donati

ENDCARRIAGES FOR BRIDGE CRANES

equipped with

“DGT” series Wheel Groups

in combination with

“DGP” series Offset Geared Motors

IN STEP WITH THE TIMES

Safe, reliable and cost efficient solutions from DONATI SOLLEVAMENTI S.r.l.
These endcarriages for bridge cranes, comprising “DGT” series wheel groups in combination with “DGP” series offset geared motors, are “a modern, safe guide handling system on rails”, and the most convenient offer available for today’s global market, handling up to 62,000 kg.
Enhancing its range of DRH series electric wire rope hoists and DMK series chain hoists, trusted by industry professionals worldwide, these endcarriages for bridge cranes are part of the range of products built by DONATI SOLLEVAMENTI S.r.l., a leading Italian and global manufacturer of lifting systems.

Unit 17C Gainsborough Trading Estate, Rufford Road, Stourbridge, West Midlands DY9 7ND
www.cranehandling.com sales@cranehandling.com 01384 441235

RIGOROUS QUALITY CONTROL

DONATI SOLLEVAMENTI S.r.l. engineers and designs technically innovative, thoroughly reliable, lifting machinery and components, making use of advanced industrialized production processes which ensure low costs for end-users.
Continuous attention to quality allows DONATI SOLLEVAMENTI S.r.l. to consistently manufacture highly engineered, meticulously designed products, using quality control measures on materials throughout the production process, right down to the finished product, involving the company’s entire organization, through its certified quality assurance system in accordance with UNI ISO 9001:2000 norms (Certified ICIM N° 0114), regulating and controlling the company’s management and production organization since 1993.

ISO 9001:2000
Certificate No. 0114

IN HARMONY WITH EUROPE

The rigorous attention placed on all phases of the engineering and design process for all products at DONATI is entirely in line with our diligent consideration for international norms and regulations, a guarantee for our many Customers and end-users, serving as a gateway for the internationalization and diffusion of our products worldwide.
The drive units for bridge cranes comprising the “DGT” series wheel groups in combination with “DGP” series offset geared motors, are designed and manufactured in conformity with legislation in Italy and the following European Community Directives:

- Machinery Directive 98/37/CE (re-codified from Directive 89/392/CEE and subsequent revisions 91/368/CEE, 93/44/CEE and 93/68/CEE).
  Low Voltage Directive 2006/95/CE (replacing Directives 73/23/CEE and 93/68/CEE).
- Electromagnetic Compatibility Directive 2004/108/CE (replacing Directives 89/336/CEE and 92/31/CEE).

ENDCARRIAGES FOR BRIDGE CRANES

- DONATI endcarriages are designed for handling operations on rails on bridge cranes:
  - at single running speed from 3.2 to 25 m/min;
  - at two running speeds, from 12.5/3.2 to 80/20 m/min;

  operating on:
  - single girder, with a capacity of up to 20,000 kg and gauge of up to 25 m;
  - double girder, with a capacity of up to 40,000 kg and gauge of up to 27 m.
- DONATI endcarriages for bridge cranes, designed and built on the principle of modular components assembled together in relation to their specific use, are equipped with drive units comprising “DGT” series wheel groups, which, in combination with “DGP” series offset geared motors, guarantee: accurate alignments for moving structures, control over high shifting speeds, while facilitating installation and maintenance.

THE PRODUCT RANGE AND ITS OPERATING LIMITATIONS

- The range of endcarriages for bridge cranes are designed in 6 production sizes corresponding to the dimensions of the respective wheels, in 17 configurations based on 7 different wheel basis lengths calibrated in relation to the span and type of bridge crane they are combined with, i.e.:
  - 6 “DGT” series drive wheel group sizes (Ø 125, Ø 160, Ø 200, Ø 250, Ø 315 and Ø 400/400 R)
  - 17 configurations based on wheel basis (1800 mm; 2100 mm; 2400 mm; 2700 mm; 3300 mm; 3600 mm; 3900 mm)

Operating limitations for endcarriages on SINGLE GIRDER or DOUBLE GIRDER bridge cranes, in relation to span

Endcarriages type “DGT” Size	Wheel ØR mm	Basis mm 1800	Span (m) SINGLE GIRDER M or DOUBLE GIRDER D bridge crane. 6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1	125					M																		
		2400				D					M		D											
		3300														M		D						
2	160	1800				M																		
		2400				D					M		D											
		3300														M		D						
3	200	2100					M																	
		2700					D						M		D									
		3600																M		D				
4	250	3600					M																	
		2700	M		D				D				M		D									
		3600																M		D				
		3600 R																	M					
5	315	2400						M																
		3900												D										
6	400	3900												D										
	400 R	3900 R															D							

- The drive units” are configured in 6 structural sizes, with the following basic components:
  - 6 sizes of “DGT” series drive wheel group (Ø 125, Ø 160, Ø 200, Ø 250, Ø 315 and Ø 400/400 R)
  - 4 sizes of “DGP” series offset reducers (DGP 0, DGP 1, DGP 2 and DGP 3)
  - 4 sizes of self-braking motors (motor 71, motor 80, motor 100 and motor 112)

“DGT” wheels Size	Ø (mm)	“DGP” series offset geared motors “DGP” reducers size 0	“DGP” reducers size 1	“DGP” reducers size 2	“DGP” reducers size 3
1	125	Motors size 71	Motors size 71	=	=
2	160		Motors size 80	=	=
3	200	=		Motors size 80	=
4	250	=			=
5	315	=	=		Motors size 112
	400	=	=	Motors size 100	
6	400 R	=	=	=	

CONFORMITY TO NORMS AND REGULATIONS

- Applicable legislation:
  - The travelling endcarriages are designed and manufactured by DONATI SOLLEVAMENTI S.r.l. in conformity with the “Essential Safety Requirements” outlined in Annex I of the European Community Machinery Directive 98/37/CE (re-codified by Directive 89/392/CEE and subsequent revisions 91/368/CEE, 93/44/CEE and 93/68/CEE).
  - In relation to the specifications under Annex II of European Directive 98/37/CE, the endcarriages are introduced into the market as incomplete, since they are designed to be incorporated in other machinery (bridge cranes). As such, in accordance with Article 4 - paragraph 2 of European Directive 98/37/CE, the endcarriages for bridge cranes are devoid of CE marking and are supplied accompanied by a Manufacturer’s Declaration – Annex II D.
  - In addition, the endcarriages for bridge cranes conform to the following Directives:
    - Low Voltage Directive 2006/95/CE (replacing Directives 73/23/CEE and 93/68/CEE);
    - Electromagnetic Compatibility Directive 2004/108/CE (replacing Directives 89/336/CEE and 92/31/CEE).

- Applicable norms and regulations:
  - The following norms and technical principles have also been taken into consideration in the design and manufacturing of the endcarriages for bridge cranes:
    - stndEN ISO 12100 parts: 1 – 2 /2005 “Fundamental concepts on general engineering principles”
    - EN 954-1/96 “System control parts linked to safety”
    - EN 60529/92 “Degrees of protection for casings (IP Codes)”
    - ISO 4301/85 “Classifications for lifting equipment”
    - FEM 1.001/98 “Calculations for lifting equipment”
    - UNI 7670/88 “Mechanisms for lifting equipment”
    - FEM 9.683/95 “Criteria of choice for lifting and travel motors”
    - FEM 9.755/93 “Safety work periods”

- Service classification:
  - The structural elements and mechanisms on the endcarriages for bridge cranes are classified in various service groups, in conformity with specifications stipulated under norm ISO 4301.

- Protection and sheathing of electrical parts:
  - Sliding motors: protection IP55 (motor) - IP23 (brake); class “F” insulation
  - Limit switch: minimum protection IP65; max. insulation voltage 500 V
  - Protections and insulations differing from the standard suppliable on request.

- Electrical power:
  - The endcarriages for bridge cranes are designed to be powered through three-phase alternating current: 400 V - 50Hz. in accordance with IEC 38-1.
  - Different voltage and frequency specifications from the standard suppliable on request.

- Environmental conditions for standard usage:
  - Operating temperature: minimum - 10° C; maximum + 40°C.
  - Maximum relative humidity: 80% - Maximum altitude 1000 m above sea level.
  - Standard endcarriages for bridge cranes must be installed in a well aerated working environment, free of corrosive steams (acidic steams, saline mists, etc.), and are designed to operate in a covered environment, protected from atmospheric elements.
  - Special machine models designed for non-standard environmental conditions, or for operation outdoors, can be supplied on request.

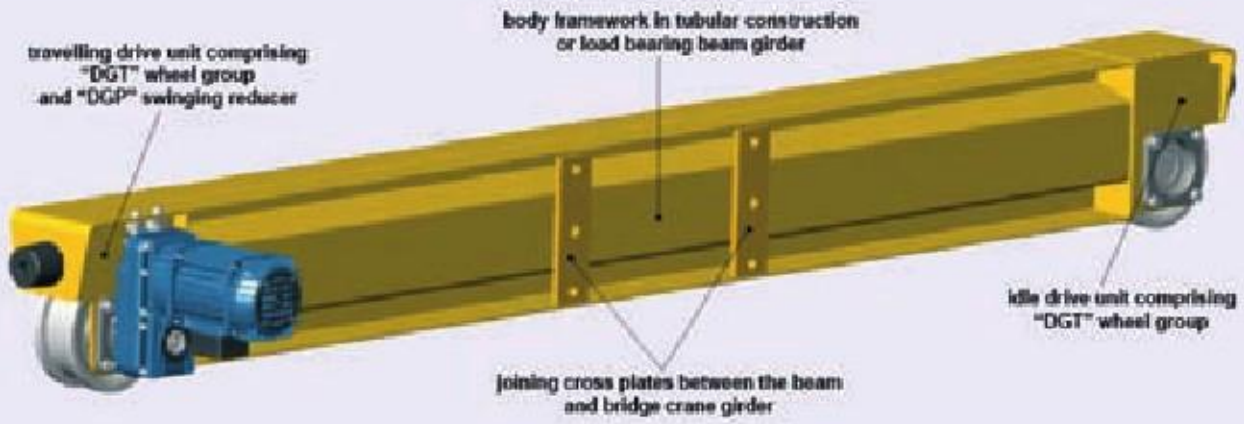
- Noise emissions - Vibrations:
  - Noise emission levels emanating from the endcarriages during running operations, whether empty or fully loaded, are in all cases inferior to a value of 80 dB (A), as measured at a distance of 1 m and 1.6 m from the ground. The incidence of environmental characteristics such as the transmission of sound through metallic structures, reflection caused by combined machinery and surrounding walls, are not taken into consideration in the value indicated.
  - Vibrations produced by the endcarriages during runing operations are not considered dangerous for the health and wellbeing of personnel operating the lifting equipment on which the units are installed.

DESIGN AND CONSTRUCTION

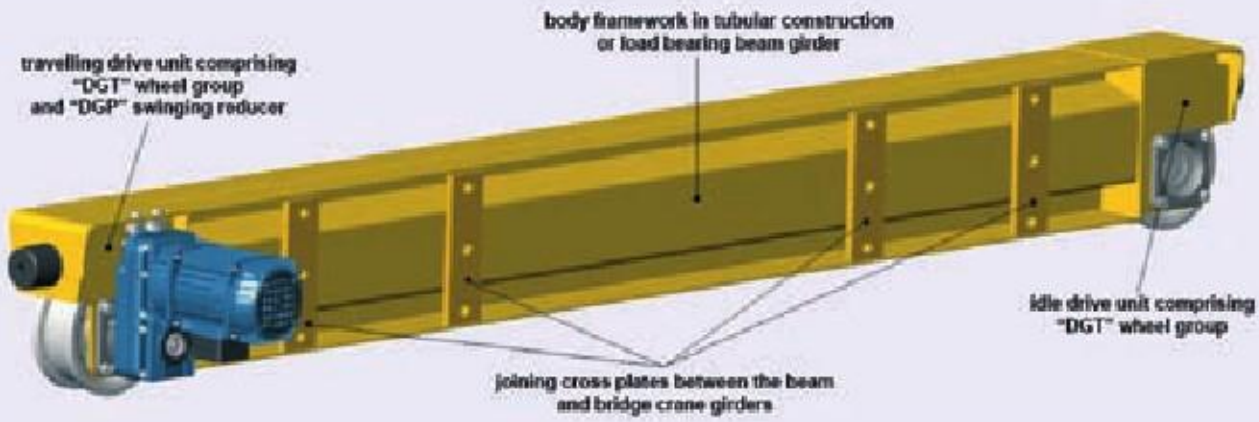
- The endcarriages are equipped standard with two drive units, of which one is a drive unit and the other is idler.
- However, their special construction design, due to the use of modular components, allows for flexibility in adapting to different operating needs, with endcarriages equipped with two travelling drive units.
- The endcarriages are also easily integrated and combined with a variety of accessories, such as, for example: mechanical or electrical/electronic anti-collision devices, operating speed and stop position control systems, mechanical type limit stroke or cycle counter, electronic systems (encoders), thereby guaranteeing cost efficient operation.
- Finishing on the bodywork on the endcarriages and protection from atmospheric and environmental agents (dust, gas, etc.) is guaranteed by a special paintwork finish which applies a chrome and lead free primer coat of 40 microns in thickness of yellow enamel RAL 1002; surfaces are previously prepared with SA 2 degree metallic sanding in accordance with SVENSK STANDARD SIS 055900. The finish is oven dried for 40 min. at a temperature of 60-80°C.
- The special waterproof paintwork finish adopted for the electro-mechanical parts (offset gearbox and self-braking drive motor), obtained using an electrostatic process and the complete sealing of parts, guarantees their inalterability over time and constant high performance characteristics, even in particularly hostile environments.
- Safety is one of the factors taken most into consideration at DONATI SOLLEVAMENTI S.r.l., in both the design and manufacturing of all our products, guaranteeing their total reliability in all operating conditions and maintenance. This is why our endcarriages are covered by a 3 year Warranty, from date of delivery.

COMPONENTS AND EQUIPMENT ON ENDCARRIAGES FOR BRIDGE CRANES

- Endcarriages for bridge cranes are generally supplied in pairs, each endcarriage comprising the following parts and components:
  - tubular design built framework
  - “DGT” wheel group idler drive unit;
  - “DGT” wheel group driven unit combined with a “DGP” offset geared motor;
  - the connection plate/s (single girder or double girder) fix the endtruck to the crane’s beam;
  - accessories (limit stroke, towing arms, etc.).



Endcarriage for SINGLE GIRDER bridge crane



Endcarriage for DOUBLE GIRDER bridge crane

- for bridge cranes are the

  - Steel framework in tubular construction:

    -
    -
    -

  - “DGT” series wheel groups:

    - Drive wheels Ø 125, Ø 160, Ø 200, Ø 250 and Ø 315 are carbon steel moulded. Sliding wheels Ø 400 and Ø 400 R are in spheroid cast iron.
    - All wheels groups revolve on permanently lubricated radial bearings, with the exception of the extra load capacity Ø 400 R wheel group, which is fitted with roller bearings.
    - Available in idle operation or ready for drive operation combined with a offset geared motor.
    - In drive operation, the direct connection is coaxial between the offset reducer’s output shaft and the grooved hub on the drive wheel ensures a high level of operating safety and reliability.
    - The wheel group is available standard with a double-flange version and can, on request, be supplied with different sliding band widths depending on the type of rail it runs on.
    - Both in idle and drive operation, the wheel groups are supported and contained within an electro-welded steel structure that acts as a support casing for the entire group, and as a joining element between the endtruck frame on which the wheel group is assembled.

