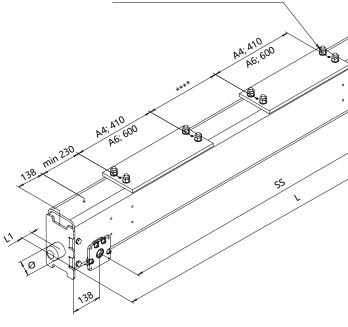
## RTN11 END TRUCK

## For single and double girder cranes

FINAL TIGHTENING TORQUE 295 Nm

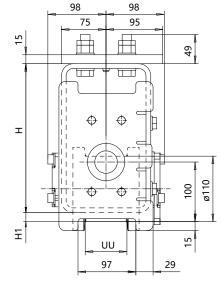


The wheel loads listed are only a guideline. The max. wheel load listed is based on the structural integrity of the frame and load placement, and it does not take into account permissible wheel loading or bearing life. SG load placement is at the center, and DG load placement is for a trolley gage of 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



			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]
1600	250	15	117	46	127	46	27.7	31.9	40.9
2000	250	15	136	46	146	46	27.7	31.9	40.9
2500	250	15	159	46	169	46	27.7	31.9	40.9
3150	250	15	189	46	199	46	27.7	31.9	40.9

L = SS + 276 + 2\*L1

Available only with ductile iron wheel.

UU = 52...82

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	D1 [mm]	L1 [mm]			
Α	63	53			
В	80	68			
С	100	85			
K	80	80			
G	100	100			
E	100	150			
A, B, C: Rubber					
K,G,E: Polyurethane					

ETTVPH	ETTVPH				
Design	Chd	Appd	Ref Drawing		
2007-03-29 Date	END TRUC	(			€
SLEQDOCV Owner Dept	RTN11				1 : 6 Folder
PA DaM					ECN11
MATERIALS MANOLING	D004918-A				

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