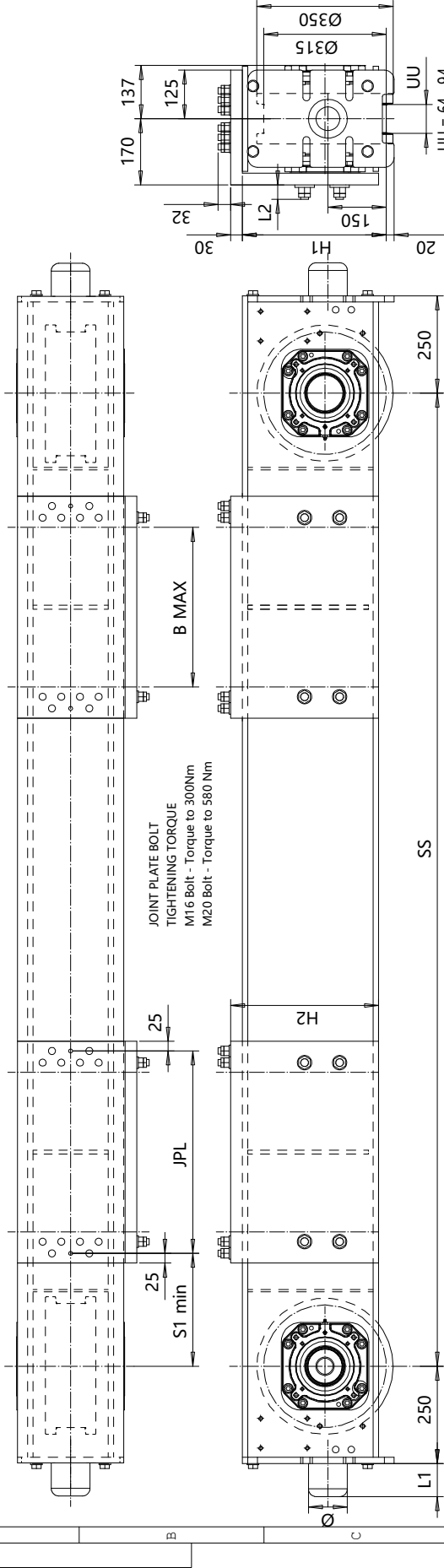




Wheelbase code	SS (mm)	Max dyn whl load, (kN)	Perm dyn whl load, (kN)	ASCE 85	BETH 135	Approx Wt./Trk, kg	H1 (mm)	H2 (mm)	L2 (mm)	S1 min (mm)
25	2500	253	253	166.5	219	638	370	380	37	310
32	3150	200	253	166.5	219	723	370	380	37	310
40	4000	208	253	166.5	219	815	470	480	51	350
45	4500	185	243	166.5	219	871	470	480	51	350
50	5000	200	253	166.5	219	993	545	480	51	350
55	5500	182	225	166.5	219	1054	545	480	51	350

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. 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.

Product Code example
DFO32-2574-Q4080C0000-N

- N=standard, E=Special
- primer paint, color code (not in use)
- Buffer type
- Joint plate distance, mm (DG)
- Joint plate code
- =1WD, D =2WD (per truck)
- Wheel groove = UU, mm
- Wheel base = SS, mm
- std, C=asymmetrical joint
- Type of end carriage

Buffer type	L1, (mm)	Ø, (mm)
B	68	80
C	85	100
D	105	125
E	150	100
F	190	125
H	160	160
I	200	200
M	125	125
P	240	160
S	300	200
T	350	250
Y	475	250
B, C, D rubber		
E, F, H, I, M, P, S, T, Y polyurethane		

Rev	Description	Specification	ETTPA Chd	Applied	Ref Drawing
1	Design	2008-08-11	END TRUCK		
2	Date	SLEDOCV	OUTLINE DRAWING		
3	Dept	DFO32-Q			
DFO32 END TRUCK SIDE JOINT					
DFO32					
Folder					
1.7					
Date					
08/2025					