  - “DGP” series offset geared motors:

    - Reducers are designed as a “offset gearbox” type with a concave shaft, featuring parallel axes with two or three stages of reduction, and permanent oil-bath lubrication.
    - Engineered with cylindrical high resistance steel gears, featuring spiral toothing, thermically treated, entirely supported on ball bearings.
    - Sized to resist a lifetime of stress and wear, in accordance to the pertinent ISO service group.
    - The connection between the reducer and drive wheel is guaranteed by a slotted shaft connecting the holes on both parts, while the reducer fastened to the wheel group makes use of a system comprising a reaction arm fastened to the wheel group, and an elastic counter bearing with rubber buffers and a setscrew. The entire reducer-wheel connection system guarantees both high quality running operation and maximum duration over time with low maintenance, thanks to the elimination of rigid connections.

    - The electric motors are asynchronous, featuring a progressive start-up, with standard ventilation, self-braking with axial shifting of the rotor guaranteeing a fast, reliable mechanical braking.
    - Conical brakes are fitted with asbestos-free braking gaskets, featuring an extended braking surface.
    - The brake block comprises a fan which ensures proper cooling for the brake and motor, shifting axially with the motor shaft; the brake function is activated automatically in the case of a power outage.
    - The connection between the motor and swinging reducer features a slotted joint contained within a coupling housing, which also comprises, where required, a flywheel transferring progressive start-up and braking drive motion.

  - The connection plate (single girder) or plates (double girder) fix the endcarriage to the crane’s girder or girders

    - Specially designed connection plates fix the endcarriages to the girder/s of the bridge crane. Built in steel plating in different sizes, they are welded to the bridge crane girders, whether tubular or plated sectioned, laterally joined or fixed to the travelling beam structures.

  - Accessories (limit switches, towing arms, etc.):

    - The travel limit switch on the endcarriages, when supplied, is a rotating type with a double cross-rod ensuring for two-speed cranes a dual function of pre-deceleration and stopping in both directions, and is housed on the DGT drive unit.

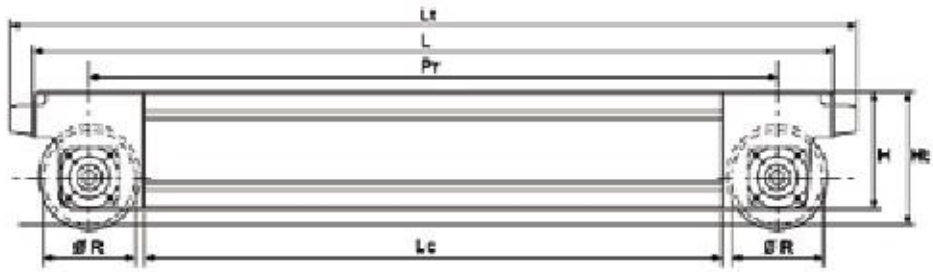
TECHNICAL SPECIFICATIONS AND OPERATING LIMITATIONS FOR ENDCARRIAGES FOR BRIDGE CRANES

- For complete technical specifications on the endcarriages for bridge cranes, in relation to their intended operation, check and match the parameters limiting their operation.

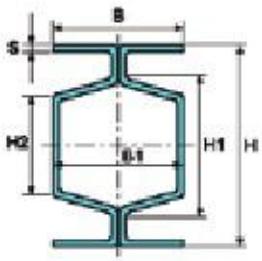
- The tables below provide a suitable means of verifying operating limits and specifications for endcarriages with wheel groups in combination with offset reducers and self-braking motors, in relation to the following user specifications for the bridge crane the endtrucks are installed on.

- Operating parameters required for selecting endcarraiges:
  - type of bridge crane (single girder or double girder);
  - load bearing capacity;
  - span;
  - ISO / FEM service group;
  - inflection point, with a nominal load on the beam's mid-section;
  - loads on the wheels;
  - width and shape of the rail;
  - running speed.
  -

Geometrical specifications based on endcarriage for SINGLE or DOUBLE GIRDER bridge cranes



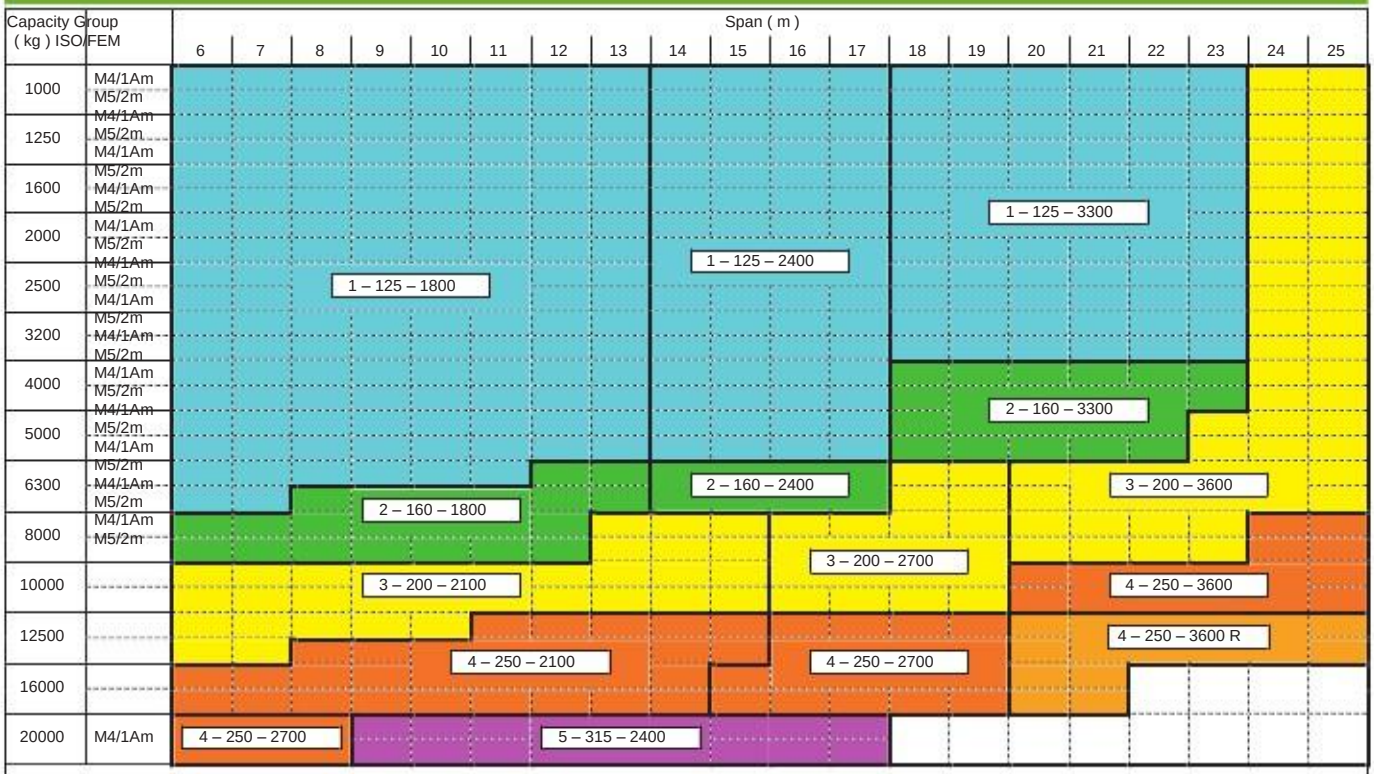
Endcarriage construction



Tubular endcarriage section

Endcarriage type			Endcarriage dimensional data (mm)										Inertial data on tubular section						
	Wheel																	Area (cm) ^{2}	
"DGT" size	ØR (mm)	Basis (mm)	Lc	L	Lt	S	D	H	B1	H1	H2	Ht	Wt cm ^{3}	Jx cm ^{4}	Wx cm ^{3}	Jy cm ^{4}	Wy cm ^{3}	At	Ao
1	125	1800	1630	1970	2050	4	160	220	150	138	100	227	120.0	2423.0	220.0	889.0	111.0	17.6	24.8
		2400	2230	2570	2650	6				127	90		162.0	3450.0	313.0	1224.0	153.0	26.4	37.2
		3300	3130	3470	3550														
2	160	1800	1590	2010	2110	4	180	250	170	164	120	265	163.0	3607.0	288.0	1336.0	148.0	20.0	28.0
		2400	2190	2610	2710	6				157	114		233.0	5194.0	415.0	1894.5	210.0	30.0	42.0
		3300	3090	3510	3610														
3	200	2100	1840	2360	2490	5	200	290	188	194	147	315	276.0	6839.0	471.0	2363.0	236.0	29.	38.8
		2700	2440	2960	3090	8				166	120		361.0	10119.0	698.0	3275.0	327.5	46.4	62.0
		3600	3340	3860	3990														
4	250	2100	1790	2410	2540	5	230	335	218	228	180	370	392.0	10772.0	643.0	3803.0	330.	33.5	44.8
		2700	2390	3010	3140	8				211	157		547.0	16135.0	963.0	5462.0	475.0	53.6	71.0
		3600	3290	3910	4040														
		3600 R						345				375		22430.0	1300.0	6326.0	550.0	55.2	93.0
5	315	2400	2010	2790	2950	6	260	385	244	266	204	437	597.0	19214.0	998.0	6467.0	497.0	46.2	60.0
		3900	3510	4290	4450	10				230	170		829.0	29610	1538.0	9397.0	723.0	77.0	101.0
6	400	3900	3430	4370	4570	10	290	440	274	285	217	495	1189.0	44920.0	2042.0	14293.0	986.0	88.0	113.0
	400 R	3900 R						460				505		72260.0	3141.7	17573.0	1211.9	92.0	167.0

Operating limitations for endcarriages on SINGLE GIRDER bridge cranes based on: Capacity - ISO/FEM group - Span

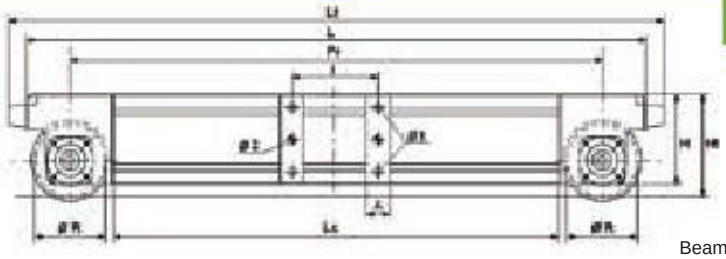


Admissible travelling mass for endcarriages on SINGLE GIRDER bridge crane [Travelling mass (kg) = capacity + crane weight + weight of trolley/hoist]

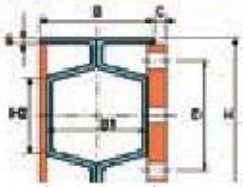
1 - 125			2 - 160			3 - 200			4 - 250				5 - 315
1800	2400	3300	1800	2400	3300	2100	2700	3600	2100	2700	3600	3600 R	2400
8.400		7.400	11.100		9.800	15.800		14.800	22.000	24.400	19.000	24.800	28.600

Note: operating limitations determined using Donati components (hoist, trolley, etc.) and sectioned beams sized as per arrow a = Span / 750

Endcarriages for SINGLE GIRDER cranes with connection plates to “bridge girder”



Connection of beam-girder “Lateral” configuration

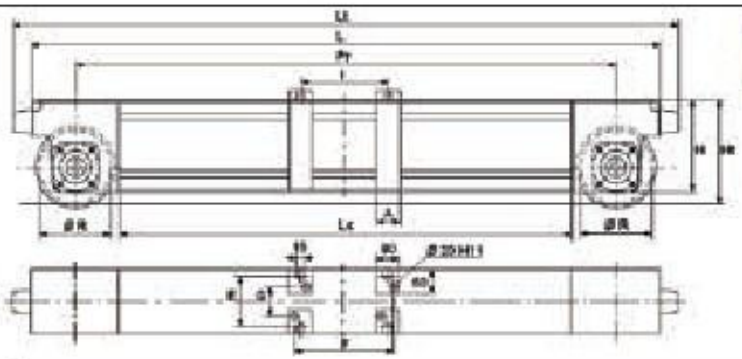


Beam connection area section

Endcarriage type	Max. width	Beam codes in relation to max. width span (mm) of bridge girder Quota		Quota		Quota		Beam code	(for other quotas see page 7) Quotas (mm) ACDØ1Ø2					Weight (kg)
		BeamMax.width	codeDGT110250	BeamMax.width	codeDGT110260	BeamMax.width	codeIII							
1 – 125 – 1800	305	360	DGT110300	370	430	DGT110310	450	510	=	60	7	165	18	20	82
1 – 125 – 2400									DGT110320						128
1 – 125 – 3300			DGT110340			DGT110350			DGT110360						165
2 – 160 – 1800	305	360	DGT210250	370	430	DGT210260	450	510	=	60	7	190	20	20	105
2 – 160 – 2400			DGT210300			DGT210310			DGT210320						160
2 – 160 – 3300			DGT210340			DGT210350			DGT210360						205
3 – 200 – 2100	360	420	DGT310250	410	480	DGT310260	500	560	DGT310270	80	9	225	22	25	170
3 – 200 – 2700			DGT310300			DGT310310			DGT310320						255
3 – 200 – 3600			DGT310340			DGT310350			DGT310360						330
4 – 250 – 2100	410	480	DGT410250	490	560	DGT410260	565	640	DGT410270	80	9	270	26	25	220
4 – 250 – 2700			DGT410300			DGT410310			DGT410320						330
4 – 250 – 3600			DGT410340			DGT410350			DGT410360						410
4 – 250 – 3600 R			DGT420810			DGT420820			DGT420830						428
5 – 315 – 2400	410	500	(X)	490	580	(X)	615	710	(X)	100	12	305	30	32	340

(X) Code defined as follows based on the span width, type of reducer employed and “left” or “right” positioning of the reaction arm:

Endcarriage type	Offset gearbox	Max. arm width 410 “right” arm	Max. arm width 410 “left” arm	Max. arm width 490 “right” arm	Max. arm width 490 “left” arm	Max. arm width 615 “right” arm	Max. arm width 615 “left” arm
5 – 315 – 2400	Size 2	DGT520750	DGT520760	DGT520790	DGT520800	DGT520830	DGT520840
	Size 3	DGT520770	DGT520780	DGT520810	DGT520820	DGT520850	DGT520860



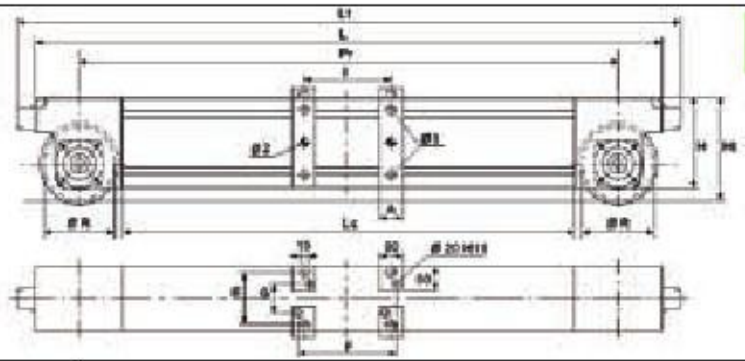
Joining of beam girder in "Supported" configuration

Beam connection area section

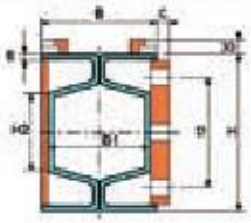
Endcarriage type	Max. width	Beam codes in relation to max. width span (mm) of bridge girder									(for other quotas see page 7) Quota (mm)			Weight (kg)
		Quota	Beam Max. width	Quota code	Beam Max. width	Quota code	IF	IF	Beam code		AEG			
1 – 125 – 1800	305	360	402	DGT110390 DGT110440	370	430	472	DGT110400 DGT110450	450	510	552	DGT110400 DGT110460	60	120	78	82
1 – 125 – 2400																128
1 – 125 – 3300				DGT110490				DGT110500				DGT110510				165
2 – 160 – 1800	305	360	402	DGT210390 DGT210440	370	430	472	DGT210400 DGT210450	450	510	552	DGT210400 DGT210460	60	140	98	105
2 – 160 – 2400																160
2 – 160 – 3300				DGT210490				DGT210500				DGT210510				205
3 – 200 – 2100	360	420	462	DGT310390 DGT310440	410	480	522	DGT310400 DGT310450	500	560	602	DGT310400 DGT310460	80	160	118	170
3 – 200 – 2700																255
3 – 200 – 3600				DGT310490				DGT310500				DGT310510				330
4 – 250 – 2100	410	480	522	DGT410390 DGT410440	490	560	602	DGT410400 DGT410450	565	640	682	DGT410400 DGT410460	80	190	148	220
4 – 250 – 2700																330
4 – 250 – 3600				DGT410490				DGT410500				DGT410510				410
4 – 250 – 3600 R				DGT420840				DGT420850				DGT420860				428
5 – 315 – 2400	410	500	542	(X)	490	580	622	(X)	615	710	752	(X)	100	220	178	340

