757-200F

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757-200F

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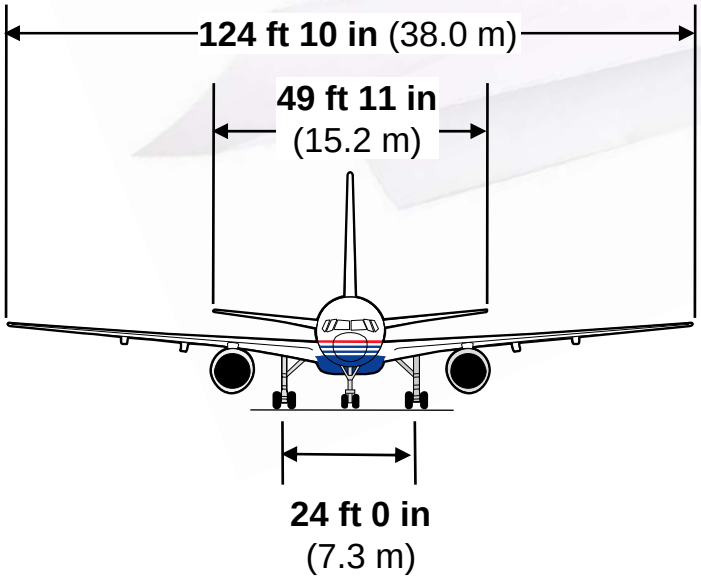


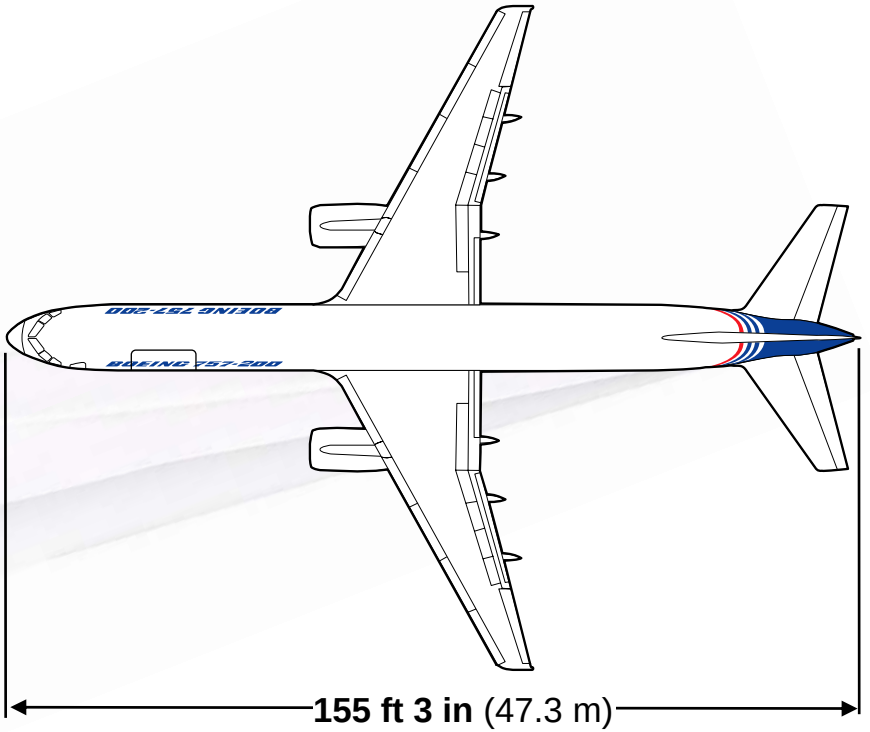
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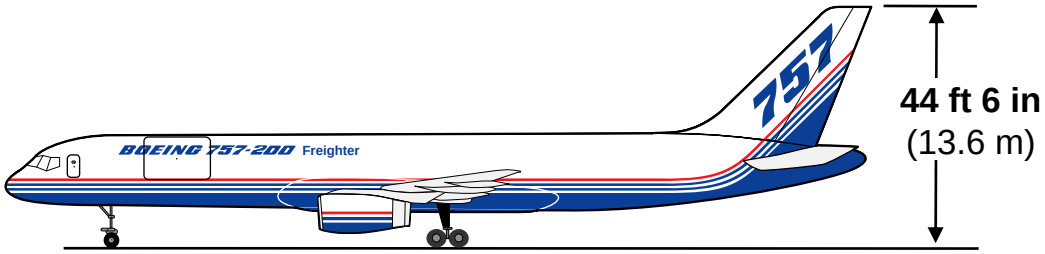
General arrangement

