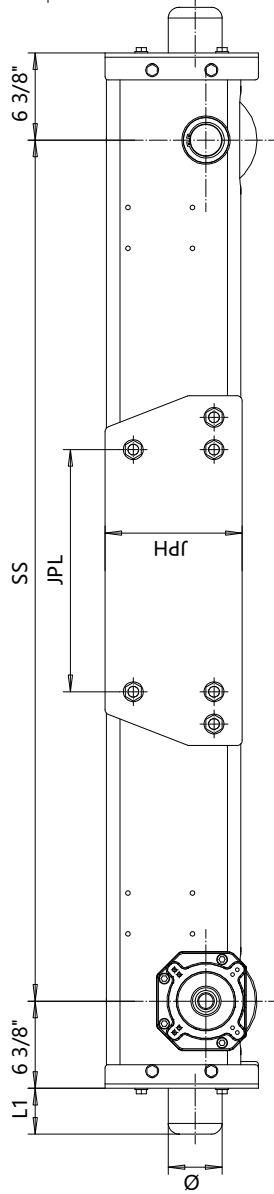
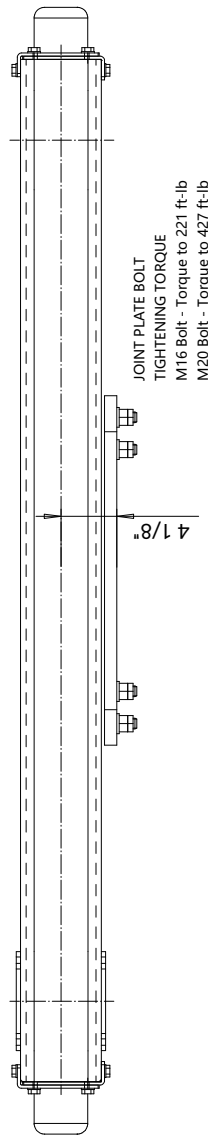


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DFM16 END TRUCK SIDE JOINT PLATE TYPE EBN



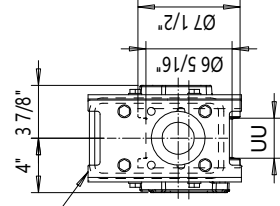
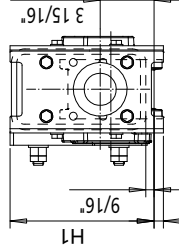
Product Code example

DFM16-1669-450255C0000-N

- N=standard, E=Special
- primer paint, color code
- Joint plate distance (pin to pin with double DG girders; driving wheel to pin with asymmetrical single SG girder)
- Buffer type
- Joint plate height (JPH)
- Joint plate length (pin to pin) (JPL)
- =1WD, D =2WD (Number of driving wheels/end carriage)
- Wheel groove =UU
- Wheel base =SS (type)
- =std, C =asymmetrical joint
- Type of end carriage

Joint plate	JPH	JPL	Min. Wheelbase
EBN16-350x255	10 1/32"	13.77"	5'-3"; DG
EBN16-350x305	12"	13.77"	5'-3"; DG
EBN16-450x255	10 1/32"	17.71"	6'-6 3/4"; DG
EBN16-450x305	12"	17.71"	6'-6 3/4"; DG

End view - without joint plate



UU = 2 1/8" - 3 5/16"

Buffer type	L1	Ø
B	2 11/16"	3 3/16"
C	3 5/16"	3 15/16"
D	4 1/8"	4 15/16"
K	3 3/16"	3 3/16"
G	3 15/16"	3 15/16"
E	5 15/16"	3 15/16"
M	4 15/16"	4 15/16"
F	7 1/2"	4 15/16"
H	6 15/16"+3 15/16"	6 5/16"
P	9 7/16"+3 15/16"	6 5/16"
B, C, D rubber		
K, G, E, M, F, H, P polyurethane		

Wheelbase code	SS	H1	Max dyn whl load, (kip)		Perm dyn whl load, (kip)		Approx. Wgt / Trk (lb)	
			SG	DG	ASCE 40	ASCE 60	ASCE 85	DG
16	5'-3"	10 7/16"	18	18	11.25	15.3	16.9	470
20	6'-6 3/4"	10 7/16"	18	18	11.25	15.3	16.9	521
25	8'-2 7/16"	10 7/16"	18	18	11.25	15.3	16.9	583
32; DG	10'-4"	10 7/16"	-	18	11.25	15.3	16.9	662
32; SG	10'-4"	12 7/16"	18	-	11.25	15.3	16.9	-
40	13'-1 1/2"	12 7/16"	14.18	15.53	11.25	15.3	16.9	846
45	14'-9 3/16"	12 7/16"	9.9	10.8	11.25	15.3	16.9	917

The wheel loads listed are only a guideline. The max. wheel load listed is based on the structural integrity of the frame and load placement, and it does not take into account permissible wheel loading or bearing life. SG load placement is at the center, and DG load placement is for a trolley gage of 1400 mm [55 1/8"].

The permissible dynamic wheel load listed is based on assumptions that the bridge speed is 40 m/min (130 fpm), end truck duty is Fem 2m, and the runway rail as listed.

The actual wheel load should not exceed the permissible wheel load. If the permissible dynamic wheel load is greater than the maximum dyn wheel load, then the actual wheel load cannot exceed maximum dyn wheel load.

Dyn wheel load = 1.15 x Static wheel load

DEMAG

DFM16 END TRUCK

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EBN16
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