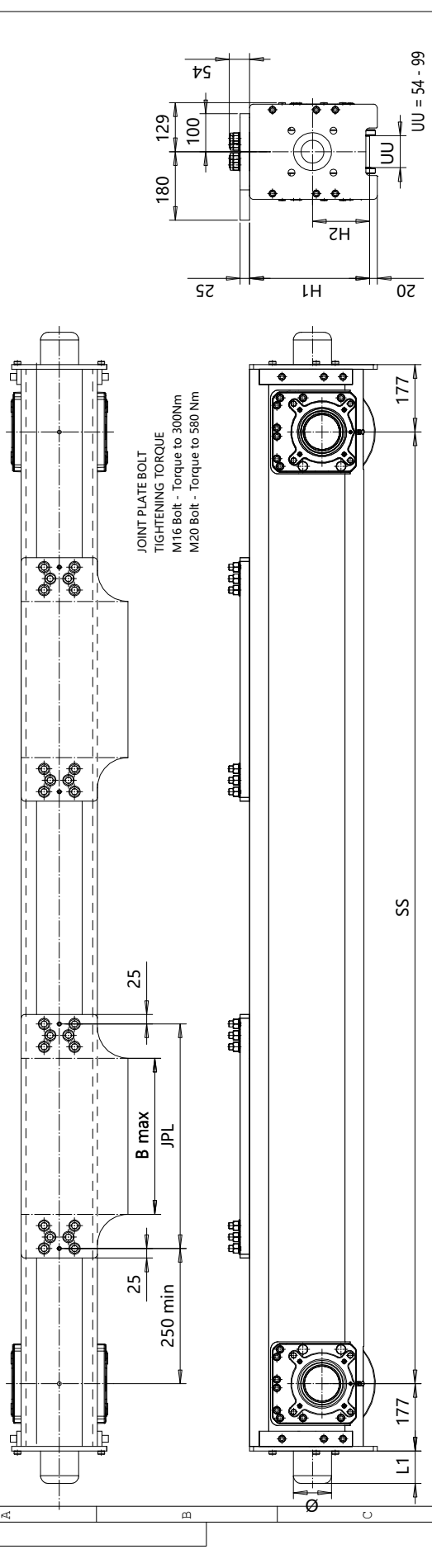




Wheelbase code	SS (mm)	Max dyn whl load, (kN)		Perm dyn whl load, (kN)		Approx Wt./Trk, kg		H1		H2	
		SG	DG	ASCE 60	ASCE 85	SG	DG	SG	DG	SG	DG
20	2000	185	-	114.6	126.5	375	-	315	-	150	-
25	2500	171	185	114.6	126.5	419	459	315	315	150	150
32	3150	170	185	114.6	126.5	545	585	415	315	150	150
40	4000	158	185	114.6	126.5	637	677	415	415	150	150
45	4500	128	139	114.6	126.5	691	731	415	415	150	150
50	5000	138	182	114.6	126.5	904	944	420	420	155	155
55	5500	125	135	114.6	126.5	973	1013	420	420	155	155

Joint plate		JPL (mm)		B max (mm)	
H4	H5	590	700	410	520
H7	H9	920	1170	740	990

Buffer type	L1 (mm)	Ø (mm)
B	68	80
C	85	100
D	105	125
K	80	80
G	100	100
E	150	100
F	190	125
H	160	160
I	200	200
M	125	125
P	240	160
S	300	200
K, G, E, F, H, I, M, P, S polyurethane		

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 gauge 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 Fm 2m, and the runway rail as listed.

If permissible dynamic wheel load is greater than the maximum dyn wheel load, use maximum dyn wheel load to select the end truck.

Dyn wheel load = 1.15 x static wheel load

Product Code example

DFO25-2574-H40610C0000-N

Joint plate code

- = 1WD, D = 2WD (per truck)

Wheel groove = UU

Wheel base = SS

- = std, C = asymmetrical joint

Type of end carriage

ETTPA

Design

2008-08-11

DATE

SLEDOCV

Dept

END TRUCK

OUTLINE DRAWING

DFO25-H

DFO25 END TRUCK TOP JOINT

1:1

Ratio

EQ025

Date

08/2025