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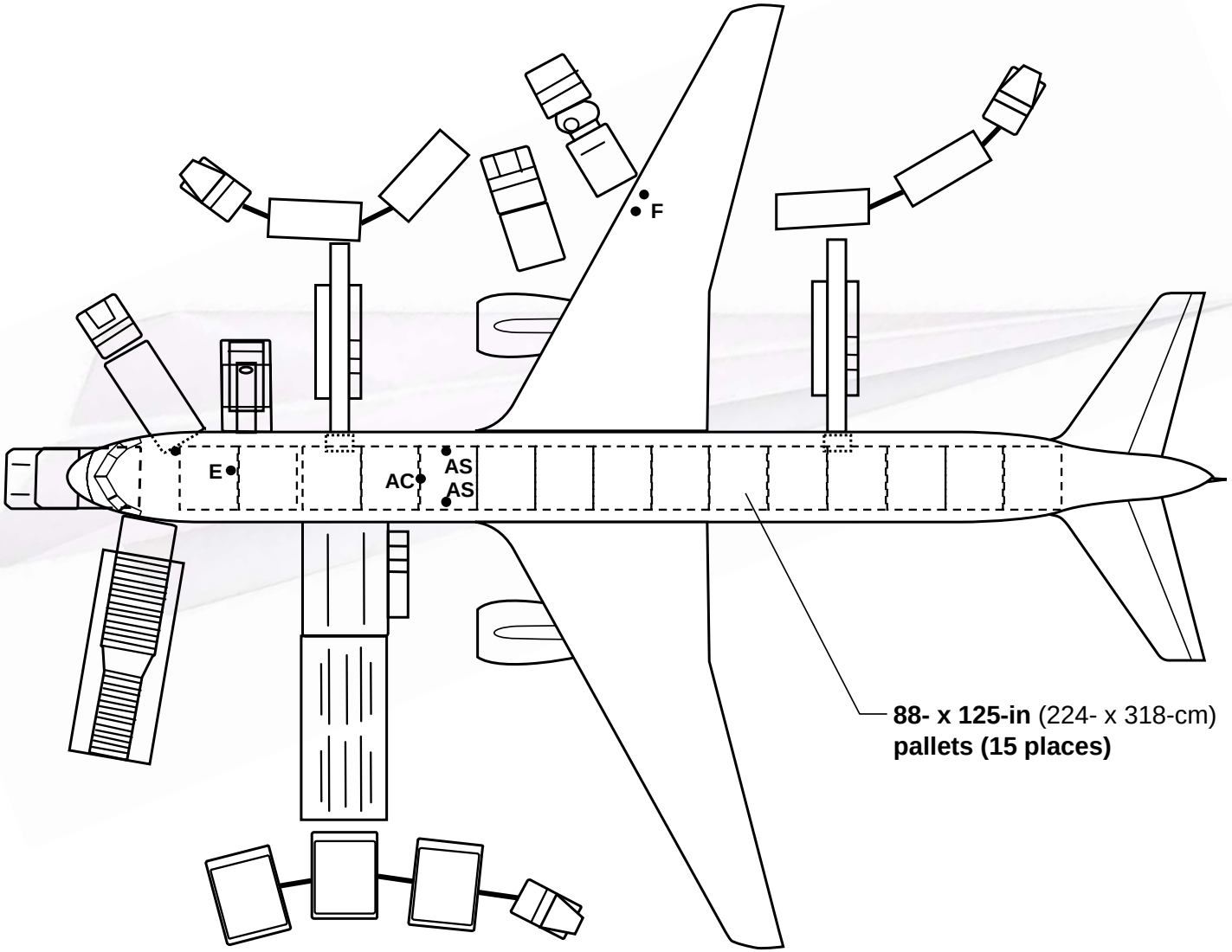






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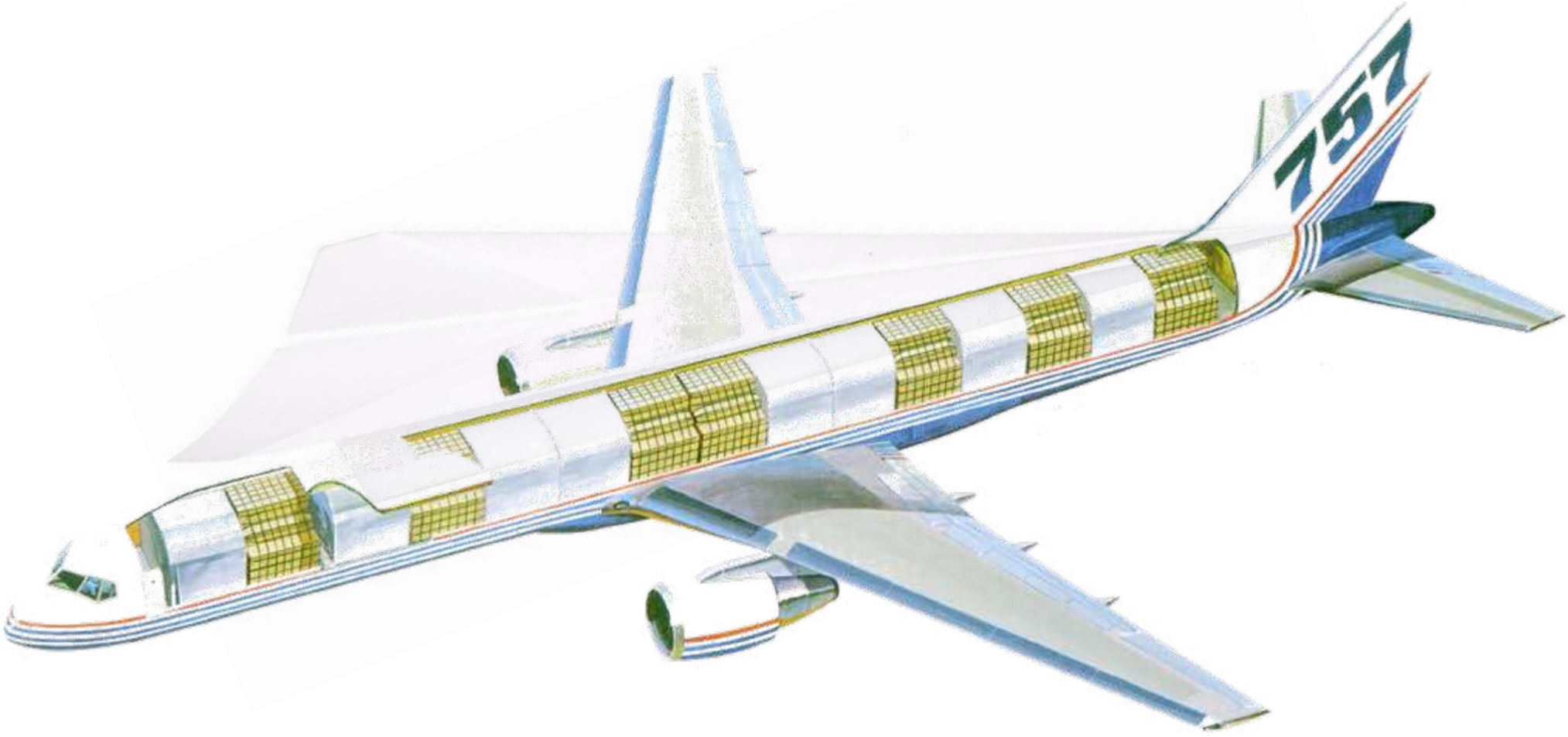
757-200F Ground servicing



