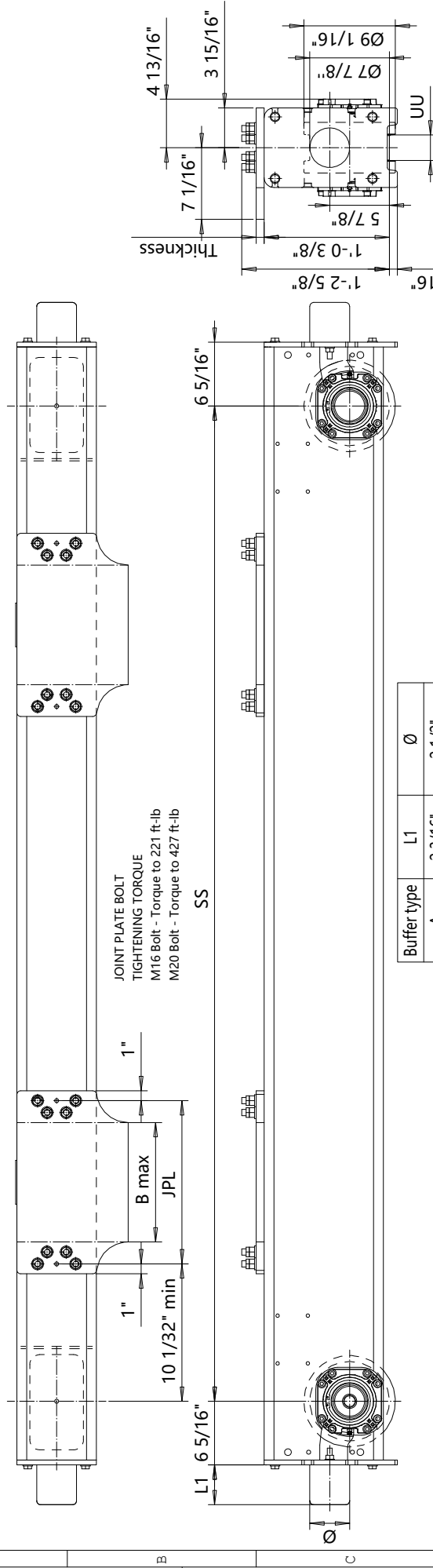


DFO20 END TRUCK TOP JOINT PLATE TYPE L



$$UU = 2\frac{1}{8}" - 3\frac{3}{4}"$$

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], and 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 = 1.15x static wheel load

	Joint plate Code	
	- = 1WD, D = 2WD (Number of driving wheels/end carriage)	
	Wheel groove = UU	
	Wheel base = SS	
	- = std, C=asymmetrical joint	
	Type of end carriage	
		B, C, D rubber
		K, G, E, F, H, I, M, P polyurethane
M	4 15/16"	4 15/16"
P	9 7/16"	6 5/16"

Joint plate	Thickness	Min. Wheelbase Trolley gage= 55.12"	JPL	B MAX
L3	1"	8'-2 7/16"; DG	16.14"	11 13/16"
L4	13/16"	8'-2 7/16"; DG	20.47"	16 3/16"
L5	13/16"	8'-2 7/16"; DG	24.8"	20 1/2"
L6	13/16"	10'-4"; DG	29.13"	24 13/16"

Pos	Description	Specification	ETVPH Design	Chd	Appld	Id	Drawing
	2008-05-23 Date		END TRUCK OUTLINE DRAWING				Ref Drawing
	Dsgt		DFO20-L				1:10 Folder
			DFO20 END TRUCK TOP JOINT				ECN20 Issue
			DFO20 END TRUCK TOP JOINT				08/2025