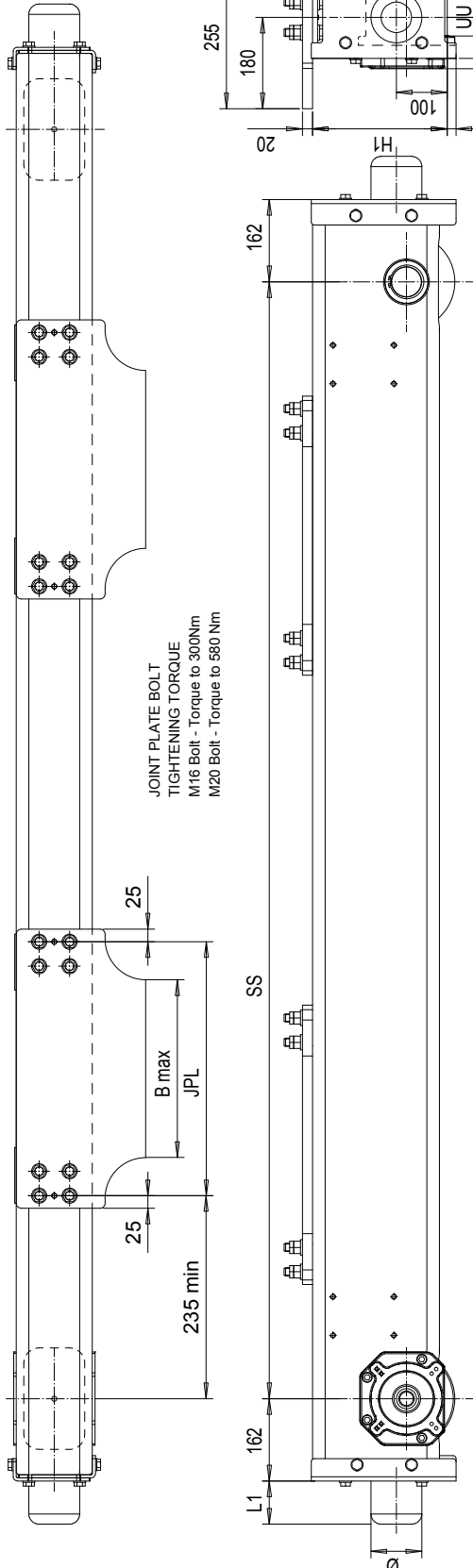


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# RTN16 END TRUCK TOP JOINT PLATE TYPE B



**JOINT PLATE BOLT  
TIGHTENING TORQUE**  
M16 Bolt - Torque to 300Nm  
M20 Bolt - Torque to 580 Nm

**Product Code example**  
**RTN16-2574-B40700C0000-N**

- SS (mm)
- 16
- 20
- 25
- 32; DG
- 32; SG
- 40
- 45

- Max dyn whl load, (kN)
- SG
- 80
- 80
- 80
- 
- 80
- 63
- 44

- H1 (mm)
- 265
- 265
- 265
- 265
- 315
- 315
- 315

- Perm dyn whl load, (kN)
- ASCE 40#
- 50
- 50
- 50
- 50
- 50
- 50

- ASCE 60#
- 67.9
- 67.9
- 67.9
- 67.9
- 67.9
- 67.9

- ASCE 85#
- 75
- 75
- 75
- 75
- 75
- 75

- Approx Wgt / Trk (kg)
- SG
- 188
- 211
- 239
- 
- 303
- 359
- 391

- DG
- 217
- 240
- 268
- 304
- 
- 388
- 420

Joint plate	Min. Wheelbase (mm)	JPL (mm)	B max (mm)
B4	2500; DG	500	350
B6	2500; DG	700	550

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' 10"].

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

Dyn wheel load = 1.15 x Static wheel load

Buffer type	L1 (mm)	Ø (mm)
B	68	80
C	85	100
D	105	125
K	80	80
G	100	100
E	150	100
M	125	125
F	190	125
H	160+100	160
P	240+100	160

B, C, D rubber

Wheelbase code	SS (mm)	H1 (mm)	Max dyn whl load, (kN)	Perm dyn whl load, (kN)	Approx Wgt / Trk (kg)
16	1600	265	80	50	188
20	2000	265	80	50	211
25	2500	265	80	50	239
32; DG	3150	265	-	50	-
32; SG	3150	315	80	50	303
40	4000	315	63	50	359
45	4500	315	44	50	391

EITVPH	EITVPH
2008-10-14	END TRUCK
SLEDDOCV	OUTLINE DRAWING
R&M MATERIALS HANDLING INC.	RTN16-B
1-6	RTN16 END TRUCK TOP JOINT
03/2012	