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757-200F Main Deck pallet & container positions

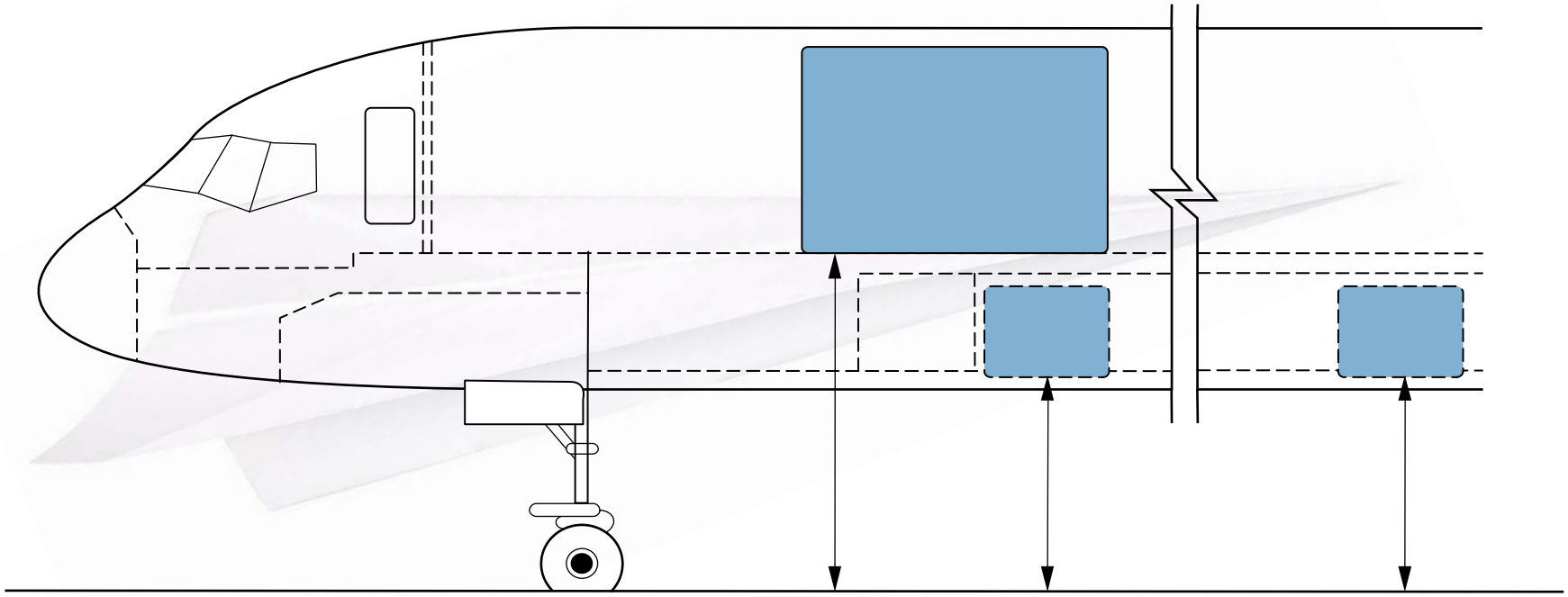
Total ULD volume: 6,600 ft^3 (187 m^3)