(X) Code defined as follows based on the span width, type of reducer employed and "left" or "right" positioning of the reaction arm:

Endcarriage type	Offset gearbox	Max. arm width 410 "right" arm	Max. arm width 410 "left" arm	Max. arm width 490 "right" arm	Max. arm width 490 "left" arm	Max. arm width 615 "right" arm	Max. arm width 615 "left" arm
5 – 315 – 2400	Size 2	DGT520870	DGT520880	DGT520910	DGT520920	DGT520950	DGT520960
	Size 3	DGT520890	DGT520900	DGT520930	DGT520940	DGT520970	DGT520980



Joining of beam girder in "Lateral + Supported" configuration



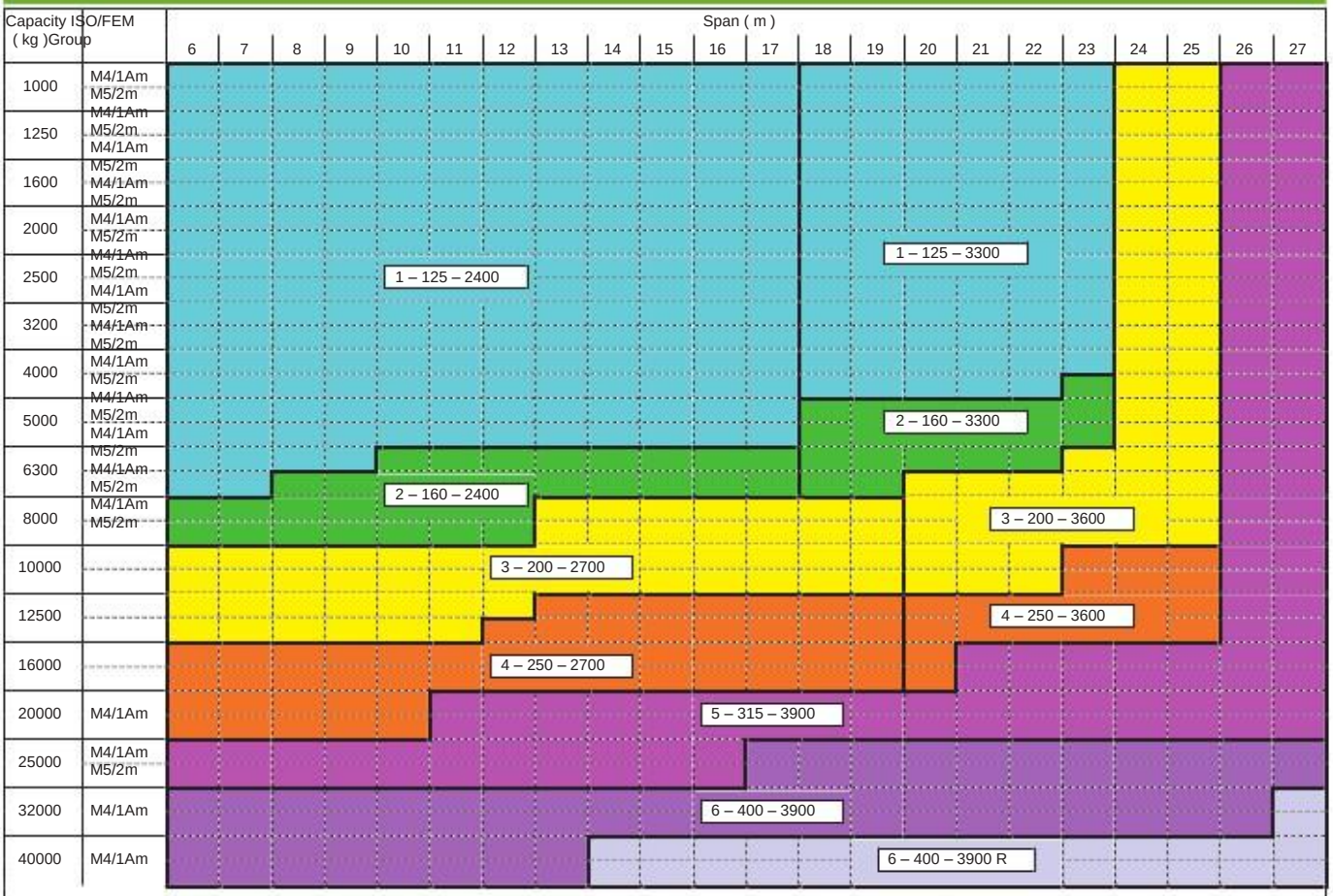
Beam joining area section

Endcarriage type	Max. width	Beam codes in relation to max. width span (mm) of bridge girder									(for other quotas see page 7) Quota (mm)								Weight (kg)
		Quota	Beam Max. width	Quota code	Beam Max. width	Quota code	IF	IF	Beam code		AC	DE	G	Ø	Ø	12			
1 – 125 – 1800	305	360	402	DGT110550 DGT110600	370	430	472	DGT110560 DGT110610	450	510	552	DGT110560 DGT110620	60	7	165	120	78	18	20	82
1 – 125 – 2400																				128
1 – 125 – 3300				DGT110650				DGT110660				DGT110670								165
2 – 160 – 1800	305	360	402	DGT210550 DGT210600	370	430	472	DGT210560 DGT210610	450	510	552	DGT210560 DGT210620	60	7	190	140	98	20	20	105
2 – 160 – 2400																				160
2 – 160 – 3300				DGT210650				DGT210660				DGT210670								205
3 – 200 – 2100	360	420	462	DGT310550 DGT310600	410	480	522	DGT310560 DGT310610	500	560	602	DGT310570 DGT310620	80	9	225	160	118	22	25	170
3 – 200 – 2700																				255
3 – 200 – 3600				DGT310650				DGT310660				DGT310670								330
4 – 250 – 2100	410	480	522	DGT410550 DGT410600	490	560	602	DGT410560 DGT410610	565	640	682	DGT410570 DGT410620	80	9	270	190	148	26	25	220
4 – 250 – 2700																				330
4 – 250 – 3600				DGT410650				DGT410660				DGT410670								410
4 – 250 – 3600R				DGT420870				DGT420880				DGT420890								428
5 – 315 – 2400	410	500	542	(X)	490	580	622	(X)	615	710	752	(X)	100	12	305	220	178	30	32	340

(X) Code defined as follows based on the span width, type of reducer employed and "left" or "right" positioning of the reaction arm:

Endcarriage type	Offset gearbox	Max. arm width 410 "right" arm	Max. arm width 410 "left" arm	Max. arm width 490 "right" arm	Max. arm width 490 "left" arm	Max. arm width 615 "right" arm	Max. arm width 615 "left" arm
5 – 315 – 2400	Size 2	DGT530010	DGT530020	DGT530050	DGT530060	DGT530090	DGT530100
	Size 3	DGT530030	DGT530040	DGT530070	DGT530080	DGT530110	DGT530120

Operating limitations for endcarriages on DOUBLE GIRDER bridge cranes based on: Capacity - ISO/FEM group - Span

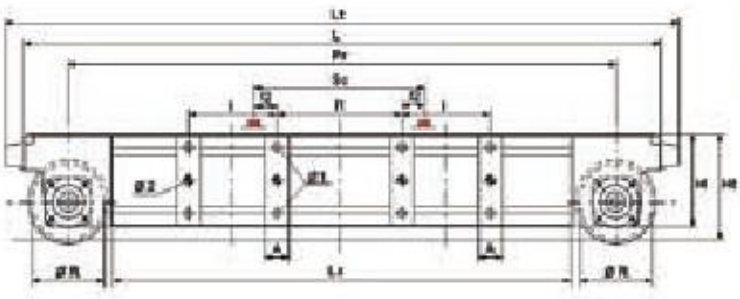


Admissible travelling mass from beams on Double girder bridge crane [Travelling mass (kg) = capacity + crane weight + weight of trolley/hoist]

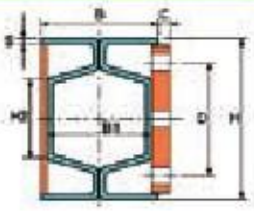
1 - 125		2 - 160		3 - 200		4 - 250		5 - 315	6 - 400	6 - 400 R
2400	3300	2400	3300	2700	3600	2700	3600	3900	3900	3900 R
9.300	10.400	11.500	13.200	17.100	18.800	25.000	25.500	35.900	50.600	62.000

Note: operating limitations determined using Donati components (hoist, trolley, etc.) and sectioned beams sized as per arrow a = Span / 750

Endcarriages for DOUBLE GIRDER cranes with connection plates to “bridge girders”



Joining of beam girders in “Lateral” configuration



Beam joining area section

Endcarriages type	Beam codes based on the gauge of the double girder trolley, type of girders on the bridge crane and max. girder span				(for other quotas see page 7)								Weight (kg)
	Double girder trolley gauge (mm)	Bridge crane girders Type	Max. span (mm)	Beam code	Quota (mm) I	I1	I2	A	C	D	Ø1	Ø2	
1 – 125 – 2400	1000	Beam	305	DGT110750	360	870	65	60	7	165	18	20	130
			370	DGT110760	430	865	67.5						
		HE	305	DGT110780	360	640	180						
	1200	Beam	305	DGT120210	360	1070	65						
			370	DGT120220	430	1065	67.5						
		HE	305	DGT120240	360	840	180						

Endcarriages for DOUBLE GIRDER cranes with connection plates to “bridge girders” - “Lateral” execution

Endcarriage type	Beam codes based on the gauge of the double girder trolley, type of girders on the bridge crane and max. girder span				(for other quotas see page 7)								Weight (kg)
	Double girder trolley gauge (mm)	Bridge crane girders Type	Max. span (mm)	Beam code	Quota (mm) I	I1	I2	A	C	D	Ø1	Ø2	
1 – 125 – 3300	1000	Beam	305	DGT110800	360	870	65	60	7	165	18	20	167
			370	DGT110810	430	865	67.5						
			450	DGT110820	510	805	97.5						
		HE	305	DGT110830	360	640	180						
	1200	Beam	305	DGT120260	360	1070	65						
			370	DGT120270	430	1065	67.5						
			450	DGT120280	510	1005	97.5						
		HE	305	DGT120290	360	840	180						
	1400	Beam	305	DGT120560	360	1270	65						
			370	DGT120570	430	1265	67.5						
			450	DGT120580	510	1205	97.5						
		HE	305	DGT120590	360	1040	180						
2 – 160 – 2400	1000	Beam	305	DGT210750	360	870	65	60	7	190	20	20	162
			370	DGT210760	430	865	67.5						
		HE	305	DGT210780	360	640	180						
	1200	Beam	305	DGT220210	360	1070	65						
			370	DGT220220	430	1065	67.5						
		HE	305	DGT220240	360	840	180						
2 – 160 – 3300	1000	Beam	370	DGT210810	430	865	67.5						207
			450	DGT210820	510	816	92						
		HE	305	DGT210830	360	640	180						
	1200	Beam	370	DGT220270	430	1065	67.5						
			450	DGT220280	510	1016	92						
		HE	305	DGT220290	360	840	180						
	1400	Beam	370	DGT220570	430	1265	67.5						
			450	DGT220580	510	1216	92						
		HE	305	DGT220590	360	1040	180						
3 – 200 – 2700	1000	Beam	360	DGT310750	420	830	85	80	9	225	22	25	260
			410	DGT310760	480	846	77						
		HE	360	DGT310780	420	580	210						
	1200	Beam	360	DGT320210	420	1030	85						
			410	DGT320220	480	1046	77						
		HE	360	DGT320240	420	780	210						
	1400	Beam	360	DGT320510	420	1230	85						
			410	DGT320520	480	1246	77						
		HE	360	DGT320540	420	980	210						
3 – 200 – 3600	1000	Beam	360	DGT310800	420	830	85						335
			410	DGT310810	480	846	77						
			500	DGT310820	560	846	77						
		HE	360	DGT310830	420	580	210						
	1200	Beam	360	DGT320260	420	1030	85						
			410	DGT320270	480	1046	77						
			500	DGT320280	560	1046	77						
		HE	360	DGT320290	420	780	210						
	1400	Beam	360	DGT320560	420	1230	85						
			410	DGT320570	480	1246	77						
			500	DGT320580	560	1246	77						
		HE	360	DGT320590	420	980	210						
4 – 250 – 2700	1000	Beam	410	DGT410750	480	846	77	80	9	270	26	25	335
			490	DGT410760	560	846	77						
		HE	410	DGT410780	480	520	240						
	1200	Beam	410	DGT420210	480	1046	77						
			490	DGT420220	560	1046	77						
		HE	410	DGT420240	480	720	240						

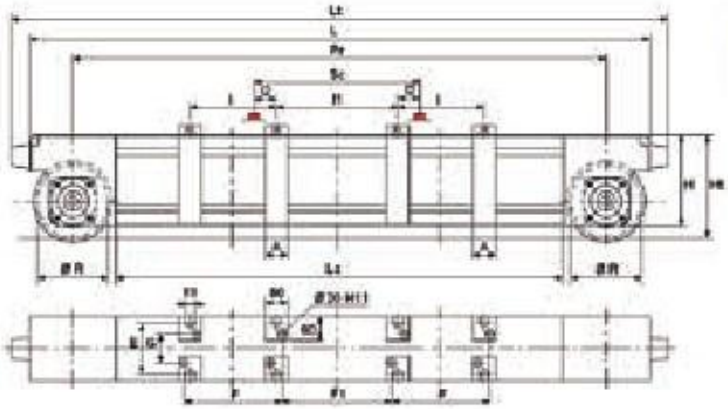
Endtrucks for DOUBLE GIRDER cranes with connection plates to “bridge girders” - “Lateral” execution

Endcarriage type	Beam codes based on the gauge of the double girder trolley, type of girders on the bridge crane and max. girder span: Double girder trolley gauge (mm)	Bridge crane girders: Type	Max. span (mm)	Beam code	(for other quotas see page 7) Quota (mm): I	I1	I2	A	C	D	Ø1	Ø2	Weight (kg)
4 – 250 – 3600	1000	Beam	490	DGT410810	560	846	77	80	9	270	26	25	415
			565	DGT410820	640	841	79.5						
		HE	410	DGT410830	480	520	240						
	1200	Beam	490	DGT420270	560	1046	77						
			565	DGT420280	640	1041	79.5						
		HE	410	DGT420290	480	720	240						
	1400	Beam	490	DGT420570	560	1246	77						
			565	DGT420580	640	1241	79.5						
		HE	410	DGT420590	480	920	240						
5 – 315 – 3900	1000	Beam	410	(X)	500	826	87	100	12	305	30	32	635
			490	(X)	580	826	87						
			615	(X)	710	805	97.5						
		HE	410	(X)	500	500	250						
	1200	Beam	410	(X)	500	1026	87						
			490	(X)	580	1026	87						
			615	(X)	710	1005	97.5						
		HE	410	(X)	500	700	250						
	1400	Beam	410	(X)	500	1226	87						
			490	(X)	580	1226	87						
			615	(X)	710	1205	97.5						
		HE	410	(X)	500	900	250						
6 – 400 – 3900	1400	Beam	410	(X)	500	1226	87	100	12	350	36	32	810
			490	(X)	580	1226	87						
			615	(X)	710	1205	97.5						
		HE	410	(X)	500	900	250						
6 – 400 – 3900 R	1400	Beam	410	(X)	500	1226	87						940
			490	(X)	580	1226	87						
			615	(X)	710	1205	97.5						
		HE	410	(X)	500	900	250						

