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Superseding AS6480A

Tie Down, Cargo, Aircraft, Type C-2

RATIONALE

AGE-2A at its San Francisco Sep. 2012 meeting decided to amend the document, though stabilized, to add a safety warning that the use of chains - and therefore the tie-down fitting concerned - is not allowable on civil transport aircraft.

STABILIZED NOTICE

This document has been declared "Stabilized" by the SAE AGE-2A Cargo Handling Committee 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.

SAFETY WARNING: The use of chains and, therefore, the tie-down concerned, is not allowable on civil transport aircraft.

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NOTICE

This document has been taken directly from U.S. Military Specification MIL-T-6480A and contains only minor editorial and format changes required to bring it into conformance with the publishing requirements of SAE technical standards.

The original Military Specification was adopted as an SAE standard under the provisions of the SAE Technical Standards Board (TSB) Rules and Regulations (TSB 001) pertaining to accelerated adoption of government specifications and standards. TSB rules provide for (a) the publication of portions of unrevised government specifications and standards without consensus voting at the SAE Committee level, (b) the use of the existing government specification or standard format, and (c) the exclusion of any qualified product list (QPL) sections.

1. SCOPE:

1.1 This specification covers one type of aircraft cargo tie down, designated Type C-2.

2. APPLICABLE SPECIFICATIONS, STANDARDS, DRAWINGS, AND PUBLICATIONS:

2.1 The following specifications, standard, and drawing, of the issue in effect on date of invitation for bids, form a part of this specification to the extent specified herein:

SPECIFICATIONS

Federal

| | |
|----------|-------------------------------------|
| QQ-P-416 | Plating, Cadmium (Electrodeposited) |
| QQ-Z-325 | Zinc Plating (Electrodeposited) |

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2.1 (Continued):

Military

| | |
|------------|---|
| MIL-A-140 | Adhesive, Water-Resistant, Waterproof Barrier-Material |
| MIL-C-6458 | Chain Assembly, 10,000 Lb Capacity, Type C-2 Cargo Tiedown |
| MIL-G-3278 | Grease; Aircraft and Instruments (For Low and High Temperatures) |
| MIL-M-7911 | Marking, Identification of Aeronautical Equipment, Assemblies, and Parts |
| JAN-P-105 | Packaging and Packing for Overseas Shipment - Boxes, Wood, Cleated, Plywood |
| JAN-P-106 | Packaging and Packing for Overseas Shipment - Boxes; Wood, Nailed |
| JAN-P-108 | Packaging and Packing for Overseas Shipment - Boxes, Fiberboard, (V-Board and W-Board), Exterior and Interior |
| JAN-P-125 | Packaging and Packing for Overseas Shipment - Barrier-Materials, Waterproof, Flexible |

STANDARDS

MIL-STD-129 Marking of Shipments

DRAWINGS

U.S. Air Force Drawing

50D7571 Tie down Assembly - Cargo; Aircraft, 10,000 Lb Capacity, Type C-2

(Copies of specifications, standards, and drawings required by contractors in connection with specific procurement functions should be obtained from the procuring activity or as directed by the contracting officer.)

3. REQUIREMENTS:

3.1 General:

The requirements specified on Drawing 50D7571 and the details thereof are applicable as requirements of this specification. Additional requirements shall be as specified herein.

3.1.1 In the event the requirements of Drawing 50D7571, the details thereof, and this specification conflict, the requirements of this specification shall govern.

3.1.2 The tie-down chain assembly, in accordance with Specification MIL-C-6458, shall not be tested to a tensile load in excess of 12,000 pounds.

3.2 Finish:

The tie down shall be cadmium plated in accordance with Specification QQ-P-416, type I, class C or zinc plated in accordance with Specification QQ-Z-325.

3.3 Lubrication:

Grease required for any moving parts shall be in accordance with Specification MIL-G-3278.

3.4 Identification of product:

The tie down shall be durably and legibly marked with the information listed below. The information marked in the spaces provided on the nameplate shall be in accordance with Specification MIL-M-7911.

TIE DOWN, CARGO, AIRCRAFT
TYPE C-2
Specification MIL-T-6480A
Stock No. (USAF or Navy, as applicable)
Part No. 50D7571
Manufacturer's Part No.
Manufacturer's Serial No.
Contract or Order No.
Manufacturer's name or trade-mark
US Property

For Navy contracts, the marking shall include the full contract number, for example, MQa(S)12345.

3.5 Workmanship:

Workmanship shall be of high quality consistent with construction of this type. All metal parts shall be clean and free from burrs and sharp edges.

4. SAMPLING, INSPECTION, AND TEST PROCEDURES:

4.1 General:

All the tests required for the testing of tie downs are classified as Inspection tests, for which necessary sampling techniques and methods of testing are specified in this section.

4.2 Test conditions:

To conduct the tensile testing of the tie down device as required by paragraph 4.3.2.3, a test fixture shall be fabricated to replace the chain assembly. This fixture shall have one end which will have the outside dimensions of the chain link and fit the pocket of the tie-down device.

4.3 Individual tests:

Each tie down shall be subjected to the following test. In addition, each tie down shall be subjected to any other test specified herein which the Inspector considers necessary to determine compliance with the requirements of this specification.