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The 757-200F Cargo Doors

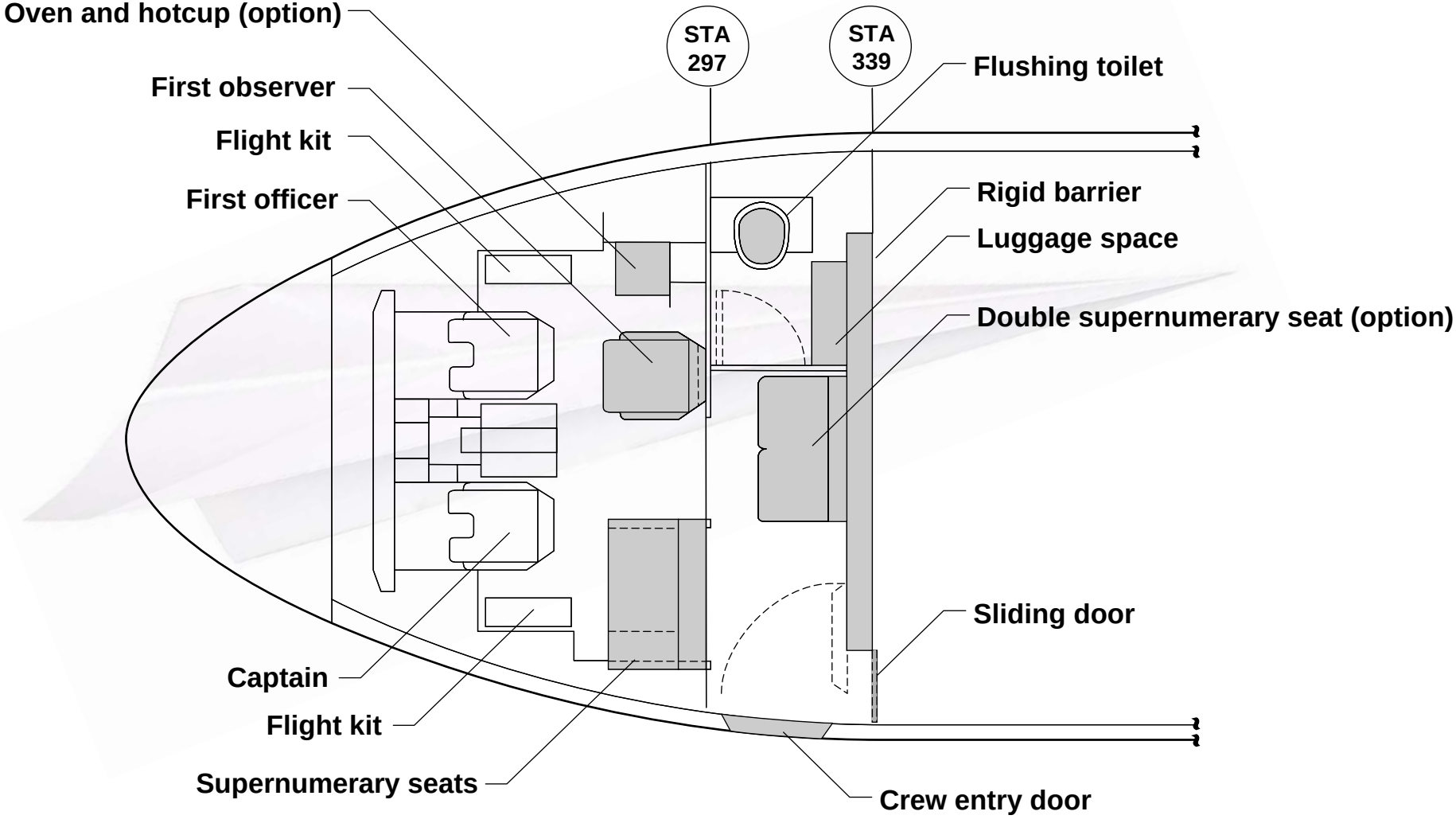
Cargo door (same as 707C and 727F)
134 x 86 in
(340 x 218 cm)



Sill heights	**Maximum, in** (cm)	**158** (401)	**105** (267)	**99** (251)
	Minimum, in (cm)	**150** (381)	**97** (246)	**93** (236)
		Main deck side door (top of rollers)	**Lower deck forward door**	**Lower deck aft door**

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757-200F Flight deck features



