



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) and truck duty is Fem 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 = 115 x static wheel load

N = standard, E = Special
 - primer paint, color code
 Inner wheel distance = S
 Buffer type
 Joint plate distance = PP;
 (pin to pin, with double girder)
 Joint plate code
 - 1 = 1WD, D = 2WD
 Wheel groove = UU
 Wheel base = SS
 - B = bogie
 Type of end carriage

Wheelbase code	SS	Max dyn whl load (kip)	Permissible dyn whl load, (kip)			Approx Weight (lb)
			ASCE 40	ASCE 60	ASCE85	
14	4'-7 1/8"	41.63	19.1	25.8	28.4	1470
16	5'-3"	41.63	19.1	25.8	28.4	1548
18	5'-10 7/8"	41.63	19.1	25.8	28.4	1625
20	6'-6 3/4"	41.63	19.1	25.8	28.4	1704
22	7'-2 5/8"	41.63	19.1	25.8	28.4	1781
25	8'-2 7/16"	38.48	19.1	25.8	28.4	1898

urethane

Pos	Description	Specification	Id	Drawing
	ETYPH			
	2008-12-09			
	SLEQDCV			1:10
		END TRUCK		
		OUTLINE DRAWING		
		DFO25B-F		EN25
		DFO25B END TRUCK SIDE JOINT		08/2025