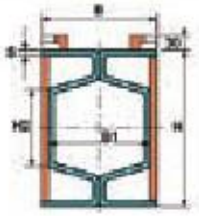
(X) Code defined as follows based on the span width, type of reducer employed and “left” or “right” positioning of the reaction arm:

Endcarriage type	Offset gearbox gauge	Reaction arm	Reaction arm	Reaction arm “right” “left”	“right” “left”	“right” “left”	Max. width 410 Beam girder HE girder	Max. width 490 Beam girder	Trolley	Max. width 615 Beam girder Reaction arm “right” “left”
5 – 315 – 3900 1200	1000	Size 2	DGT510250	DGT510260	DGT510610	DGT510620	DGT510290	DGT510300		DGT510330 DGT510340 DGT510350 DGT510360
		Size 3	DGT510270	DGT510280	DGT510630	DGT510640	DGT510310	DGT510320		DGT510830 DGT510840 DGT510850 DGT510860
		Size 2	DGT510750	DGT510760	DGT520210	DGT520220	DGT510790	DGT510800		DGT520390 DGT520400
	1400	Size 3	DGT510770	DGT510780	DGT520230	DGT520240	DGT510810	DGT510820		DGT520410 DGT520420 DGT610830 DGT610840
		Size 2	DGT520310	DGT520320	DGT520670	DGT520680	DGT520350	DGT520360		DGT610850 DGT610860
6 – 400 – 3900 1400		Size 3	DGT520330	DGT520340	DGT520690	DGT520700	DGT520370	DGT520380		DGT620390 DGT620400 DGT620410 DGT620420
		Size 2	DGT610750	DGT610760	DGT620210	DGT620220	DGT610790	DGT610800		
		Size 3	DGT610770	DGT610780	DGT620230	DGT620240	DGT610810	DGT610820		
		Size 2	DGT620310	DGT620320	DGT620670	DGT620680	DGT620350	DGT620360		
6 – 400 – 3900 R1400		Size 3	DGT620330	DGT620340	DGT620690	DGT620700	DGT620370	DGT620380		

Endcarriages for DOUBLE GIRDER cranes with connection plates to “bridge girders” - “On the top” execution



Joining of beam girders in “On the top” execution



Beam connection area section

Endcarriage type	Beam codes based on the gauge of the double girder trolley, type of girders on the bridge crane and max. girder span				(for other quotas see page 7)								Weight (kg)
	Double girder trolley gauge (mm)	Bridge crane girders Type	Max. span (mm)	Beam code	Quota (mm) I	I1	I2	F	F1	A	E	G	
1 – 125 – 2400	1000	Beam	305	DGT110850	360	870	65	402	828	60	120	78	130
			370	DGT110860	430	865	67.5	472	823				
		HE	305	DGT110880	360	640	180	402	598				
	1200	Beam	305	DGT120310	360	1070	65	402	1028				
			370	DGT120320	430	1065	67.5	472	1023				
		HE	305	DGT120340	360	840	180	402	798				
1 – 125 – 3300	1000	Beam	305	DGT110900	360	870	65	402	828				167
			370	DGT110910	430	865	67.5	472	823				
			450	DGT110920	510	805	97.5	552	763				
		HE	305	DGT110930	360	640	180	402	598				
	1200	Beam	305	DGT120360	360	1070	65	402	1028				
			370	DGT120370	430	1065	67.5	472	1023				
			450	DGT120380	510	1005	97.5	552	963				
		HE	305	DGT120390	360	840	180	402	798				
	1400	Beam	305	DGT120660	360	1270	65	402	1228				
			370	DGT120670	430	1265	67.5	472	1223				
			450	DGT120680	510	1205	97.5	552	1163				
		HE	305	DGT120690	360	1040	180	402	998				
2 – 160 – 2400	1000	Beam	305	DGT210850	360	870	65	402	828	60	140	98	162
			370	DGT210860	430	865	67.5	472	823				
		HE	305	DGT210880	360	640	180	402	598				
	1200	Beam	305	DGT220310	360	1070	65	402	1028				
			370	DGT220320	430	1065	67.5	472	1023				
		HE	305	DGT220340	360	840	180	402	798				
2 – 160 – 3300	1000	Beam	370	DGT210910	430	865	67.5	472	823				207
			450	DGT210920	510	816	92	552	774				
		HE	305	DGT210930	360	640	180	402	598				
	1200	Beam	370	DGT220370	430	1065	67.5	472	1023				
			450	DGT220380	510	1016	92	552	974				
		HE	305	DGT220390	360	840	180	402	798				
	1400	Beam	370	DGT220670	430	1265	67.5	472	1223				
			450	DGT220680	510	1216	92	552	1174				
		HE	305	DGT220690	360	1040	180	402	998				
3 – 200 – 2700	1000	Beam	360	DGT310850	420	830	85	462	788	80	160	118	260
			410	DGT310860	480	846	77	522	804				
		HE	360	DGT310880	420	580	210	462	538				
	1200	Beam	360	DGT320310	420	1030	85	462	988				
			410	DGT320320	480	1046	77	522	1004				
		HE	360	DGT320340	420	780	210	462	738				
	1400	Beam	360	DGT320610	420	1230	85	462	1188				
			410	DGT320620	480	1246	77	522	1204				
		HE	360	DGT320640	420	980	210	462	938				

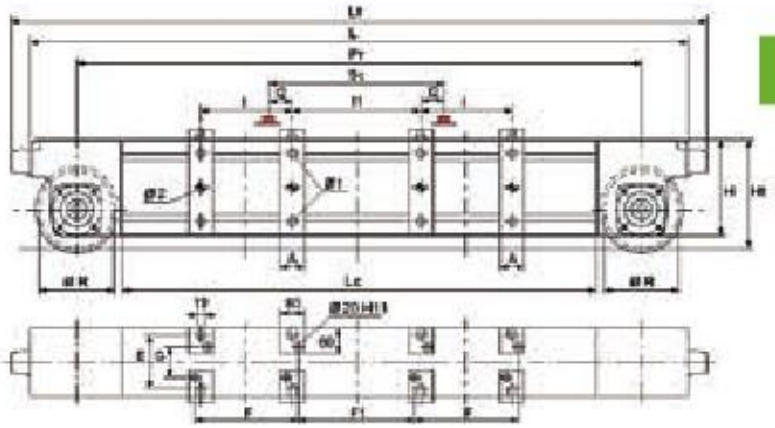
Endcarriages for DOUBLE GIRDER cranes with connection plates to “bridge girders” - “On the top” execution

Endcarriage type	Beam codes based on the gauge of the double girder trolley, type of girders on the bridge crane and max. girder span				(for other quotas see page 7)								Weight (kg)
	Double girder trolley gauge (mm)	Bridge crane girders Type	Max. span (mm)	Beam code	Quota (mm) I	I1	I2	F	F1	A	E	G	
3 – 200 – 3600	1000	Beam	360	DGT310900	420	830	85	462	788	80	160	118	335
			410	DGT310910	480	846	77	522	804				
			500	DGT310920	560	846	77	602	804				
		HE	360	DGT310930	420	580	210	462	538				
	1200	Beam	360	DGT320360	420	1030	85	462	988				
			410	DGT320370	480	1046	77	522	1004				
			500	DGT320380	560	1046	77	602	1004				
		HE	360	DGT320390	420	780	210	462	738				
	1400	Beam	360	DGT320660	420	1230	85	462	1188				
			410	DGT320670	480	1246	77	522	1204				
			500	DGT320680	560	1246	77	602	1204				
		HE	360	DGT320690	420	980	210	462	938				
4 – 250 – 2700	1000	Beam	410	DGT410850	480	846	77	522	804				335
			490	DGT410860	560	846	77	602	804				
		HE	410	DGT410880	480	520	240	522	478				
	1200	Beam	410	DGT420310	480	1046	77	522	1004				
			490	DGT420320	560	1046	77	602	1004				
		HE	410	DGT420340	480	720	240	522	678				
4 – 250 – 3600	1000	Beam	490	DGT410910	560	846	77	602	804	80	190	148	415
			565	DGT410920	640	841	79.5	682	799				
		HE	410	DGT410930	480	520	240	522	478				
	1200	Beam	490	DGT420370	560	1046	77	602	1004				
			565	DGT420380	640	1041	79.5	682	999				
		HE	410	DGT420390	480	720	240	522	678				
	1400	Beam	490	DGT420670	560	1246	77	602	1204				
			565	DGT420680	640	1241	79.5	682	1199				
		HE	410	DGT420690	480	920	240	522	878				
5 – 315 – 3900	1000	Beam	410	(X)	500	826	87	542	784	100	220	178	635
			490	(X)	580	826	87	622	784				
			615	(X)	710	805	97.5	752	763				
		HE	410	(X)	500	500	250	542	458				
	1200	Beam	410	(X)	500	1026	87	542	984				
			490	(X)	580	1026	87	622	984				
			615	(X)	710	1005	97.5	752	963				
		HE	410	(X)	500	700	250	542	658				
	1400	Beam	410	(X)	500	1226	87	542	1184				
			490	(X)	580	1226	87	622	1184				
			615	(X)	710	1205	97.5	752	1163				
		HE	410	(X)	500	900	250	542	858				
6 – 400 – 3900	1400	Beam	410	(X)	500	1226	87	542	1184	100	250	208	810
			490	(X)	580	1226	87	622	1184				
			615	(X)	710	1205	97.5	752	1163				
		HE	410	(X)	500	900	250	542	858				
6 – 400 – 3900 R	1400	Beam	410	(X)	500	1226	87	542	1184				940
			490	(X)	580	1226	87	622	1184				
			615	(X)	710	1205	97.5	752	1163				
		HE	410	(X)	500	900	250	542	858				

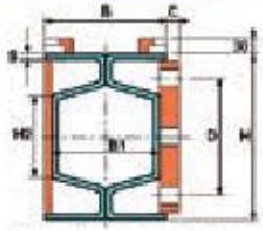
(X) Code defined as follows based on the span width, type of reducer employed and “left” or “right” positioning of the reaction arm:

Endcarriage type	Offset gearbox gauge	Max. width 410 Beam girder Reaction arm “right”“left”	Max. width 490 HE girder Reaction arm “right”“left”	Max. width 490 Beam girder Reaction arm “right”“left”	Trolley	Max. width 615 Beam girder Reaction arm “right”“left”
5 – 315 – 39001200	1000	Size 2DGT510370	DGT510380	DGT510650	DGT510660 DGT510410 DGT510420	DGT510450 DGT510460 DGT510470 DGT510480
		Size 3DGT510390	DGT510400	DGT510670	DGT510680 DGT510430 DGT510440	DGT510950 DGT510960
		Size 2DGT510870	DGT510880	DGT520250	DGT520260 DGT510910 DGT510920	DGT510970 DGT510980
		Size 3DGT510890	DGT510900	DGT520270	DGT520280 DGT510930 DGT510940	DGT520510 DGT520520
		Size 2DGT520430	DGT520440	DGT520710	DGT520720 DGT520470 DGT520480	DGT520530 DGT520540
	1400	Size 3DGT520450	DGT520460	DGT520730	DGT520740 DGT520490 DGT520500	DGT610950 DGT610960
		Size 2DGT610870	DGT610880	DGT620250	DGT620260 DGT610910 DGT610920	DGT610970 DGT610980
6 – 400 – 39001400		Size 3DGT610890	DGT610900	DGT620270	DGT620280 DGT610930 DGT610940	DGT560510 DGT620520
		Size 2DGT620430	DGT620440	DGT620710	DGT620720 DGT620470 DGT620480	DGT560530 DGT620540
6 – 400 – 3900 R1400		Size 3DGT620450	DGT620460	DGT620730	DGT620740 DGT620490 DGT620500	

Endcarriages for DOUBLE GIRDER cranes with connection plates to “bridge girders” - “Lateral + On the top” execution



Connection of beam girders in “Lateral + On the top” execution



Beam connection area section

Endcarriage type	Beam codes based on the gauge of double girder trolley, type of girders on the bridge crane and max. girder span			(for other quotas see page 7)												Weight (kg)
	Double girder trolley gauge (mm)	Bridge crane girders Max. span (mm) 305	Beam code	Quota (mm) I	I1	I2	F	F1	A	C	D	E	G	Ø1	Ø 2	
1 – 125 – 2400	1000	370	DGT120010	360	870	65	402	828	60	7	165	120	78	18	20	130
			DGT120020	430	865	67.5	472	823								
	1200	305	DGT120410	360	1070	65	402	828								
		370	DGT120420	430	1065	67.5	472	823								
1 – 125 – 3300	1000	305	DGT120060	360	870	65	402	828								167
		370	DGT120070	430	865	67.5	472	823								
		450	DGT120080	510	805	97.5	552	763								
	1200	305	DGT120460	360	1070	65	402	1028								
		370	DGT120470	430	1065	67.5	472	1023								
		450	DGT120480	510	1005	97.5	552	963								
	1400	305	DGT120760	360	1270	65	402	1228								
		370	DGT120770	430	1265	67.5	472	1223								
		450	DGT120780	510	1205	97.5	552	1163								
2 – 160 – 2400	1000	305	DGT220010	360	870	65	402	828	60	7	190	140	98	20	20	162
		370	DGT220020	430	865	67.5	472	823								
	1200	305	DGT220410	360	1070	65	402	1028								
		370	DGT220420	430	1065	67.5	472	1023								
2 – 160 – 3300	1000	370	DGT220070	430	865	67.5	472	823								207
		450	DGT220080	510	816	92	552	774								
	1200	370	DGT220470	430	1065	67.5	472	1023								
		450	DGT220480	510	1016	92	552	974								
	1400	370	DGT220770	430	1265	67.5	472	1223								
		450	DGT220780	510	1216	92	552	1174								
3 – 200 – 2700	1000	360	DGT320010	420	830	85	462	788	80	9	225	160	118	22	25	260
		410	DGT320020	480	846	77	522	804								
	1200	360	DGT320410	420	1030	85	462	988								
		410	DGT320420	480	1046	77	522	1004								
	1400	360	DGT320710	420	1230	85	462	1188								
		410	DGT320720	480	1246	77	522	1204								
3 – 200 – 3600	1000	360	DGT320060	420	830	85	462	788								335
		410	DGT320070	480	846	77	522	804								
		500	DGT320080	560	846	77	602	804								
	1200	360	DGT320460	420	1030	85	462	988								
		410	DGT320470	480	1046	77	522	1004								
		500	DGT320480	560	1046	77	602	1004								
	1400	360	DGT320760	420	1230	85	462	1188								
		410	DGT320770	480	1246	77	522	1204								
		500	DGT320780	560	1246	77	602	1204								

Beams for DOUBLE GIRDER cranes with connection plates to “bridge girders” - “Lateral + On the top” execution