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757-200F Main Deck

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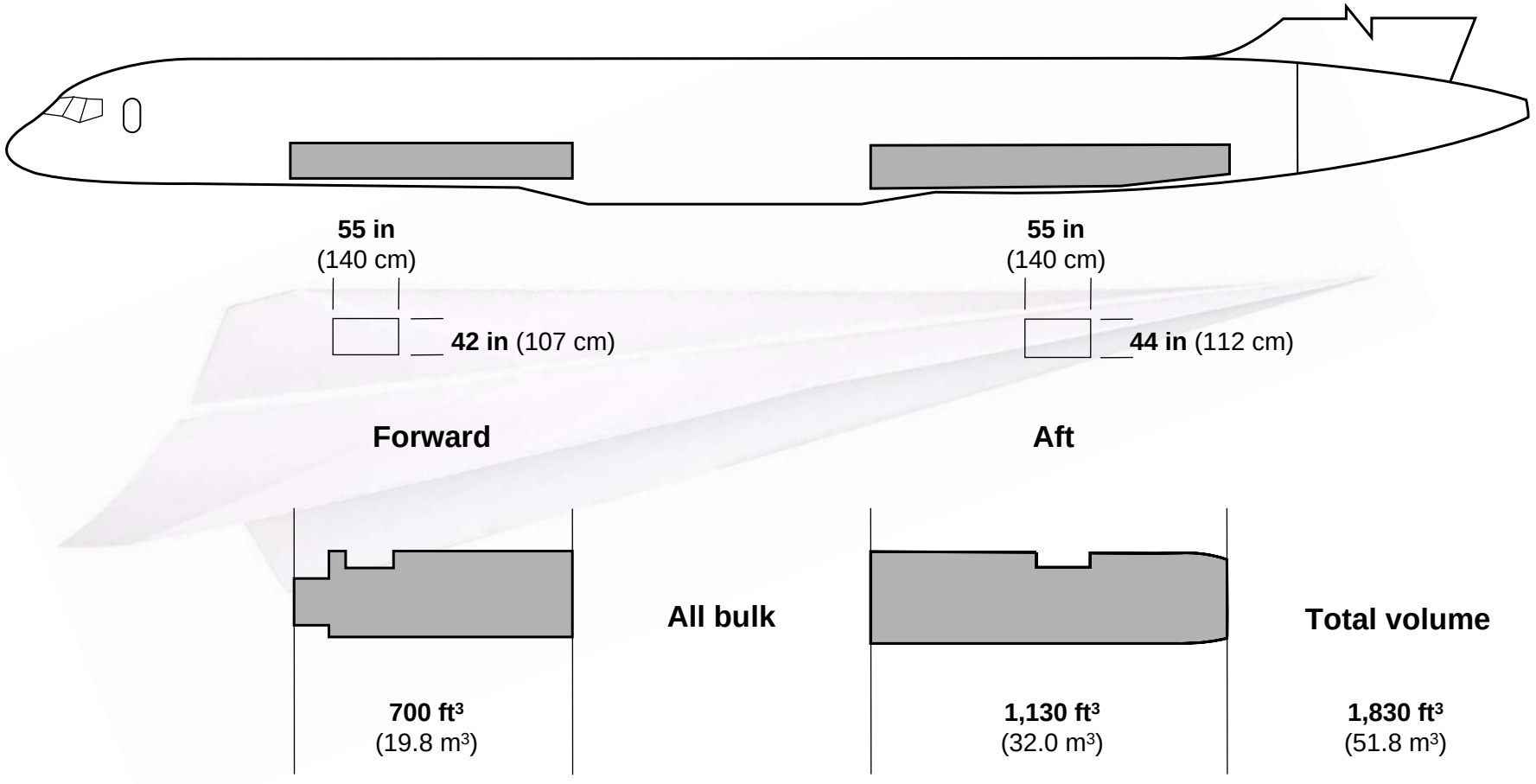
757-200F Main Deck

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757-200F Lower hold cargo volume



Load capacity: 10,300 lb (4,670 kg)

16,300 lb (7,390 kg)

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757-200F performance summary

Pratt & Whitney engines

		Basic	Maximum
Engines		PW2037	PW2040
Takeoff thrust*	lb/°F	36,600/87	40,100/87
Main deck cargo			
88- x 125-in pallets		15	15
Lower hold cargo			
Bulk	ft^3 **(m^3)**	1,830 **(51.8)**	1,830 **(51.8)**
Maximum taxi weight	lb **(kg)**	251,000 **(113,850)**	256,000 **(116,120)**
Maximum takeoff weight	lb **(kg)**	250,000 **(113,400)**	255,000 **(115,660)**
Maximum landing weight	lb **(kg)**	210,000 **(92,250)**	210,000 **(92,250)**
Maximum zero fuel weight	lb **(kg)**	200,000 **(90,720)**	200,000 **(90,720)**
Operating empty weight (includes 3,300-lb tare)	lb **(kg)**	115,580 **(52,430)**	115,580 **(52,430)**
Fuel capacity	U.S. gal **(L)**	11,276 **(42,680)**	11,276 **(42,680)**
Volume-limit payload (pallets)**	lb **(kg)**	72,210 **(32,755)**	72,210 **(32,755)**
Design range (MTOW, volume-limit payload)	nmi **(km)**	2,900 **(5,370)**	3,150 **(5,830)**
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	ft **(m)**	8,950 **(2,728)**	7,700 **(2,347)**
Initial cruise altitude (MTOW)	ft **(m)**	35,900 **(10,940)**	35,400 **(10,790)**
Landing field length (MLW)	ft **(m)**	5,100 **(1,555)**	5,100 **(1,555)**
Approach speed (MLW)	kn	137	137
Fuel consumption at volume-limit payload	500		
nmi lb **(kg)**		10,264 **(4,656)**	10,264 **(4,656)**
1,000 nmi	lb **(kg)**	18,308 **(8,305)**	18,308 **(8,305)**

- Typical mission rules

* Boeing-equivalent thrust

** Volume-limit payload based on 9-lb/ft^3 cargo density and 7-lb/ft^3 bulk density

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757-200F performance summary

