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**INDUSTRY STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

MH/T 6006-2020

Replacing MH/T 6006.1-1997, MH/T 6006.2-2000

**Aircraft container/bulk cargo trailer
(English Translation)**

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Table of Contents

Foreword	
1 Scope	
2 Normative references	
3 Terms and definitions	
4 Technical requirements	
4.1 General requirements	
4.2 Safety requirements	
4.3 Structural requirements	
4.4 Performance requirements	
4.5 Special requirements	
4.6 Stability	
4.7 Reliability	
5 Test method	
5.1 General project inspection	
5.2 Safety requirements check	
5.3 Structural requirements inspection	
5.4 Performance requirement inspection	
5.5 Special requirements inspection	
5.6 Stability check	
5.7 Reliability test	
6 Inspection rules	
7 Signage, logo, instruction manual	
8 Packaging, transportation and storage	

Foreword

This standard was drafted in accordance with the rules given in GB/T 1.1-2009.

This standard replaces MH/T 6006.1-1997 "Airport Transport Aircraft Container Trailers Part 1: Aircraft Container Single Container Trailers" and MH/T 6006.2-2000 "Airport Transport Aircraft Container Trailers Part 2: Aircraft Pallet and Box Dual-purpose Trailers", and MH/T 6006.1-1997 Compared with MH/T 6006.2-2000, the main changes are as follows.

--Modified the standard name, from the original "Airport Transport Aircraft Container Trailer

Part 1: Aircraft Container Single Container Trailer" and "Airport transport aircraft container trailer Part 2: Aircraft pallet and box dual-purpose trailer" is revised to "aircraft container/bulk Cargo trailer";

- Added technical requirements for purchased parts (see 4.1.1);
- Added technical requirements for welding of structural parts (see 4.1.2);
- Added the technical requirements for paint coating (see 4.1.3);
- Added technical requirements for lifting points or forklift locations (see 4.1.7);
- Added technical requirements for parts (see 4.1.8);
- Added the technical requirements for steering gear (see 4.1.10);
- Added the technical requirements for the reflective materials on all sides of the trailer, including the tow bar and the corners (see 4.2.1);
- Increase the technical requirements of the tow bar (4.2.2 ~ 4.2.4)
- Added the technical requirements for the design of the trailer connection and anti-decoupling (see 4.2.5);
- Added the technical requirements for the parking brake ability of the trailer at the maximum load (see 4.2.6);
- Added technical requirements for trailer quality (see 4.3.2);
- Increased the technical requirements for steering angle and steering force (see 4.4.2);
- Added the technical requirements for trailer self-braking (see 4.4.3);
- Increased the technical requirements for the wind resistance stability of the trailer (see 4.4.4);
- Increased the technical requirements for the height of the vehicle surface (see 4.5.1.2);
- Added the technical requirements for absorbing the initial impact of cargo and facilitating the transfer of the container (see 4.5.1.3);
- Increase the technical requirements for the fixed limit devices at both ends of the car surface (see 4.5.1.4);
- Increase the technical requirements for the width and material of the pedestrian walkway (see 4.5.3.1);
- Added the technical requirements for the steering of aircraft ULDs on the sides or rear of the trailer (see 4.5.3.2);
- Added the technical requirements for the size of aircraft container trailers (see 4.5.3.3);
- Added the technical requirements for the surface load capacity of aircraft bulk cargo

trailers (see 4.5.4.1);

--Added the technical requirements for the drainage device of the aircraft bulk cargo trailer (see 4.5.4.2);

--Added the technical requirements for the height of the aircraft bulk cargo trailer (see 4.5.4.3);

--Added the requirements for the size and performance of the aircraft bulk cargo trailer protection and guardrail (see 4.5.4.4~4.5.4.5);

--Added the technical requirements for the awning and side doors of aircraft bulk cargo trailers (see 4.5.4.6);

--Added the technical requirements for the fixed points of the cargo restraint device of the aircraft bulk cargo trailer (see 4.5.4.7);

- Added technical requirements for trailer stability (see 4.6);

-Increased the technical requirements for the reliability of the trailer (see 4.7);

--- Deleted the leveling device requirements (see 2000 version 5.3.4).

This standard was proposed and interpreted by the Airport Department of the Civil Aviation Administration of China.

This standard is under the jurisdiction of the China Academy of Civil Aviation Science and Technology.

Drafting organizations of this standard. Civil Aviation Professional Engineering Quality Supervision Station, National Construction Machinery Quality Supervision and Inspection Center, Shanghai Zhonggang Aviation Noodle Equipment Co., Ltd.

1 Scope

This standard specifies the technical requirements and test parties for aircraft container/bulk cargo trailers (hereinafter referred to as trailers) used in civil airports Laws, inspection rules, signs, identification, instructions for use, packaging, transportation and storage.

This standard applies to aircraft container carousel trailers with bottom size codes K and P. The bottom size codes are A, B, G, K, L, M, P and Q aircraft container trailers and aircraft bulk cargo trailers for luggage, cargo, mail, etc.

2 Normative references

The following documents are indispensable for the application of this document. For dated reference documents, only the dated version applies to this article Pieces. For undated

references, the latest version (including all amendments) applies to this document.

GB/T 9969 General Rules for the Use of Industrial Products GB/T 10823 Pneumatic tire rim solid tire specifications, dimensions and load GB/T 10824 Pneumatic tire rim solid tire GB/T 14436 General Rules of Guarantee Documents for Industrial Products JB/T 5943 General technical conditions for welding parts of construction machinery QC/T 484 Automotive paint coating QC/T 625 coating and chemical treatment layer for automobile

3 Terms and definitions

The following terms and definitions apply to this standard.

Aircraft container turntable dolly an unpowered transport vehicle with a rotatable platform that carries various single aircraft containers in a civil airport.

Aircraft unit load device dolly an unpowered transport vehicle carrying aircraft containers or pallets in a civil airport.

Aircraft loose load trailer an unpowered transport vehicle that carries various types of luggage, cargo, mail, etc. in a civil airport.

Aircraft containerized unit load device (aircraft ULD) A collective term for various types of containers, pallets and auxiliary equipment in civil airports.

Aircraft container

Box structure equipment for centralized loading of aircraft cargo.

Aircraft pallet

Panel structure equipment for centralized loading of aircraft cargo.

Height of loading surface the height of the loading surface of the trailer from the ground.

Roll device

A device capable of rotating around an axis within a specific range to facilitate the movement of the aircraft container on it. Generally include rollers (also called rollers), Beads and rollers, etc.

Direction lead device A device that is perpendicular to the bearing surface of the aircraft container cargo trailer and guides the movement direction of the aircraft container.

3.10

Fixed restraint

A stop mechanism used to restrict the movement of the aircraft container in the horizontal direction.

3.11