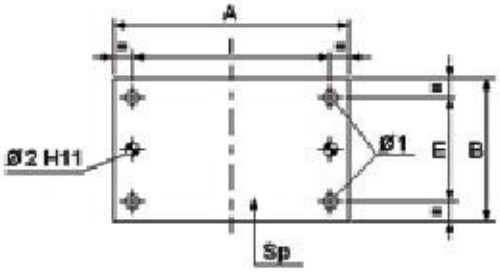
Endcarriage type	Beam codes based on the gauge of double girder trolley, type of girders on the bridge crane and max. girder span Double girder trolley gauge (mm)	Bridge crane girders Max. span (mm)	Beam code	(for other quotas see page 7) Quota (mm) I	I1	I2	F	F1	A	C	D	E	G	Ø1		Weight (kg)
4 – 250 – 2700	1000	410	DGT420010	480	846	77	522	804	80	9	270	190	148	26	25	335
		490	DGT420020	560	846	77	602	804								
	1200	410	DGT420410	480	1046	77	522	1004								
		490	DGT420420	560	1046	77	602	1004								
4 – 250 – 3600	1000	490	DGT420070	560	846	77	602	804								415
		565	DGT420080	640	841	79.5	682	799								
	1200	490	DGT420470	560	1046	77	602	1004								
		565	DGT420480	640	1041	79.5	682	999								
	1400	490	DGT420770	560	1246	77	602	1204								
		565	DGT420780	640	1241	79.5	682	1199								
5 – 315 – 3900	1000	410	(X)	500	826	87	542	784	100	12	305	220	178	30	32	635
		490	(X)	580	826	87	622	784								
		615	(X)	710	805	97.5	752	763								
	1200	410	(X)	500	1026	87	542	984								
		490	(X)	580	1026	87	622	984								
		615	(X)	710	1005	97.5	752	963								
	1400	410	(X)	500	1226	87	542	1184								
		490	(X)	580	1226	87	622	1184								
		615	(X)	710	1205	97.5	752	1163								
6 – 400 – 3900	1400	410	(X)	500	1226	87	542	1184								810
		490	(X)	580	1226	87	622	1184								
		615	(X)	710	1205	97.5	752	1163								
6 – 400 – 3900 R	1400	410	(X)	500	1226	87	542	1184								940
		490	(X)	580	1226	87	622	1184								
		615	(X)	710	1205	97.5	752	1163								

(X) Code defined as follows based on the span width, type of reducer employed and “left” or “right” positioning of the reaction arm:

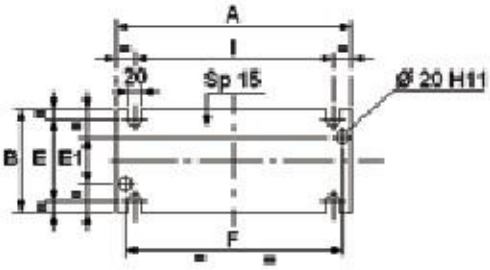
Endcarriage type	Trolley gauge	Offset gearbox	Max. width 410 Reaction arm “right”	“left”	Max. width 490 Reaction arm “right”	“left”	Max. width 615 Reaction arm “right”	“left”
5 – 315 – 3900	1000	Size 2	DGT510490	DGT510500	DGT510530	DGT510540	DGT510570	DGT510580
		Size 3	DGT510510	DGT510520	DGT510550	DGT510560	DGT510590	DGT510600
	1200	Size 2	DGT520010	DGT520020	DGT520050	DGT520060	DGT520090	DGT520100
		Size 3	DGT520030	DGT520040	DGT520070	DGT520080	DGT520110	DGT520120
	1400	Size 2	DGT520550	DGT520560	DGT520590	DGT520600	DGT520630	DGT520640
		Size 3	DGT520570	DGT520580	DGT520610	DGT520620	DGT520650	DGT520660
6 – 400 – 3900	1400	Size 2	DGT620010	DGT620020	DGT620050	DGT620060	DGT620090	DGT620100
		Size 3	DGT620030	DGT620040	DGT620070	DGT620080	DGT620110	DGT620120
6 – 400 – 3900 R	1400	Size 2	DGT620550	DGT620560	DGT620590	DGT620600	DGT620630	DGT620640
		Size 3	DGT620570	DGT620580	DGT620610	DGT620620	DGT620650	DGT620660

Geometric specifications for “girder-beam” connection plates for SINGLE and DOUBLE GIRDER bridge cranes

Connection plate for girder positioned laterally to the beam



Connection plate for girder on the top of the beam



Endcarriage type		Max. beam width	Plate positioned laterally to the beam									Plate supported on the top of the beam							
Size “DGT”	Ø Wheel (mm)	W (mm)	Type	Dimensions (mm) A	I	D	Ø1	E	Ø2	Sp	Weight (kg)	Type	Dimensions (mm) F	A	I	D	E	E 1	Weight (kg)
1	125	305	L 11	420	360						8.6	A 11	402	440	360				8.0
		370	L 12	490	430	220	18	165	20	12	10.0	A 12	472	510	430	160	120	78	9.3
		450	L 13	570	510						11.6	A 13	552	590	510				10.8
2	160	305	L 21	420	360						9.7	A 21	402	440	360				9.0
		370	L 22	490	430	250	20	190	20	12	11.5	A 22	472	510	430	180	140	98	10.5
		450	L 23	570	510						13.3	A 23	552	590	510				12.2
		360	L 31	500	420						16.8	A 31	462	500	420				11.5
3	200	410	L 32	560	480	290	22	225	25	15	18.5	A 32	522	560	480	200	160	11 8	13.0
		500	L 33	640	560						21.6	A 33	602	640	560				14.7
		410	L 41	560	480						21.8	A 41	522	560	480				14.9
		490	L 42	640	560						24.5	A 42	602	640	560				17.0
4	250	565	L 43	720	640	335	26	270	25	15	27.6	A 43	682	720	640	230	190	14 8	19.2
		410	L 51	600	500						35.0	A 51	542	580	500				17.4
		490	L 52	680	580						40.4	A 52	622	660	580				20.0
		615	L 53	810	710						47.5	A 53	752	790	710				23.8
5	315	410	L 61	600	500	385	30	305	32	20	40.5	A 61	542	580	500	260	220	17 8	19.5
		490	L 62	680	580						46.1	A 62	622	660	580				22.2
		615	L 63	810	710						55.1	A 63	752	790	710				26.6
6	400					440	36	350	32	20						290	250	20 8	
	400 R																		

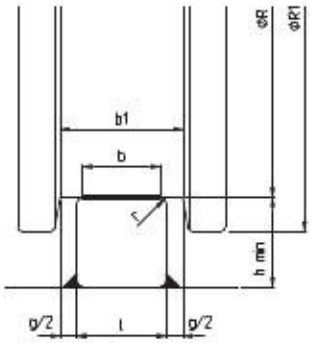
Field of application for “girder-beam” connection plates for SINGLE M and DOUBLE D GIRDER bridge cranes

Plate type	Beam type 1 / 125			2 / 160			3 / 200			4 / 250				5 / 315		6 / 400	400 R
	1800	2400	3300	1800	2400	3300	2100	2700	3600	2100	2700	3600	3600 R	2400	3900	3900	3900 R
L 11 A 11	M	M	D M D														
L 12 A 12	M	M	D M D														
L 13 A 13		M	M D														
L 21 A 21				M	M	D M D											
L 22 A 22				M	M	D M D											
L 23 A 23					M	M D											
L 31 A 31							M	M	D M D								
L 32 A 32							M	M	D M D								
L 33 A 33							M	M	M D								
L 41 A 41										M	M	D M D	M				
L 42 A 42										M	M	D M D	M				
L 43 A 43										M	M	M D	M				
L 51 A 51														M	D		
L 52 A 52														M	D		
L 53 A 53														M	D		
L 61 A 61																D	D
L 62 A 62																D	D
L 63 A 63																D	D

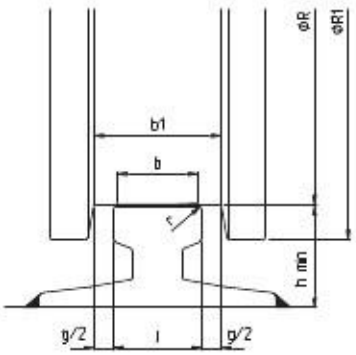
TECHNICAL SPECIFICATIONS AND OPERATING LIMITATIONS FOR DGP SERIES DRIVE UNITS FOR BRIDGE CRANES

- For complete technical specifications on the drive units for cranes, in relation to their intended operation, check and match the parameters limiting their operation.
- The tables below provide a suitable means of verifying operating limits for the wheel group in combination with offset reducers and self-braking motors, in relation to the following user specifications:
  - operating loads on the wheels
  - width and shape of the runway's rail
  - running speed
  - number of wheel groups and gear motors employed.

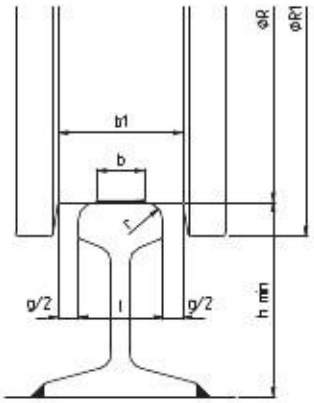
Specifications for rails and maximum contact area



Square laminated rail UNI 6013 - DIN 1013
Flat laminated rail UNI 6014 - DIN 1017



Burbak type rail - DIN 536



Vignole type rail - UNI 3141

Wheel specifications				Rail (mm)			Type of running rail and maximum operating contact surface - b (mm)								
Type Ø ØR (mm)	Maximum reaction Rx max. (kg)	Internal width (mm)		width b (mm)		h (mm)	Square laminated UNI 6013 - DIN 1013 / Flat laminated UNI 6014 - DIN 1017		Burbak - DIN 536			Vignole - UNI 3141			
		type	b1	max.	min.	min.	l	b = l - 2r	type	l	b = l - 2r	type	l	b = l - 4/3r
125	3.670 36 kN	standard	50	40	35	30	40	38	=	=	=	=	=	=
		maximum	60	50	45	30	50	48	A 45	45	37	21 - 27	50	34
		special	70	60	55	30	60	58	A 55	55	45	36	60	44
160	4.893 48 kN	standard	55	45	40	30	40	38	A 45	45	37	=	=	=
		maximum	65	55	50	30	50	48	A 55	55	45	21 - 27	50	34
		special	80	70	65	30	70	68	A 65	65	53	46 50	65 67	46 49
200	7.340 72 kN	standard	60	50	45	30	50	48	A 45	45	37	21 - 27	50	34
		maximum	70	60	55	30	60	58	A 55	55	45	30 36	56 60	40 44
		special	90	80	75	30	80	78	A 75	75	59	60	72 (1)	55
250	10.805 106 kN	standard	70	60	55	30	60	58	A 55	55	45	30 36	56 60	40 44
		maximum	80	70	65	30	70	68	A 65	65	53	46 50	65 67	46 49
		special	100	90	85	30	90	88	A 75	75 (*)	59	=	=	=
315	14.679 144 kN	standard	75	65	60	40	60	58	A 65	65	53	36 46 50	60 65 (1)67	44 47 48
		maximum	85	75	70	40	70	68	A 75	75	59	60	72	55
		special	110	100	95	40	100	98	A 100	100	80	=	=	=
400	18.960 186 kN	standard	85	75	70	40	70	68	A 75	75	59	50 60	67 (1) 72	48 55
		maximum	95	85	80	40	80	78	=	=	=	=	=	=
400 R	30.580 (2) 300 kN	special	115	100	95	40	100	98	A 100	100	80	=	=	=

- The clearance between the internal width of the wheel and the maximum rail width must be contained within: slack 10 mm and ≥ ≤ 15 mm
- (1) wheel with increased clearance =18 mm
- (2) the Ø 400 R wheel is sized identical to the Ø 400 wheel but allows for an increased reaction due to its roller bearings
- Recommended rails appear in red, together with operating contact surface values, verified in relation to maximum static reaction

Operating limits for wheels in relation to the rail's operating contact surface and running speed

- The following diagrams (pages 19, 20 and 21) illustrate average admissible reactions R ave. (expressed in kg) on drive unit wheels, in relation to the running speed and to the operating width "b", as specified in the table on page 6.

- The correct choice of wheel is based on the average effective reaction R ave., exercised on the wheel.

  This value is derived from the following equation:

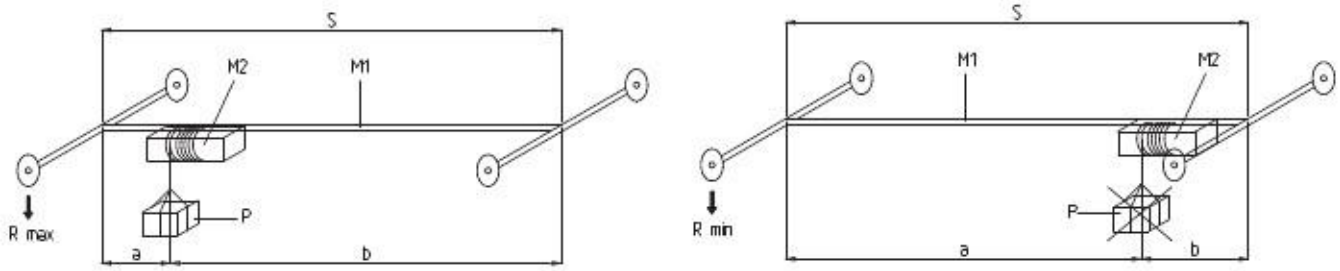
$$R\ ave = \frac{2 \cdot R\ max. + R\ min.}{3}$$

  where R max. is the most unfavourable load condition, equal to:

$$R\ max. = \frac{M1}{4} + \left(\frac{M2 + P}{2}\right) \cdot \left(1 - \frac{a}{S}\right)$$

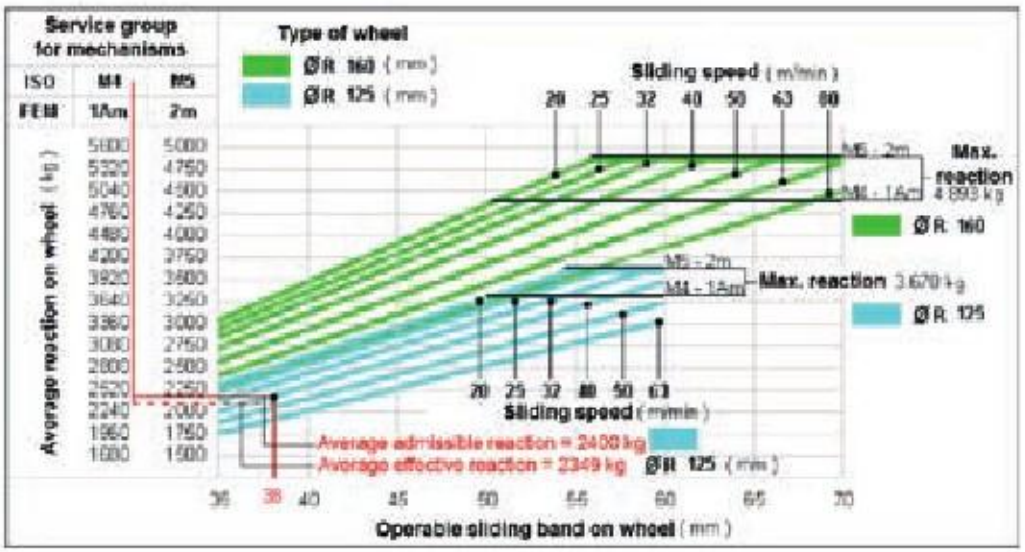
  while the minimum reaction R min. is:

$$R\ min. = \frac{M1}{4} + \frac{M2}{2} \cdot \frac{a}{S}$$



where: M1 = crane mass, i.e. its proper weight (crane's weight including accessories), expressed in kg.
M2 = hoist/trolley mass , i.e. their proper weight, expressed in kg
P = nominal crane capacity, expressed in kg

Admissible average reactions of wheels Ø 125 and 160, in relation to the rail width and running speed