Rolls-Royce Engines

		Basic	Maximum
Engines		RB211-535E4	RB211-535E4-B
Takeoff thrust*	lb/°F	40,200/84	43,500/77
Main deck cargo			
88- x 125-in pallets		15	15
Lower hold cargo			
Bulk	ft^3 **(m^3)**	1,830 **(51.8)**	1,830 **(51.8)**
Maximum taxi weight	lb **(kg)**	251,000 **(113,850)**	256,000 **(116,120)**
Maximum takeoff weight	lb **(kg)**	250,000 **(113,400)**	255,000 **(115,660)**
Maximum landing weight	lb **(kg)**	210,000 **(92,250)**	210,000 **(92,250)**
Maximum zero fuel weight	lb **(kg)**	200,000 **(90,720)**	200,000 **(90,720)**
Operating empty weight (includes 3,300-lb tare)	lb **(kg)**	115,870 **(52,560)**	115,870 **(52,560)**
Fuel capacity	U.S. gal **(L)**	11,276 **(42,680)**	11,276 **(42,680)**
Volume-limit payload (pallets)**	lb **(kg)**	72,210 **(32,755)**	72,210 **(32,755)**
Design range (MTOW, volume-limit payload)	nmi **(km)**	2,700 **(5,000)**	2,935 **(5,435)**
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	ft **(m)**	7,100 **(2,164)**	6,900 **(2,103)**
Initial cruise altitude (MTOW)	ft **(m)**	36,100 **(11,000)**	35,700 **(10,880)**
Landing field length (MLW)	ft **(m)**	4,950 **(1,510)**	4,950 **(1,510)**
Approach speed (MLW)	kn	137	137
Fuel consumption at volume-limit payload			
500 nmi	lb **(kg)**	10,875 **(4,933)**	10,875 **(4,933)**
1,000 nmi	lb **(kg)**	19,355 **(8,780)**	19,355 **(8,780)**

- Typical mission rules

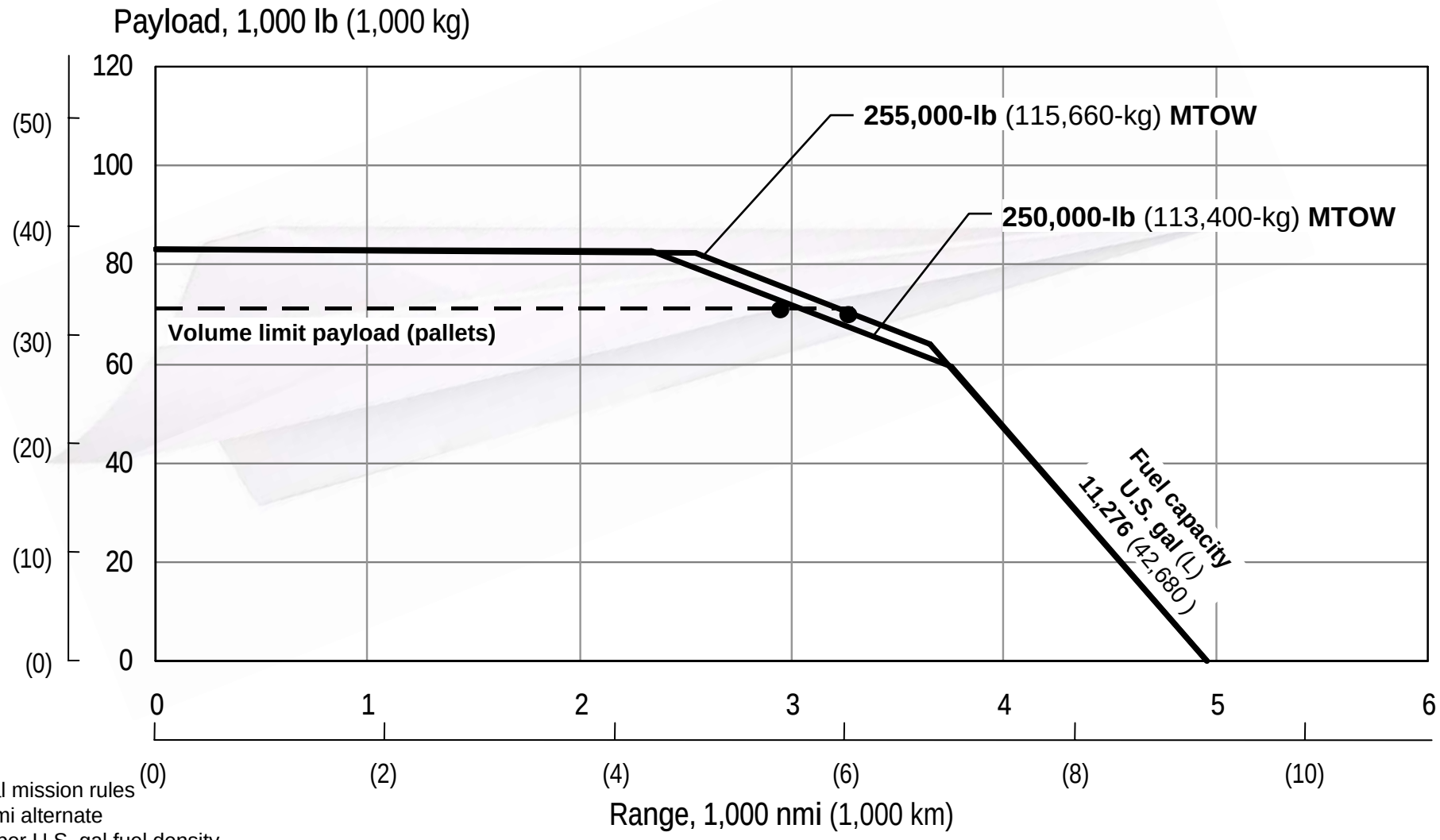
* Boeing-equivalent thrust

** Volume-limit payload based on 9-lb/ft^3 cargo density and 7-lb/ft^3 bulk density

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757-200F payload-range capability

