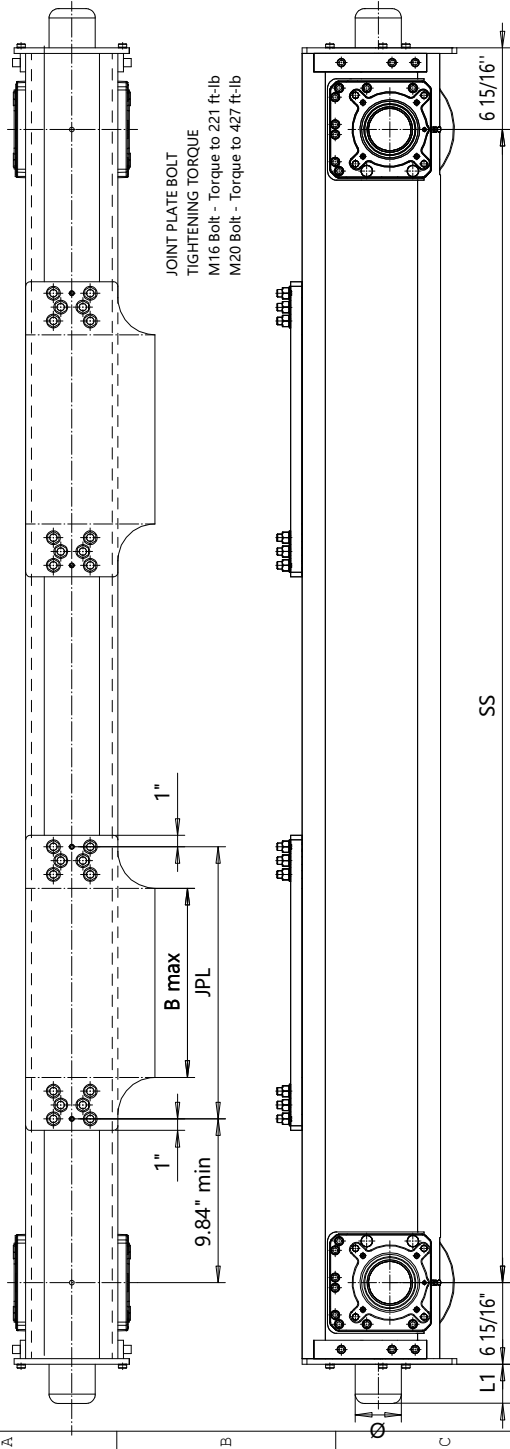


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DFO25 END TRUCK TOP JOINT PLATE TYPE H



Wheelbase code	SS	Max dyn whl load, (kip)	Perm dyn whl load, (kip)	Approx. Wt./Trk, lb	H1	H2
20	6'-6 3/4"	41.63	25.8	826	12 3/8"	5 15/16"
25	8'-2 7/16"	38.48	25.8	923	12 3/8"	5 15/16"
32	10'-4"	38.25	25.8	1202	12 3/8"	5 15/16"
40	13'-1 1/2"	35.55	25.8	1405	16 3/8"	5 15/16"
45	14'-9 3/16"	28.8	25.8	1524	16 3/8"	5 15/16"
50	16'-4 7/8"	31.05	25.8	1993	16 9/16"	6 1/8"
55	18'-1 1/2"	28.13	25.8	2145	16 9/16"	6 1/8"

Product Code example

DFO25-2574-H40610C0000-N

N=standard, E=Special
-primer paint, color code
(not in use with RTN25)

Buffer type

Joint plate distance (DG)

Joint plate code

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

Wheel groove = UU

Wheel base = SS

- = std, C = asymmetrical joint

Type of end carriage

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 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

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"
F	7 1/2"	4 15/16"
H	6 5/16"	6 5/16"
I	7 7/8"	7 7/8"
M	4 15/16"	4 15/16"
P	9 7/16"	6 5/16"
S	11 13/16"	7 7/8"
B, C, D rubber		
K, G, E, F, H, I, M, P, S polyurethane		

Joint plate	JPL	B max
H4	23.23"	16 1/8"
H5	27.56"	20 7/16"
H7	36.22"	29 1/8"
H9	46.06"	38 15/16"

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DEMAG

DFO25 END TRUCK TOP JOINT

08/2025