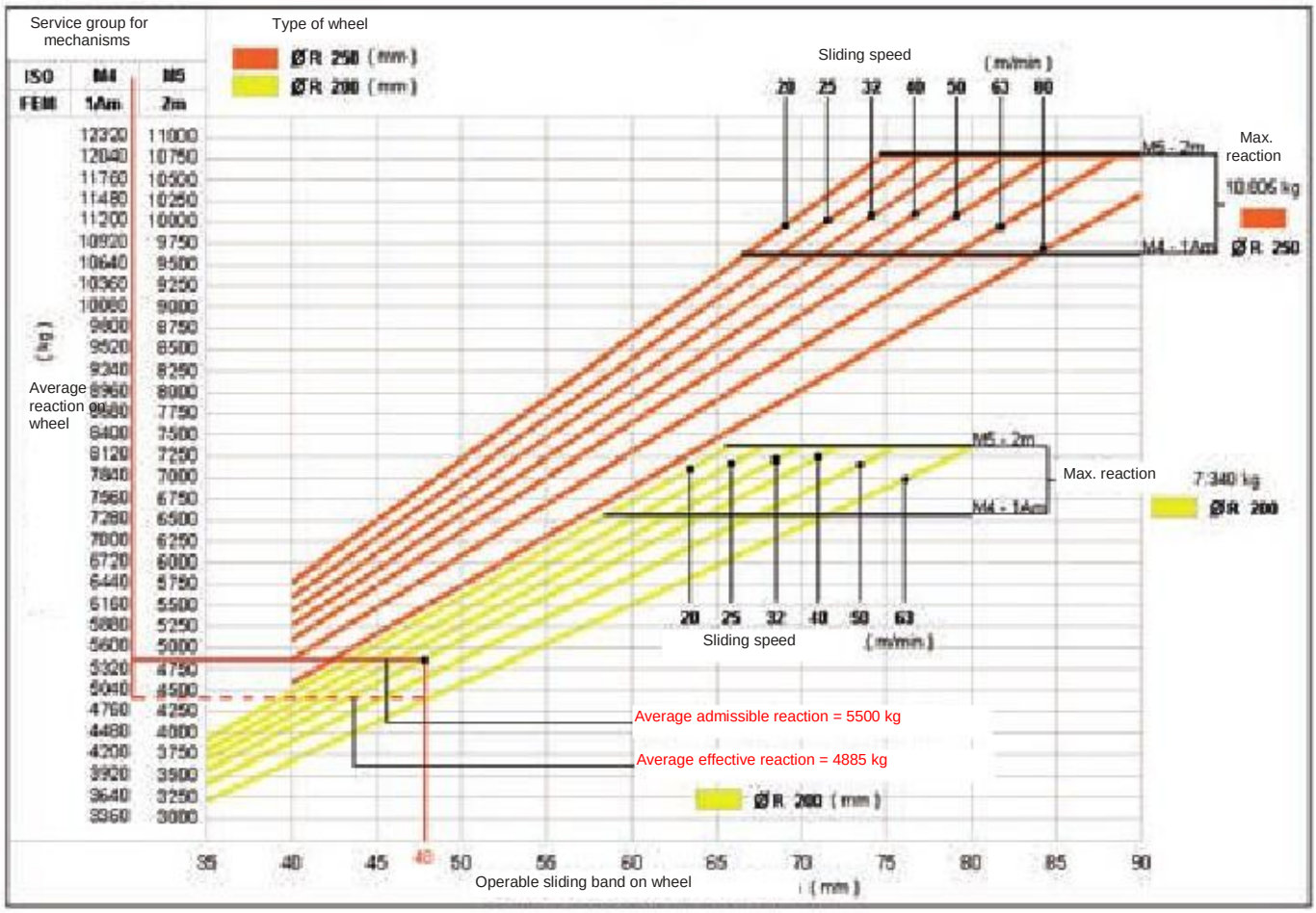
Example of verification of suitability for a Ø 125 wheel (see example 1 at page 30)

Data calculated:

- Rail operating width: b = 38 mm
- Travelling speed: 40/10 m/min;
- Service group: ISO M4 (FEM 1Am)
- Average effective reaction: R ave. = 2349 kg
- Maximum effective reaction: R max. eff. = 3203 kg

The average admissible reaction is 2400 kg > than the average effective reaction of 2349 kg the wheel is subjected to;
The maximum admissible reaction is = 3670 kg > than the maximum effective reaction of 3203 kg.

Average admissible reactions from wheels Ø 200 and 250, in relation to the operating width and travelling speed



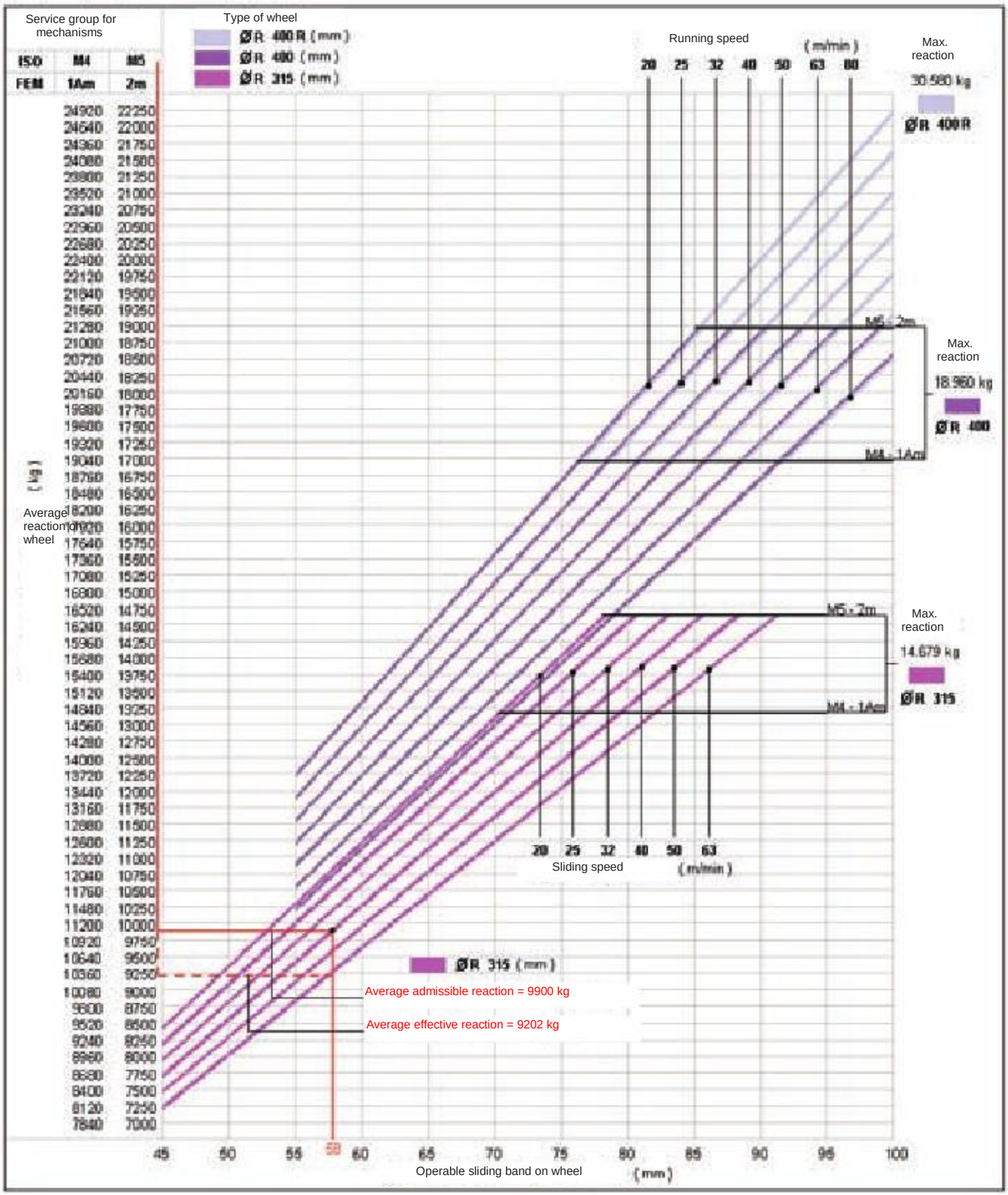
Example of verification of suitability for a Ø 200 wheel (see example 2 at page 31)

Data calculated:

- Rail operating width: b = 48 mm
- Travelling speed: 40/10 m/min;
- Service group: ISO M4 (FEM 1Am)
- Average effective reaction: R ave. = 4885 kg
- Maximum effective reaction: R max. eff.= 6581 kg

The average admissible reaction is 5500 kg ➡ than the average effective reaction of 4885 kg the wheel is subjected to;
The maximum admissible reaction is = 7340 kg > than the maximum effective reaction of 6581 kg.

Average admissible reactions from wheels Ø 315 and 400, in relation to the rail width and travelling speed



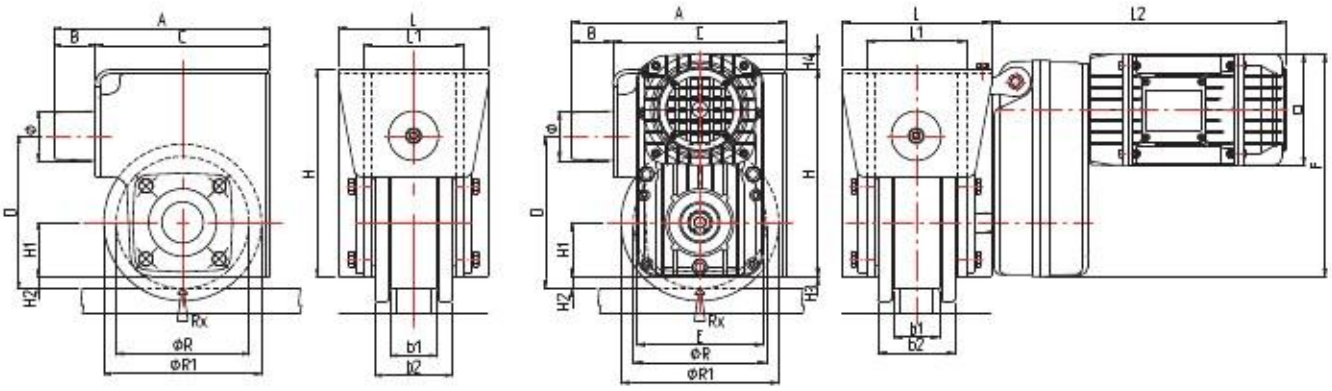
Example of verification of suitability for a Ø 315 wheel (see example 3 at page 31)

Data calculated:

- Rail operating width: b = 58 mm
- Travelling speed: 40/10 m/min;
- Service group: ISO M4 (FEM 1Am)
- Average effective reaction: R ave. = 9202 kg
- Maximum effective reaction: R max. eff.= 11,963 kg
-

The average admissible reaction is 9900 kg➡ than the average effective reaction of 9202 kg the wheel is subjected to;
The maximum admissible reaction is = 14,679 kg > than the maximum effective reaction of 11,963 kg.

Clearance requirements for wheel groups based on combinations with related offset gearmotors



Idler drive units

Driven units

Wheel specifications			Wheel group clearance (mm)													Size		Gearmotor clearance (mm)					
Type Ø / ØR (mm)	Max. Rx (kg)	Internal width	b1	b2	L1	L	Ø R1	A	D	C	D	Ø	H	H1	H2	Reducer	Motor	L2	□	E	F	H3	H4
125	3.670 36 kN	standard	50	80	100	160	150	200	30	170	145	50	220	55	7.5	0	71	325	135	138	223	0	3
		maximum	60													1	71	355	135	152	270	10.5	39.5
		special	70	90	110											1	80	375	150	152	278	10.5	47.5
160	4.893 48 kN	standard	55	93	120	180	190	260	50	210	185	60	250	65	15	0	71	325	135	138	223	-10	-17
		maximum	65													1	71	355	135	152	270	0.5	19.5
		special	80	105	130											1	80	375	150	152	278	0.5	27.5
200	7.340 72 kN	standard	60	100	135	200	230	325	65	260	230	80	290	75	25	1	71	345	135	152	270	-9.5	-10.5
		maximum	70													1	80	365	150	152	278	-9.5	-2.5
		special	90	120	145											2	80	390	150	227	357	26	41
																2	100	435	190	227	376	26	60
250	10.805 106 kN	standard	70	110	149	230	280	375	65	310	275	80	335	90	35	1	71	345	135	152	270	-24.5	-40.5
		maximum	80													1	80	365	150	152	278	-24.5	-32.5
		special	100	135	165											2	80	390	150	227	357	11	11
																2	100	435	190	227	376	11	30
315	14.679 144 kN	standard	75	120	159	260	350	470	80	390	335	100	385	105	52.5	2	80	360	150	227	357	-4	-24
		maximum	85													2	100	405	190	227	376	-4	-5
		special	110	150	180											3	112	500	225	265	456	15	56
400	18.960 186 kN	standard	85	135	170	290	440	570	100	470	385	125	440	145	55	2	80	355	150	227	357	-44	-39
		maximum	95													2	100	400	190	227	376	-44	-20
400 R	30.580 300 kN	special	115	155	190											3	112	500	225	265	456	-25	41

- Quotes L2 in red refer to wheels operating with a “standard” and “maximum” sheave:
- For Ø 315 and Ø 400 wheels with a “special” sheave, the quota L2 increases by 10 mm, with respect to the values listed in the table

Types and reduction ratios for “DGP” offset reducers

“DGP” offset reducers		3 reduction stages (torques)				2 reduction stages (torques)			
0	Type	031	032	033	034	021	022	023	024
	Reduction ratio	87.85	70.35	57.61	45.20	34.49	28.10	23.46	18.94
Size 1	Type	131	132	133	134	121	122	123	124
	Reduction ratio	89.45	69.98	56.35	44.35	35.10	28.87	22.77	18.50
Size 2	Type	231	232	233	234	221	222	223	224
	Reduction ratio	140.65	109.45	88.10	72.57	55.42	43.24	35.66	29.50
Size 3	Type	331	332	333	334				
	Reduction ratio	88.67	70.36	56.65	44.33				
						=			

- Determining the reducer type:
  E.g. reducer 132, where:
  - 1 = reducer size 1
  - 3 = No. of reduction stages (torques)
  - 2 = reduction ratio 69.98

Specifications and codes for self-braking motors combinable with “DGP” offset reducers

Motor size	Type	Poles (no.)	Rpm (rpm)	Power (kW)	Torque (Nm)	Ia (A)	In (A)	cos φ	Motor code
71 M 20 series	71K8C	8	645	0.08	1.09	1.20	0.90	0.45	M20AP80050
	71K4CA	4	1370	0.16	1.09	2.20	0.80	0.55	M20AP40050
	71K4CB	4	1370	0.20	1.36	2.70	1.00	0.55	M20AP40051
	71K2CA	2	2740	0.32	1.09	3.60	1.00	0.75	M20AP20050
	71K2CB	2	2700	0.40	1.36	4.50	1.30	0.70	M20AP20051
	71K2L	2	2740	0.50	1.70	5.20	1.30	0.72	M20AP2I050
	71K3C	2/8	2760/650	0.32/0.07	1.09	3.60/1.10	1.00/0.80	0.70/0.55	M20AP30050
	71K3L	2/8	2760/630	0.40/0.09	1.36	4.40/1.20	1.20/0.90	0.75/0.60	M20AP30051
80 M 30 series	80K8C	8	660	0.12	1.70	2.00	1.20	0.45	M30AP80050
	80K8L	8	630	0.16	2.18	2.20	1.30	0.48	M30AP80051
	80K4CA	4	1360	0.25	1.70	3.10	0.90	0.65	M30AP40050
	80K4CB	4	1370	0.32	2.18	3.90	1.10	0.65	M30AP40051
	80K2CA	2	2740	0.50	1.70	5.80	1.30	0.80	M30AP20050
	80K2CB	2	2750	0.63	2.18	7.70	1.70	0.75	M30AP20051
	80K2L	2	2770	0.80	2.73	9.70	1.90	0.80	M30AP2I050
	80K3C	2/8	2740/650	0.50/0.12	1.70	5.20/1.60	1.30/1.10	0.85/0.60	M30AP30050
	80K3L	2/8	2760/650	0.63/0.15	2.18	6.70/1.90	1.60/1.30	0.82/0.57	M30AP30051
100 M 50 series	100K8C	8	680	0.32	4.36	4.60	1.7	0.50	M50AP80050
	100K8L	8	670	0.40	5.46	5.40	2.50	0.45	M50AP80051
	100K4CA	4	1390	0.63	4.36	8.50	1.70	0.70	M50AP40050
	100K4CB	4	1390	0.80	5.46	8.90	2.00	0.80	M50AP40051
	100K2CA	2	2820	1.25	4.36	16.50	2.90	0.83	M50AP20050
	100K2CB	2	2800	1.60	5.46	21.00	3.70	0.80	M50AP20051
	100K2L	2	2780	2.00	6.82	23.00	4.30	0.86	M50AP2I050
	100K3C	2/8	2820/680	1.25/0.31	4.36	15.70/3.60	3.10/1.80	0.84/0.60	M50AP30050
	100K3L	2/8	2790/660	1.60/0.39	5.46	21.00/4.00	3.50/2.30	0.86/0.60	M50AP30051
	112K8L	8	690	0.63	8.72	8.60	3.40	0.50	M60AP80050
	112K4C	4	1430	1.25	8.72	20.50	3.60	0.65	M60AP40050
	112K2L	2	2800	3.20	10.92	39.00	6.50	0.88	M60AP2I050
	112K3L	2/8	2850/690	2.50/0.62	8.72	33.00/7.30	5.60/3.40	0.85/0.50	M60AP30050
112 M 60 series									