Pratt & Whitney Engines



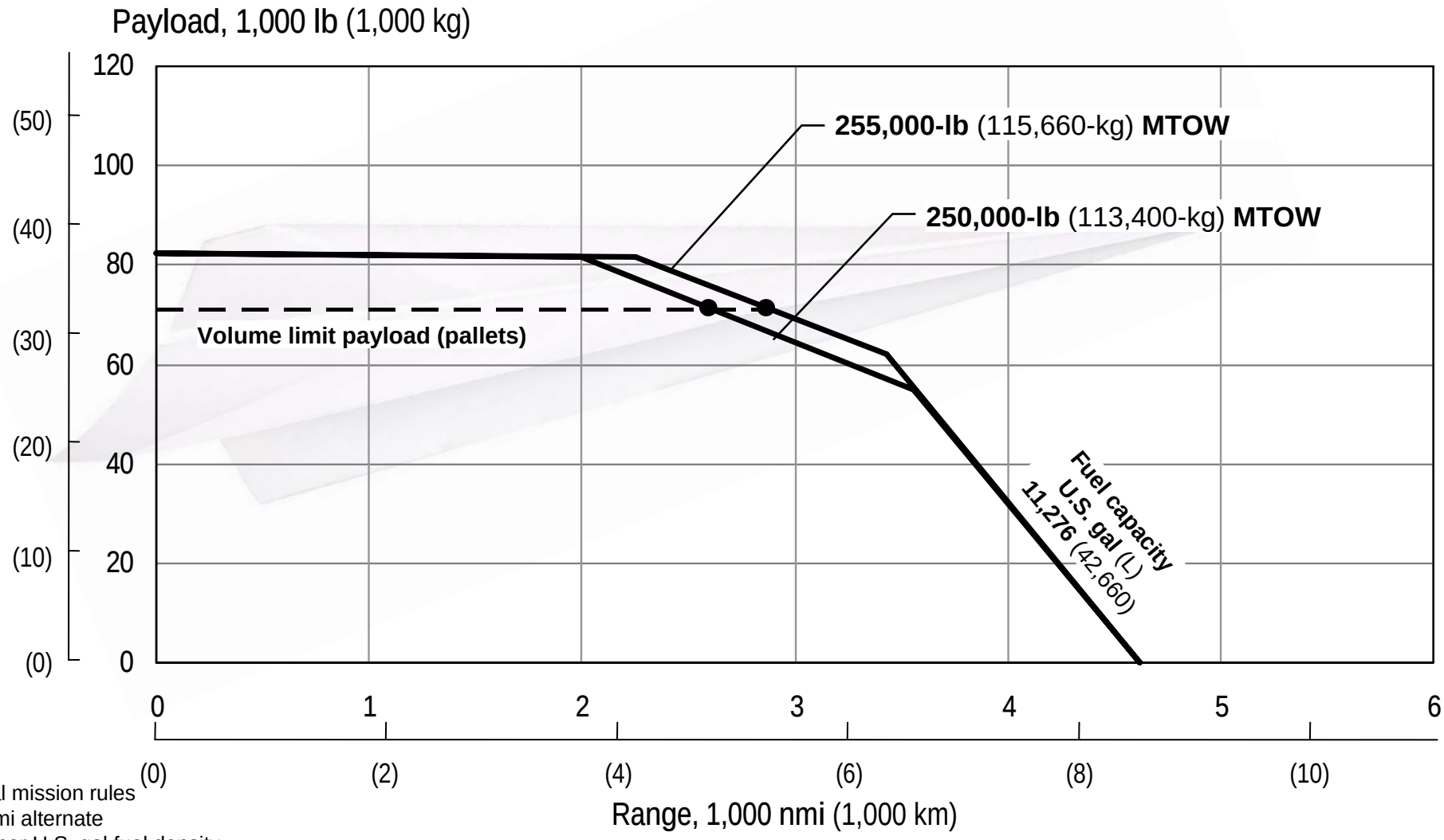
- Typical mission rules
- 200-nmi alternate
- 6.7 lb per U.S. gal fuel density

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757-200F payload-range capability

