The wheel loads listed are only a guideline. The max. dyn. 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. The load placement is at the center of each truck. The permissible dynamic wheel load listed is based on assumptions that the bridge speed is 32 m/min [100 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. Dyn wheel load = 1.15 x static wheel load.

**Joint plate code**
- K = 1WD
- D = 2WD (Number of driving wheels/end carriage)

**Buffer type**
- L1 = rubber
- B, C, D = polyurethane

**Wheelbase**
- SS = bogie
- B = bogie

**Product Code example**
RTN40B1675-S62180C1100-N

**Joint plate Type K**
- Joint plate distance (pin to pin, with double DG girder)
- Joint plate code
- Wheel groove = UU
- Wheel base = SS
- B = Bogie
- Type of end carriage

**Wheelbase SS**
- Max dyn whl load, (kip)
- Perm dyn whl load, (kip)
- Approx. Wt./Bogie Trk

<table>
<thead>
<tr>
<th>Wheelbase</th>
<th>Max dyn whl load, (kip)</th>
<th>Perm dyn whl load, (kip)</th>
<th>Approx. Wt./Bogie Trk</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>78.8</td>
<td>45.7</td>
<td>66.6</td>
</tr>
<tr>
<td>18</td>
<td>78.8</td>
<td>45.7</td>
<td>66.6</td>
</tr>
<tr>
<td>20</td>
<td>78.8</td>
<td>45.7</td>
<td>66.6</td>
</tr>
<tr>
<td>22</td>
<td>78.8</td>
<td>45.7</td>
<td>66.6</td>
</tr>
<tr>
<td>25</td>
<td>78.8</td>
<td>45.7</td>
<td>66.6</td>
</tr>
</tbody>
</table>

**Joint plate**
- Joint plate bolt tightening torque
- M16 Bolt - Torque to 221 ft-lb
- M20 Bolt - Torque to 427 ft-lb

**Wheel groove**
- UU

**Angle**
- ø15.75

**Buffer type**
- L1 = rubber
- B = bogie
- C = polyurethane
- D = polyurethane

**Approximate weight of end truck assumes GES5 drive wheel, K9 joint plate, and bogie connector for S = 1100 mm. GES drive parts adds extra weight.

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight, lb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bogie correr</td>
<td>128 lb + (11 * S - 26.61)</td>
</tr>
</tbody>
</table>

**B, C, D rubber**

**N=standard, E=Special**
- Primer paint, color code
- Wheel groove = UU
- Wheel base = SS

**Inner wheel distance (S), 1000 mm [39.37"] min.**

**Outer wheel distance (S), 1100 mm [43.30"] min.**

**Joint plate distance (pin to pin, with double DG girder)**

**Minimum wheelbase with K9 joint plate is 10'-4".**

**Approximate weight of end truck assumes GES5 drive wheel, K9 joint plate, and bogie connector for S = 1100 mm. GES drive parts adds extra weight.**

<table>
<thead>
<tr>
<th>Buffer type</th>
<th>L1</th>
<th>Ø</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>2 1/16&quot;</td>
<td>3 1/16&quot;</td>
</tr>
<tr>
<td>C</td>
<td>3 5/16&quot;</td>
<td>3 1/16&quot;</td>
</tr>
<tr>
<td>D</td>
<td>4 1/8&quot;</td>
<td>4 1/16&quot;</td>
</tr>
<tr>
<td>E</td>
<td>5 1/16&quot;</td>
<td>3 1/16&quot;</td>
</tr>
<tr>
<td>F</td>
<td>7 1/2&quot;</td>
<td>4 1/16&quot;</td>
</tr>
<tr>
<td>H</td>
<td>6 5/16&quot;</td>
<td>6 5/16&quot;</td>
</tr>
<tr>
<td>I</td>
<td>7 7/8&quot;</td>
<td>7 7/8&quot;</td>
</tr>
<tr>
<td>M</td>
<td>4 15/16&quot;</td>
<td>4 15/16&quot;</td>
</tr>
<tr>
<td>P</td>
<td>9 7/16&quot;</td>
<td>6 5/16&quot;</td>
</tr>
<tr>
<td>S</td>
<td>11 13/16&quot;</td>
<td>7 7/8&quot;</td>
</tr>
<tr>
<td>T</td>
<td>13 3/4&quot;</td>
<td>9 7/8&quot;</td>
</tr>
<tr>
<td>Y</td>
<td>18 3/4&quot;</td>
<td>9 7/8&quot;</td>
</tr>
</tbody>
</table>

**GME, E, F, H, I, M, P, S polyurethane**

**GME Weight, lb**
- 73

**Weight, lb**
- 4023

**End truck**
- RTN40B-K

**Outline drawing**
- RTN40B END TRUCK TOP JOINT

**Model code**
- RTN40B1675-S62180C1100-N

**Product Code example**
- RTN40B1675-S62180C1100-N

**Joint plate bolt tightening torque**
- M16 Bolt - Torque to 221 ft-lb
- M20 Bolt - Torque to 427 ft-lb