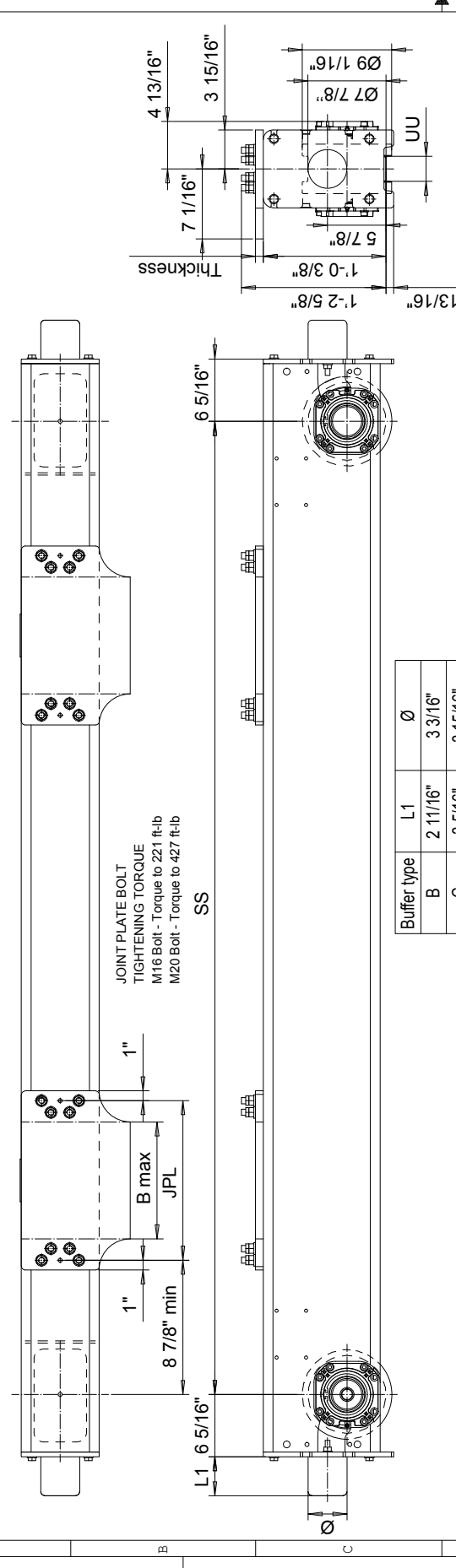


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RTN20 END TRUCK TOP JOINT PLATE TYPE L



JOINT PLATE BOLT TIGHTENING TORQUE
M16 Bolt - Torque to 221 ft-lb
M20 Bolt - Torque to 427 ft-lb
SS

Product Code example
RTN20-2574-L-30990C0000-N

- RTN20 - Standard, E-Special
- 2574 - primer paint, color code (not in use with RTN20)
- L - Buffer type
- 30990 - Joint plate distance (pin to pin, with double DG girder) (driving wheel to pin with asymmetrical single SG girder)
- C0000 - Joint plate code
- N - =1WD, D=2WD (Number of driving wheels/end carriage)
- - Wheel groove =UU
- - Wheel base =SS
- - =std, C=asymmetrical joint
- - Type of end carriage

Joint plate	Thickness	Min. Wheelbase	JPL	B MAX
L3	1"	Trolley gage=55.12"	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	Id	Drawing
ETTVPH	Design	ETTVPH		
2008-06-23	Date	2008-06-23		
END TRUCK	Ref Drawing	END TRUCK		
OUTLINE DRAWING		OUTLINE DRAWING		
RTN20-L		RTN20-L		
R&M MATERIALS HANDLING INC.	Manufacturer	R&M MATERIALS HANDLING INC.		
RTN20 END TRUCK TOP JOINT		RTN20 END TRUCK TOP JOINT		

Wheelbase code	SS	Max dyn whl load, (kip)	DG	Perm dyn whl load, (kip)	ASCE 60#	ASCE 85#	SG	Approx Wgt / trk, lb
16	5'-3"	29.7	29.7	19.8	22	515	DG	570
20	6'-6 3/4"	29.7	29.7	19.8	22	579	DG	634
25	8'-2 7/16"	29.7	29.7	19.8	22	658	DG	713
32	10'-4"	25.2	29.7	19.8	22	763	DG	818
40	13'-1 1/2"	16.88	19.13	19.8	22	898	DG	953
45	14'-9 3/16"	11.93	13.28	19.8	22	979	DG	1034

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 Fm 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