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Rolls-Royce engines

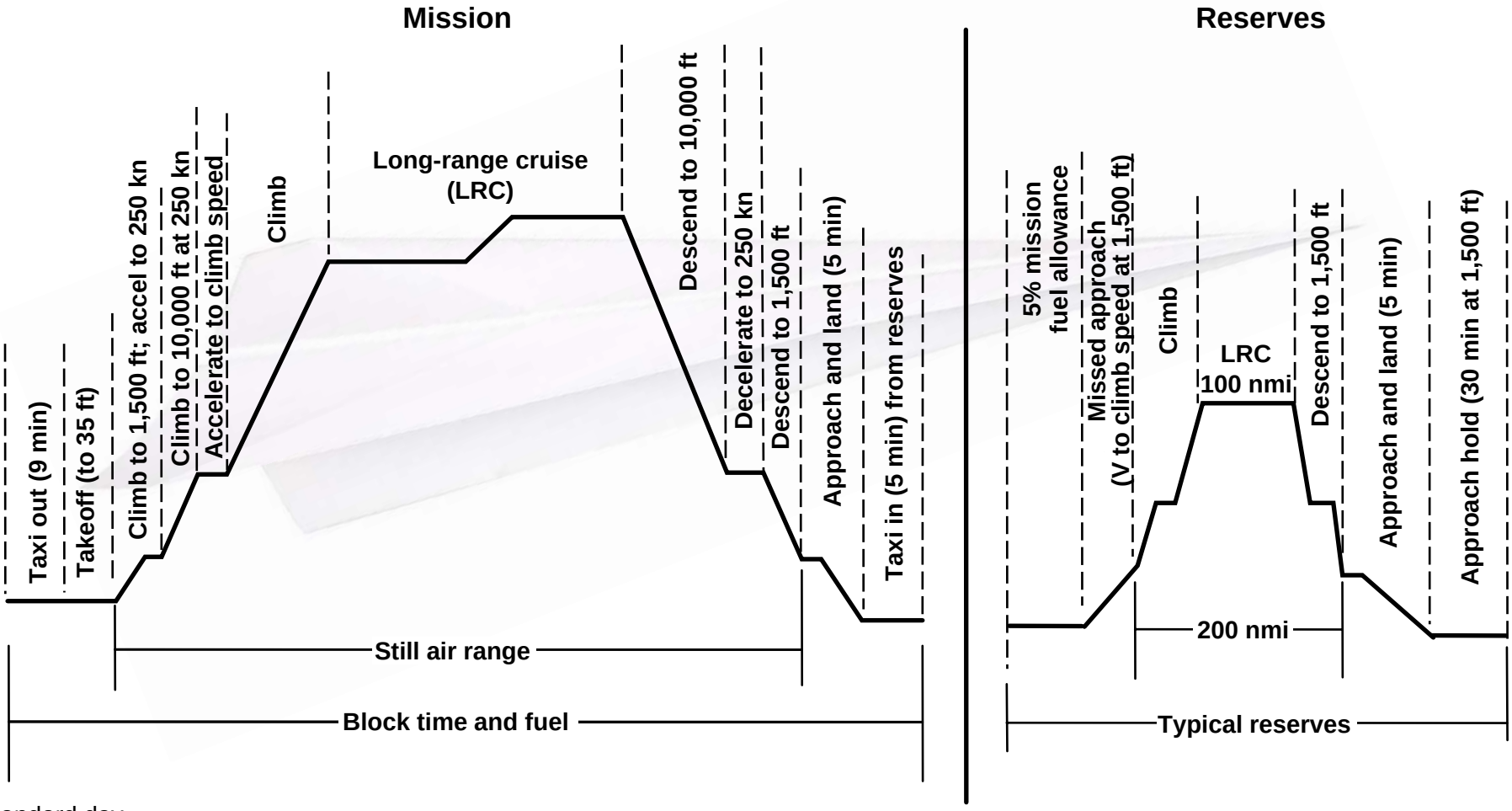


- Typical mission rules
- 200-nmi alternate
- 6.7 lb per U.S. gal fuel density

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Mission profile

Typical mission rules



- Standard day
- Fuel density, 6.7 lb per U.S. gal
- Nominal performance

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Range capability from Los Angeles

Volume limit payload

757-200 Freighter
255,000-lb (115,660-kg) **MTOW**

757-200 Freighter
250,000-lb (113,400-kg) **MTOW**



- PW2037/2040 engines
- Typical mission rules
- Airways and traffic allowances included
- Nominal performance
- 85% annual winds
- 3,300-lb (1,500-kg) tare weight

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Range capability from New York

Volume limit payload

757-200 Freighter
255,000-lb (115,660-kg) **MTOW**

757-200 Freighter
250,000-lb (113,400-kg) **MTOW**



- PW2037/2040 engines
- Typical mission rules
- Airways and traffic allowances included
- Nominal performance
- 85% annual winds
- 3,300-lb (1,500-kg) tare weight

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Range capability from Miami

Volume limit payload

757-200 Freighter
255,000-lb (115,660-kg) **MTOW**

757-200 Freighter
250,000-lb (113,400-kg) **MTOW**



- PW2037/2040 engines
- Typical mission rules
- Airways and traffic allowances included
- Nominal performance
- 85% annual winds
- 3,300-lb (1,500-kg) tare weight

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Range capability from London

Volume limit payload

757-200 Freighter
255,000-lb (115,660-kg) **MTOW**

757-200 Freighter
250,000-lb (113,400-kg) **MTOW**



- PW2037/2040 engines
- Typical mission rules
- Airways and traffic allowances included
- Nominal performance
- 85% annual winds
- 3,300-lb (1,500-kg) tare weight

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Range capability from Singapore

Volume limit payload

757-200 Freighter
255,000-lb (115,660-kg) **MTOW**

757-200 Freighter
250,000-lb (113,400-kg) **MTOW**



- PW2037/2040 engines
- Typical mission rules
- Airways and traffic allowances included
- Nominal performance
- 85% annual winds
- 3,300-lb (1,500-kg) tare weight

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Range capability from Tokyo

Volume limit payload

757-200 Freighter
255,000-lb (115,660-kg) **MTOW**

757-200 Freighter
250,000-lb (113,400-kg) **MTOW**



- PW2037/2040 engines
- Typical mission rules
- Airways and traffic allowances included
- Nominal performance
- 85% annual winds
- 3,300-lb (1,500-kg) tare weight

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757 Flight Deck

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