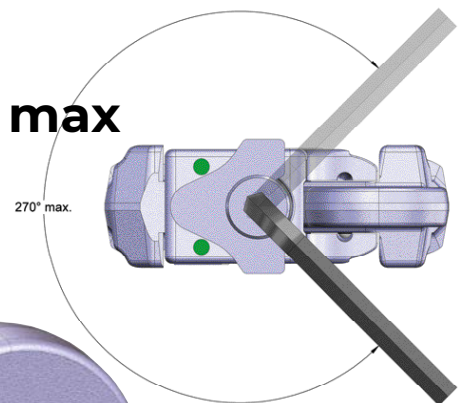
16G APPLICATIONS

MAIN CHARACTERISTICS

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

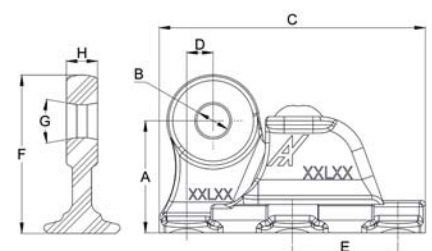
Designed to offer significant time savings on FAL or for cabin configuration, P/N 50T 3R1 003-ZN is the answer to face weight, costs and installation issues for passenger seats.

270° max



TECHNICAL DATA

INCHES	A	B	C	D	E	F	G	H
50T 3R1 003-ZN	1,063	0,313	2,522	0,250	1,000	1,575	-	0,295



SEMI AUTOMATIC

REAR TRIPLE 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

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



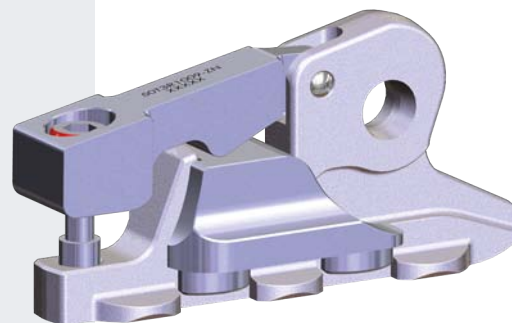
50T 3R1 010-ZN

210 grs



50T 3R1 007-ZN

229 grs

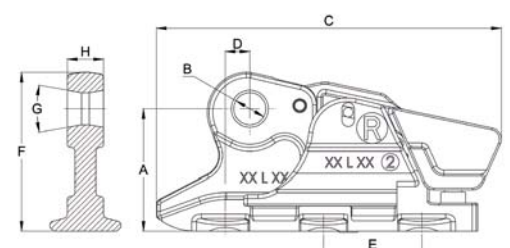


50T 3R1 009-ZN

212 grs

TECHNICAL DATA

INCHES	A	B	C	D	E	F	G	H
50T 3R1 007-ZN	1,228	0,327	3,154	-0,213	1,000	1,607	20°	0,368
50T 3R1 010-ZN	1,240	0,327	3,314	0,250	1,000	1,613	20°	0,368
50T 3R1 009-ZN	1,050	0,327	3,314	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



505 143 909

123 grs



50T 2F1 002-ZN

197 grs

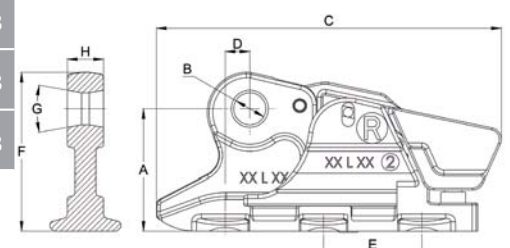


50T 2F1 003-ZN

200 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	1,613	20°	0,368
50T 2F1 002-ZN	1,240	0,327	3,268	0,250	2,000	1,613	20°	0,368
50T 2F1 003-ZN	1,050	0,327	3,308	0,250	2,000	1,613	20°	0,368



QUICK CHANGE

REAR & FRONT FITTINGS

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

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.



FRONT DOUBLE STUD

505 161 909

159 grs



REAR QUADRUPLE STUD

505 170 909

234 grs



REAR TRIPLE STUD

505 151 909

225 grs



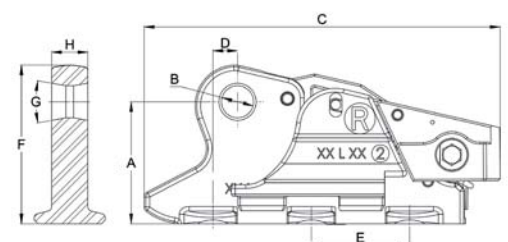
FRONT DOUBLE STUD

50A 2F1 001-EP

159 grs

TECHNICAL DATA

INCHES	A	B	C	D	E	F	G	H
505 151 909	1,240	0,327	3,620	0,250	1,000	1,613	20°	0,368
505 161 909	1,240	0,327	3,620	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-EP	1,240	0,327	3,620	0,250	2,000	1,613	20°	0,368