Specifications for self-braking motors are related to the M4 service group (1Am) – RI 40% – Power voltage 400 V

Codes for “DGT” drive wheel groups ready for matching with “DGP” offset reducers

“DGP” offset reducers	“DGT” drive wheel group Ø (mm)						
	125	160	200	250	315	400	400 R
size 0	DGT1A0M10	DGT2A0M10	=	=	=	=	=
size 1	DGT1A0M30	DGT2A0M30	DGT3A0M10	DGT4A0M10	=	=	=
size 2	=	=	DGT3A0M30	DGT4A0M30	DGT5A0M10 (r)DGT6A0M10 (r)DGT6A0M60 (r) DGT5A0M20 (l)DGT6A0M20 (l)DGT6A0M70 (l) DGT5A0M30 (r)DGT6A0M30 (r)DGT6A0M80 (r)		
size 3====					DGT5A0M40 (l)DGT6A0M40 (l)DGT6A0M90 (l)		

- The configuration (r) = right and (l) = left, for wheel groups Ø 315 and Ø 400 refers to the positioning of the welded reaction arm
- The codes refer to drive wheels with a standard sheave width. In the case of wheels with different sheave widths, replace the letter M in the code with the letter P for wheels with a maximum sheave width, or S for wheels with a special sheave width

Max. weights for “DGT” driven wheel units coupled with “DGP” offset reducers

“DGT” drive wheel group Ø (mm)		125	160	200	250	315	400	400 R
“DGP” swinging gearmotors: “DGP” reducers size 0	“DGP” motors size 71	max. 32 kg	max. 40 kg	=	=	=	=	=
“DGP” reducers size 1		max. 36 kg	max. 44 kg	max. 54 kg	max. 73 kg	=	=	=
	“DGP” motors size 80	max. 38 kg	max. 48 kg	max. 58 kg	max. 75 kg	=	=	=
“DGP” reducers size 2		=	=	max. 75 kg	max. 94 kg	max. 125 kg	max. 197 kg	max. 197 kg
	“DGP” motors size 100	=	=	max. 83 kg	max. 102 kg	max. 133 kg	max. 205 kg	max. 205 kg
“DGP” reducers size 3	“DGP” motors size 112	=	=	=	=	max. 172 kg	max. 236 kg	max. 236 kg

Codes and weights for “DGT” idler wheel units

“DGT” idle wheel group Ø (mm)	125	160	200	250	315	400	400 R
Code	DGT1A0M00	DGT2A0M00	DGT3A0M00	DGT4A0M00	DGT5A0M00	DGT6A0M00	DGT6A0M50
Weight (kg)	15.5	23.5	37.5	57.0	88.0	152.0	152.0

- The codes refer to idle wheels with a standard sheave width. In the case of wheels with different sheave widths, replace the letter M in the code with the letter P for wheels with a maximum sheave width, or S for wheels with a special sheave width

TRAVELLING MASSES AT 1 SPEED BASED ON THE COMBINATION OF COMPONENTS

Nominal speed (m/min)	Travelling mass (kg) ISO service group (FEM) M4 (1Am)	M5 (2m)	"DGT" wheel group" Ø (mm)	"DGP" motoreducer Reducer Type	Motor Type	Self-braking motor specifications PolesPower (N°)	(kW)	Codes for components "DGT" drive wheel group	"DGP" gearmotor
3.2	7.400	7.400	125	031	71K8C	8	0.08	DGT1A0M10	P0M2B18AA0
	14.700	14.700	200	231	80K8C	8	0.12	DGT3A0M30	P2M3B18AA0
4	7.400	7.400	125	032	71K8C	8	0.08	DGT1A0M10	P0M2B28AA0
	9.800	8.000	160	031	71K8C	8	0.08	DGT2A0M10	P0M2B18AA0
	14.700	14.700	200		80K8C	8	0.12	DGT3A0M30	
	20.800	16.600		232	80K8C	8	0.12		P2M3B28AA0
	21.600	21.600	250		80K8L	8	0.16	DGT4A0M30	
	6.700	5.360		231	71K8C	8	0.08		P2M3B18KA0
	7.480	7.480			80K8C	8	0.12		P0M2B38AA0
5	8.000	6.400	125	033	71K8C	8	0.08	DGT1A0M10	P1M3B38AA0
	9.800	9.800		133	80K8C	8	0.12	DGT1A0M30	P0M2B28AA0
	9.600	7.600	160	032	71K8C	8	0.08	DGT2A0M10	P1M3B28AA0
	14.400	11.500		132	80K8C	8	0.12	DGT2A0M30	P1M2B18AA0
	14.700	14.700			80K8L	8	0.16		P1M3B18AA0
	16.800	13.400	200	131	80K8C	8	0.12	DGT3A0M10	P1M3B18KA0
	21.600	18.000			80K8L	8	0.16		P2M3B28AA0
	21.600	21.600			100K8C	8	0.32		P2M3B28KA0
	18.400	14.700	250	232	80K8C	8	0.12	DGT4A0M30	P2M5B28AA0
	23.300	18.600			80K8L	8	0.16		P2M3B18AA0
	29.400	29.400			100K8C	8	0.32		P2M3B18KA0
	7.400	7.400							P2M5B18AA0
	6.400	5.100	315	231				DGT5A0M10 (r) DGT5A0M20 (l)	
	9.800	8.000							
	14.700	14.700							
	9.000	7.200							
6.3	13.500	10.800	125	031	71K4CA	4	0.16	DGT1A0M10	P0M2B14AA0
	18.000	14.400	160	033	71K8C	8	0.08	DGT2A0M10	P0M2B38AA0
	21.600	21.600		133	80K8C	8	0.12	DGT2A0M30	P1M3B38AA0
	14.600	11.700		231	80K4CA	4	0.25	DGT3A0M30	P2M3B14AA0
	18.600	14.900	200		71K8C	8	0.08		P1M2B18AA0
	29.400	29.400	250	131	80K8C	8	0.12	DGT4A0M10	P1M3B18AA0
	20.800	16.600			80K8L	8	0.16		P1M3B18KA0
	41.400	33.100			100K8C	8	0.32		P2M5B38AA0
	41.400	33.100			80K8C	8	0.12		P2M3B28AA0
	51 700	41 400		233	80K8L	8	0.16	DGT4A0M30	P2M3B28KA0
	7.400	6.658	315	232	100K8C	8	0.32	DGT5A0M10 (r) DGT5A0M20 (l)	P2M5B28AA0
	9.800	8.000			80K8L	8	0.16		P2M3B18KA0
	9.800	9.800			100K8C	8	0.32		P2M5B18AA0
	6.000	4.800			100K8C	8	0.32		P2M5B18AA0
	9.400	7.500	400	231	100K8L	8	0.40	DGT6A0M10 (r) DGT6A0M20 (l)	P2M5B18KA0
	12.000	9.600							
	14.700	14.700	400 R	231				DGT6A0M60 (r) DGT6A0M70 (l)	
	10.400	8.300							
	13.800	11.000							
8	21.600	17.200	125	032	71K4CA	4	0.16	DGT1A0M10	P0M2B24AA0
	21.600	21.600	160	031	71K4CA	4	0.16	DGT2A0M10	P0M2B14AA0
	14.600	11.700		131	71K4CB	4	0.20	DGT2A0M30	P1M2B14KA0
	29.200	23.400			71K8C	8	0.08		P1M2B38AA0
	29.400	29.400	200	133	80K8C	8	0.12	DGT3A0M10	P1M3B38AA0
	16.300	13.000			80K8L	8	0.16		P1M3B38KA0
	32.600	26.000			80K4CA	4	0.25		P2M3B24AA0
	41.400	33.100		232	80K8C	8	0.12	DGT3A0M30	P1M3B28AA0
	32.600	=			80K8L	8	0.16		P1M3B28KA0
	41.400	33.100	250	132	80K4CA	4	0.25	DGT4A0M10	P2M3B14AA0
					80K4CB	4	0.32		P2M3B14KA0
				231	80K8L	8	0.16	DGT4A0M30	P2M3B38KA0
					100K8C	8	0.32		P2M5B38AA0
					100K8L	8	0.40		P2M5B38KA0
			315	233	80K8L	8	0.16	DGT5A0M10 (r) DGT5A0M20 (l)	P2M3B28KA0
					100K8C	8	0.32		P2M5B28AA0
					100K8L	8	0.40		P2M5B28KA0
					100K8C	8	0.32		P2M5B28AA0
			400	232	100K8L	8	0.40	DGT6A0M10 (r) DGT6A0M20 (l)	P2M5B28KA0
			400 R	232				DGT6A0M60 (r) DGT6A0M70 (l)	

- The specifications refer to a single motoreducer; in case of two or more motoreducers, multiply the travelling mass by the number of motoreducers used.
- Verify that in relation to the rail's running surface width(b), average reaction (R ave) is compatible with the values listed in diagram pages 19, 20 and 21.
- The values for travelling mass in red require a verification of average reaction (R ave.) on each wheel, which must not exceed the following Rx. max. values:

Ø 125	Ø 160	Ø 200	Ø 250	Ø 315	Ø 400	Ø 400 R
R ave. Rx max. ≤ 3670 kg (36 kN)	R ave. Rx max. ≤ 4893 kg (48 kN)	R ave. Rx max. ≤ 7340 kg (72 kN)	R ave. Rx max. ≤ 10,805 kg (106 kN)	R ave. Rx max. ≤ 14,679 kg (144 kN)	R ave. Rx max. ≤ 18,960 kg (186 kN)	R ave. Rx max. ≤ 30,580 kg (300 kN)

TRAVELLING MASSES AT 1 SPEED BASED ON THE COMBINATION OF COMPONENTS

Nominal speed (m/min)	Travelling mass (kg) ISO service group (FEM) M4 (1Am)	M5 (2m)	"DGT" wheel group" Ø (mm)	"DGP" motoreducer Reducer Type	Motor Type	Self-braking motor specifications PolesPower (N°)	(kW)	Codes for components "DGT" drive wheel group	"DGP" gearmotor
10	6.700	5.360	125	033	71K4CA	4	0.16	DGT1A0M10	P0M2B34AA0
	7.400	6.720			71K4CB	4	0.20		P0M2B34KA0
	8.000	6.400	160	032	71K4CA	4	0.16		P0M2B24AA0
	9.800	8.000			71K4CB	4	0.20	DGT2A0M10	P0M2B24KA0
	9.800	9.800			80K4CA	4	0.25		P1M3B24AA0
	9.600	7.600		132	71K4CA	4	0.16	DGT2A0M30	P1M2B14AA0
	12.000	9.600	200	131	71K4CB	4	0.20		P1M2B14KA0
	14.700	12.200			80K4CA	4	0.25		P1M3B14AA0
	14.700	14.700			80K4CB	4	0.32	DGT3A0M10	P1M3B14KA0
	11.200	8.900			80K8L	8	0.16		P1M3B38KA0
	17.200	13.700			80K4CA	4	0.25		P2M3B24AA0
	21.600	18.000	250	133	80K4CB	4	0.32	DGT4A0M10	P2M3B24KA0
	21.600	21.600		232	100K4CA	4	0.63		P2M5B24AA0
	18.500	14.800			80K4CA	4	0.25	DGT4A0M30	P2M3B14AA0
	23.300	18.600			80K4CB	4	0.32		P2M3B14KA0
	29.400	29.400			100K4CB	4	0.63		P2M5B14AA0
	26.000	20.800	315	231	100K8C	8	0.32	DGT5A0M10 (r) DGT5A0M20 (l)	P2M5B38AA0
	33.100	26.500			100K8L	8	0.40		P2M5B38KA0
			400	233				DGT6A0M10 (r) DGT6A0M20 (l)	
	42.800	41.300		331	112K8L	8	0.63	DGT6A0M30 (r) DGT6A0M40 (l) DGT6A0M60 (r)	P3M6B18AA0
	33.100	=	400 R	233	100K8L	8	0.40	DGT6A0M70 (l) DGT6A0M80 (r)	P2M5B38KA0
	51.600	41.300		331	112K8L	8	0.63	DGT6A0M90 (l)	P3M6B18AA0
12.5	7.400	7.400	125	031	71K2CA	2	0.32	DGT1A0M10	P0M2B12AA0
	6.400	5.100	160	033	71K4CA	4	0.16	DGT2A0M10	P0M2B34AA0
	8.000	6.400			71K4CB	4	0.20		P0M2B34KA0
	9.800	8.000			80K4CA	4	0.25		P1M3B34AA0
	9.800	9.800		133	80K4CB	4	0.32	DGT2A0M30	P1M3B34KA0
	7.600	6.000			71K4CA	4	0.16		P1M2B24AA0
	9.600	7.600			71K4CB	4	0.20		P1M2B24KA0
	12.000	9.600	200	132	80K4CA	4	0.25		P1M3B24AA0
	14.700	12.200			80K4CB	4	0.32	DGT3A0M10	P1M3B24KA0
	14.700	14.700			80K2CA	2	0.50		P2M3B12AA0
	11.200	9.000			71K4CB	4	0.20		P1M2B14KA0
	14.000	11.200			80K4CA	4	0.25		P1M3B14AA0
	18.000	14.400		231	80K4CB	4	0.32	DGT3A0M30	P1M3B14KA0
	21.600	21.600	250	131	100K4CA	4	0.63		P2M5B34AA0
	14.800	11.900			80K4CA	4	0.25	DGT4A0M10	P2M3B24AA0
	18.600	14.900			80K4CB	4	0.32		P2M3B24KA0
	29.400	29.400			100K4CA	4	0.63		P2M5B24AA0
	20.800	16.600		233	80K4CB	4	0.32	DGT4A0M30	P2M3B14KA0
	41400	33 100			100K4CA	4	0.63		P2M5B14AA0
	41400	33 100	315	232	100K4CA	4	0.63	DGT5A0M10 (r) DGT5A0M20 (l)	P2M5B14AA0
	52 600	42 100			100K4CB	4	0.80		P2M5B14KA0
			400	231				DGT6A0M10 (r) DGT6A0M20 (l)	
			400 R	231				DGT6A0M60 (r) DGT6A0M70 (l)	
16	7.400	6.656	125	032	71K2CA	2	0.32	DGT1A0M10	P0M2B22AA0
	9.800	8.000	160	031	71K2CA	2	0.32	DGT2A0M10	P0M2B12AA0
	9.800	9.800		131	71K2CB	2	0.40	DGT2A0M30	P1M2B12KA0
	6.000	4.800			71K4CA	4	0.16		P1M2B34AA0
	7.500	6.000	200	133	71K4CB	4	0.20		P1M2B34KA0
	9.400	7.500			80K4CA	4	0.25		P1M3B34AA0
	12.000	9.600			80K4CB	4	0.32	DGT3A0M10	P1M3B34KA0
	14.700	14.700			80K2CA	2	0.50		P2M3B22AA0
	10.800	8.600			80K4CA	4	0.25		P1M3B24AA0
	13.800	11.000		232	80K4CB	4	0.32	DGT3A0M30	P1M3B24KA0
	21.600	17.200			80K2CA	2	0.50		P2M3B12AA0
	21.600	21.600	250	132	80K2CB	2	0.63	DGT4A0M10	P2M3B12KA0
	14.600	11.600			80K4CB	4	0.32		P2M3B34KA0
	28.900	23.100		231	100K4CA	4	0.63	DGT4A0M30	P2M5B34AA0
	29.400	29.400			100K4CB	4	0.80		P2M5B34KA0
	16.300	13.000			80K4CB	4	0.32		P2M3B24KA0
	32.300	25.800	315	233	100K4CA	4	0.63		P2M5B24AA0
	41.400	33.100			100K4CB	4	0.80	DGT5A0M10 (r) DGT5A0M20 (l)	P2M5B24KA0
	32.300	=			100K4CA	4	0.63		P2M5B24AA0
	41.400	33.100			100K4CB	4	0.80		P2M5B24KA0
			400	232				DGT6A0M10 (r) DGT6A0M20 (l)	
			400 R	232				DGT6A0M60 (r) DGT6A0M70 (l)	

