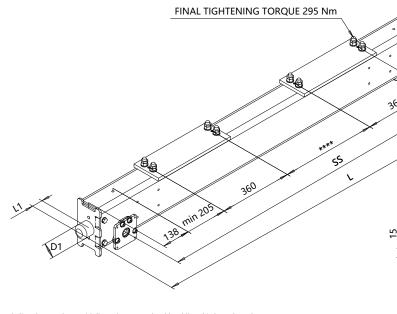
## **RTN09 END TRUCK**

## For single and double girder cranes



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 1200 mm [47 1/4\*].

The permissible dynamic wheel load listed is based on assumptions that the bridge speed is 40 m/min [130 fpm], end 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.

Dynamic wheel = 1.15 x static wheel load

	110	UU 80	24	
	Permis	sible dyn wheel	load	
hl load	ASCE 30	ASCE 40	2" SQ BAR	
	[kN]	[kN]	[kN]	
	21.5	24.7	31.9	
	21.5	247	31 9	

82.5

80

60

		SG		DG		Permissible dyn wheel load			
SS	Н	H1	WT	Max dyn whl load	WT	Max dyn whl load	ASCE 30	ASCE 40	2" SQ BAR
[mm]	[mm]	[mm]	[kg]	[kN]	[kg]	[kN]	[kN]	[kN]	[kN]
1250	200	10	78	28	-	-	21.5	24.7	31.9
1600	200	10	98	28	100	28	21.5	24.7	31.9
2000	200	10	112	28	114	28	21.5	24.7	31.9
2500	200	10	131	28	133	28	21.5	24.7	31.9

L = SS + 276 + 2\*L1

Available only with ductile iron wheel.

UU = 50...70

RTN09 end truck is compatible with the GES3 gear motor and can be equipped with a second gear motor when requested.

If the crane speed is faster, the duty group is more severe, or the actual runway rail is narrower, then the maximum allowable dynamic wheel load must be re-evaluated.

Suitable buffers				
Code	L1 [mm]			
Α	63	53		
В	80	68		
С	100	85		
A, B, C: Rubber				

ETTVPH Design	ETTVPH Chd	Appd	Ref Drawing		
2007-02-20 Date	END CARRIAGE				€
SLEQDOCV Owner Dept	RTN09				
D <sub>2</sub> M					ECN09
MATERIALS MANOLING	D004778-B				08/2025

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