HIGH LOAD

REAR QUADRUPLE 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

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



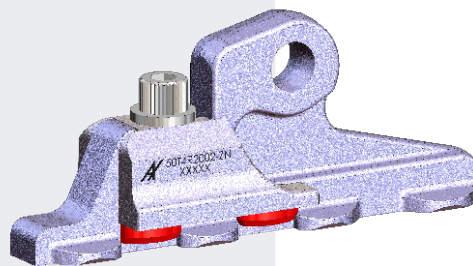
50T 4R1 001-ZN
228 grs



505 186 909
223 grs



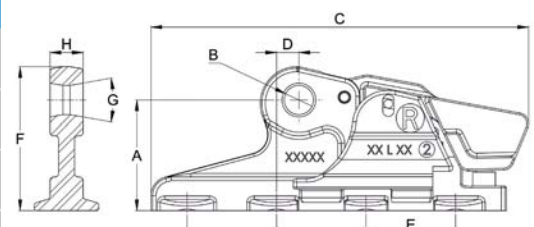
50T 4R2 001-ZN
223 grs



50T 4R2 002-ZN
191 grs

TECHNICAL DATA

INCHES	A	B	C	D	E	F	G	H
50T 4R1 001-ZN	1,126	0,327	4,016	0,250	1,000	1,613	20°	0,368
50T 4R2 001-ZN	1,228	0,327	4,210	0,250	1,000	1,602	20°	0,368
50T 4R2 002-ZN	1,228	0,327	3,849	0,250	1,000	1,602	20°	0,368
505 186 909	1,300	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.



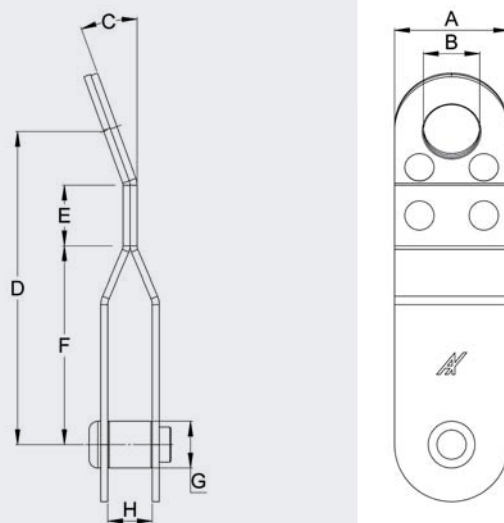
SEAT BELT SHACKLE

16G APPLICATIONS

TECHNICAL FEATURES

Material

Stainless steel X2CrNi18-9



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

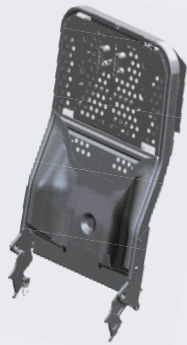
SHEET METAL

MAIN SKILLS

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



FOOTREST



BACKREST



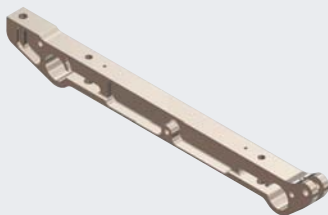
AVU BOX

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

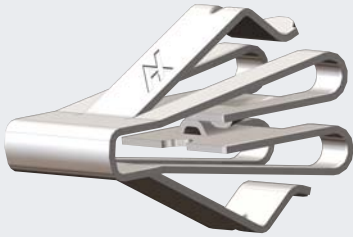


FITTING LEVER

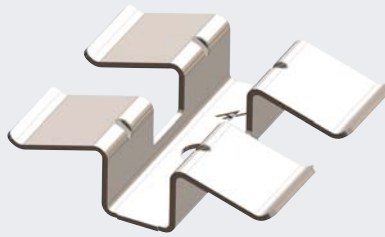
FASTENERS

MAIN SKILLS

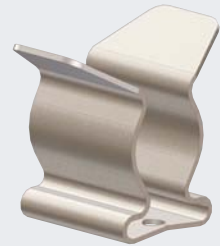
- Multi slides presses
- Vertical presses
- Design & prototyping
- Tooling
- Heat treatment
- Automatic sorting



BUTTERFLY



FIXING CLIP

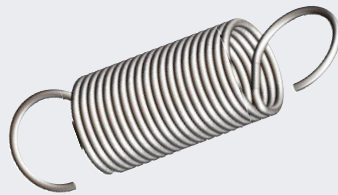


CABLE TIES

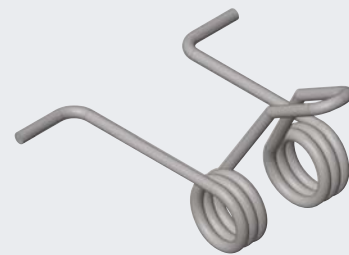
SPRINGS & WIRE

MAIN SKILLS

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



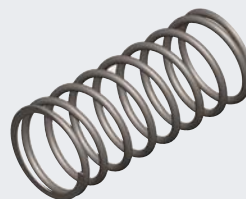
TENSION



TORSION



WIRE FORMS



COMPRESSION



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