- The specifications refer to a single motoreducer; in case of two or more motoreducers, multiply the travelling mass by the number of motoreducers used.
- Verify that in relation to the rail's running surface width(b), average reaction (R ave) is compatible with the values listed in diagram pages 19, 20 and 21.
- The values for travelling mass in red require a verification of average reaction (R ave.) on each wheel, which must not exceed the following Rx. max. values:

Ø 125	Ø 160	Ø 200	Ø 250	Ø 315	Ø 400	Ø 400 R
R ave. Rx max. ≤ 3670 kg (36 kN)	R ave. Rx max. ≤ 4893 kg (48 kN)	R ave. Rx max. ≤ 7340 kg (72 kN)	R ave. Rx max. ≤ 10,805 kg (106 kN)	R ave. Rx max. ≤ 14,679 kg (144 kN)	R ave. Rx max. ≤ 18,960 kg (186 kN)	R ave. Rx max. 30,580 kg ≤ (300 kN)

TRAVELLING MASSES AT 1 SPEED BASED ON THE COMBINATION OF COMPONENTS

Nominal speed (m/min)	Travelling mass (kg) ISO service group (FEM) M4 (1Am)	M5 (2m)	"DGT" wheel group" Ø (mm)	"DGP" motoreducer Reducer Type	Motor Type	Self-braking motor specifications Poles	Power (N°)	(kW)	Codes for components "DGT" drive wheel group	"DGP" gearmotor
20	6.720	5.376	125	033	71K2CA	2		0.32	DGT1A0M10	P0M2B32AA0
	7.400	6.720			71K2CB	2		0.40		P0M2B32KA0
	8.000	6.400	160	032	71K2CA	2		0.32		P0M2B22AA0
	9.800	8.000			71K2CB	2		0.40	DGT2A0M10	P0M2B22KA0
	9.800	9.800			71K2L	2 with inverter		0.50		P1M2B2IKA0
	9.600	7.600		132	71K2CA	2		0.32	DGT2A0M30	P1M2B12AA0
	12.000	9.600			71K2CB	2		0.40		P1M2B12KA0
	14.700	12.200	200	131	71K2L	2 with inverter		0.50		P1M2B1IKA0
	14.700	14.700			80K2CB	2		0.63	DGT3A0M10	P1M3B12KA0
	11.200	8.900			80K4CB	4		0.32		P1M3B34KA0
	17.200	13.700			80K2CA	2		0.50		P2M3B22AA0
	21.600	17.200			80K2CB	2		0.63		P2M3B22KA0
	21.600	21.600	250	133	80K2L	2 with inverter		0.80	DGT4A0M10	P2M3B2IKA0
	18.500	14.800		232	80K2CA	2		0.50		P2M3B12AA0
	23.300	18.600			80K2CB	2		0.63	DGT4A0M30	P2M3B12KA0
	29.400	23.700			80K2L	2 with inverter		0.80		P2M3B1IKA0
	29.400	29.400			100K2CA	2		1.25		P2M5B12AA0
	25.800	20.600	315	231	100K4CA	4		0.63		P2M5B34AA0
	33.100	26.500			100K4CB	4		0.80		P2M5B34KA0
									DGT5A0M10 (r) DGT5A0M20 (l)	
				233					DGT6A0M10 (r) DGT6A0M20 (l)	
			400							
									DGT6A0M30 (r)	
	42.800	41.300		331	112K4C	4		1.25	DGT6A0M40 (l) DGT6A0M60 (r)	P3M6B14AA0
	33.100	26.500	400 R	233	100K4CB	4		0.80	DGT6A0M70 (l) DGT6A0M80 (r)	P2M5B34KA0
	51 700	41 300		331	112K4C	4		1.25	DGT6A0M90 (l)	P3M6B14AA0
25	5.360	4.288	125	034	71K2CA	2		0.32	DGT1A0M10	P0M2B42AA0
	6.700	5.360			71K2CB	2		0.40		P0M2B42KA0
	7.400	6.700			71K2L	2 with inverter		0.50		P0M2B4IKA0
	7.400	6.700			80K2CA	2		0.50		P1M3B42AA0
	6.400	5.100		134	71K2CA	2		0.32	DGT1A0M30	P0M2B32AA0
	8.000	6.400	160	033	71K2CB	2		0.40	DGT2A0M10	P0M2B32KA0
	9.800	8.000			71K2L	2 with inverter		0.50		P0M2B3IKA0
	9.800	9.800			80K2CB	2		0.63		P1M3B32KA0
	7.600	6.100			71K2CA	2		0.32		P1M2B22AA0
	9.600	7.600		133	71K2CB	2		0.40	DGT2A0M30	P1M2B22KA0
	12.000	9.600	200	132	71K2L	2 with inverter		0.50	DGT3A0M10	P1M2B2IKA0
	12.000	9.600			80K2CA	2		0.50		P1M3B22AA0
	14.700	12.000			80K2CB	2		0.63		P1M3B22KA0
	14.700	14.700			80K2L	2 with inverter		0.80		P1M3B2IKA0
	9.000	7.200			71K2CA	2		0.32		P1M2B12AA0
	11.200	8.900			71K2CB	2		0.40		P1M2B12KA0
	13.800	11.000			71K2L	2 with inverter		0.50		P1M2B1IKA0
	17.200	13.800			80K2CB	2		0.63		P1M3B12KA0
	21.600	17.200	250	131	100K2CA	2		1.25	DGT4A0M10	P2M5B32AA0
	21.600	21.600			100K2CB	2		1.60		P2M5B32KA0
	14.800	11.900			80K2CA	2		0.50		P2M3B22AA0
	18.600	14.900			80K2CB	2		0.63		P2M3B22KA0
	23.700	18.900			80K2L	2 with inverter		0.80		P2M3B2IKA0
	29.400	29.400		233	100K2CA	2		1.25	DGT4A0M30	P2M5B22AA0
	16.500	13.200			80K2CA	2		0.50		P2M3B12AA0
	20.800	16.600			80K2CB	2		0.63		P2M3B12KA0
	26.500	21.200	315	232	80K2L	2 with inverter		0.80		P2M3B1IKA0
	41.400	33.100			100K2CA	2		1.25	DGT5A0M10 (r) DGT5A0M20 (l)	P2M5B12AA0
	41.400	33.100			100K2CA	2		1.25		P2M5B12AA0
	53 000	42 400			100K2CB	2		1.60		P2M5B12KA0
	66 200	53 000			100K2L	2 with inverter		2.00		P2M5B1IKA0
			400	231					DGT6A0M10 DGT6A0M20	
			400 R	231					DGT6A0M60 (r) DGT6A0M70 (l)	

- The specifications refer to a single motoreducer; in case of two or more motoreducers, multiply the travelling mass by the number of motoreducers used.
- Verify that in relation to the rail's running surface width(b), average reaction (R ave) is compatible with the values listed in diagram pages 19, 20 and 21.
- The values for travelling mass in red require a verification of average reaction (R ave.) on each wheel, which must not exceed the following Rx. max. values:

Ø 125	Ø 160	Ø 200	Ø 250	Ø 315	Ø 400	Ø 400 R
R ave. Rx max. ≤ 3670 kg (36 kN)	R ave. Rx max. ≤ 4893 kg (48 kN)	R ave. Rx max. ≤ 7340 kg (72 kN)	R ave. Rx max. ≤ 10,805 kg (106 kN)	R ave. Rx max. ≤ 14,679 kg (144 kN)	R ave. Rx max. ≤ 18,960 kg (186 kN)	R ave. Rx max. ≤ 30,580 kg (300 kN)

TRAVELLING MASSES AT 2 SPEEDS, BASED ON THE COMBINATION OF COMPONENTS

Nominal speed (m/min)	Travelling mass (kg) ISO service group (FEM) M4 (1Am)	M5 (2m)	"DGT" wheel group" Ø (mm)	"DGP" motoreducer Reducer Type	Motor Type	Self-braking motor specifications PolesPower (N°)	(kW)	Codes for components "DGT" drive wheel group	"DGP" gearmotor
12.5/3.2	7.400	7.400	125	031	71K3C	2/8	0.32/0.07	DGT1A0M10	P0M2B13AA0
	7.400	7.400			71K2L	2 with inverter	0.50		P0M2B1IKA0
	14.700	14.700	200	231	80K3C	2/8	0.50/0.12	DGT3A0M30	P2M3B13AA0
16/4	7.400	6.656	125	032	71K3C	2/8	0.32/0.07	DGT1A0M10	P0M2B23AA0
	7.400	6.656			71K2L	2 with inverter	0.50		P0M2B2IKA0
	9.800	8.000	160	031	71K3C	2/8	0.32/0.07	DGT2A0M10	P0M2B13AA0
	9.800	9.800			71K3L	2/8	0.40/0.09		P1M2B13KA0
	14.700	14.700		131	80K3C	2/8	0.50/0.12	DGT2A0M30	P2M3B23AA0
	21.600	17.200	200	232	80K3C	2/8	0.50/0.12	DGT3A0M30	P2M3B13AA0
	21.600	21.600			80K3L	2/8	0.63/0.15		P2M3B13KA0
	6.720	5.376	250	231	71K3C	2/8	0.32/0.07	DGT4A0M30	P0M2B33AA0
	7.400	6.720			71K3L	2/8	0.40/0.09		P0M2B33KA0
20/5	7.400	6.720	125	033	71K2L	2 with inverter	0.50	DGT1A0M10	P0M2B3IKA0
	8.000	6.400			71K3C	2/8	0.32/0.07		P0M2B23AA0
	9.800	8.000			71K3L	2/8	0.40/0.09		P0M2B23KA0
	9.800	9.800			71K2L	2 with inverter	0.50		P1M2B2IKA0
	9.600	7.600	160	032	71K3C	2/8	0.32/0.07	DGT2A0M10	P1M2B13AA0
	12.000	9.600			71K3L	2/8	0.40/0.09		P1M2B13KA0
	14.700	12.000		132	71K2L	2 with inverter	0.50	DGT2A0M30	P1M3B1IKA0
	14.700	12.600	200	131	80K3C	2/8	0.50/0.12	DGT3A0M10	P1M3B13AA0
	14.700	14.700			80K3L	2/8	0.63/0.15		P1M3B13KA0
	17.200	13.700			80K3C	2/8	0.50/0.12		P2M3B23AA0
	21.600	17.200			80K3L	2/8	0.63/0.15		P2M3B23KA0
	21.600	21.600			80K2L	2 with inverter	0.80		P2M3B2IKA0
	18.500	14.800			80K3C	2/8	0.50/0.12		P2M3B13AA0
	23.300	18.600			80K3L	2/8	0.63/0.15		P2M3B13KA0
	29.400	23.700	250	232	80K2L	2 with inverter	0.80	DGT4A0M30	P2M3B1IKA0
	29.400	29.400			100K3C	2/8	1.25/0.31		P2M5B13AA0
	5.360	4.288	315	231	71K3C	2/8	0.32/0.07	DGT5A0M10 (r) DGT5A0M20 (l)	P0M2B43AA0
	6.700	5.360			71K3L	2/8	0.40/0.09		P0M2B43KA0
	7.400	6.700			71K2L	2 with inverter	0.50		P0M2B4IKA0
	7.400	6.700			80K3C	2/8	0.50/0.12		P1M3B43AA0
	6.400	5.100			71K3C	2/8	0.32/0.07		P0M2B33AA0
	8.000	6.400			71K3L	2/8	0.40/0.09		P0M2B33KA0
	9.800	8.000			71K2L	2 with inverter	0.50		P0M2B3IKA0
25/6.3	9.800	9.800	125	034	80K3C	2/8	0.50/0.12	DGT1A0M10	P1M3B33AA0
	7.600	6.100			71K3C	2/8	0.32/0.07		P1M2B23AA0
	9.600	7.600			71K3L	2/8	0.40/0.09		P1M2B23KA0
	12.000	9.600		134	71K2L	2 with inverter	0.50	DGT1A0M30	P1M2B2IKA0
	12.000	9.600			80K3C	2/8	0.50/0.12		P1M3B23AA0
	14.700	12.000	160	033	80K3L	2/8	0.63/0.15	DGT2A0M10	P1M3B23KA0
	14.700	14.700			80K2L	2 with inverter	0.80		P1M3B2IKA0
	11.200	9.000			71K3L	2/8	0.40/0.09		P1M2B13KA0
	13.800	11.000		133	71K2L	2 with inverter	0.50	DGT2A0M30	P1M2B1IKA0
	13.800	11.000			80K3C	2/8	0.50/0.12		P1M3B13AA0
	17.200	13.800	200	132	80K3L	2/8	0.63/0.15	DGT3A0M10	P1M3B13KA0
	21.600	21.600			100K3C	2/8	1.25/0.31		P2M5B33AA0
	14.800	11.900			80K3C	2/8	0.50/0.12		P2M3B23AA0
	18.600	14.900			80K3L	2/8	0.63/0.15		P2M3B23KA0
	23.700	18.900			80K2L	2 with inverter	0.80		P2M3B2IKA0
	29.400	29.400			100K3C	2/8	1.25/0.31		P2M5B23AA0
	20.800	16.600			80K3L	2/8	0.63/0.15		P2M3B13KA0
	26.500	21.200	250	131	80K2L	2 with inverter	0.80	DGT4A0M10	P2M3B1IKA0
	41.400	33.100			100K3C	2/8	1.25/0.31		P2M5B13AA0
	41.400	33.100			100K3C	2/8	1.25/0.31		P2M5B13AA0
	53.000	42.400			100K3L	2/8	1.60/0.39		P2M5B13KA0
	66.200	53.000			100K2L	2 with inverter	2.00		P2M5B1IKA0
				233				DGT4A0M30	
			315	232				DGT5A0M10 (r) DGT5A0M20 (l)	
			400	231				DGT6A0M10 (r) DGT6A0M20 (l)	
			400 R	231				DGT6A0M60 (r) DGT6A0M70 (l)	

- The specifications refer to a single motoreducer; in case of two or more motoreducers, multiply the travelling mass by the number of motoreducers used.
- Verify that in relation to the rail's running surface width(b), average reaction (R ave) is compatible with the values listed in diagram pages 19, 20 and 21.
- The values for travelling mass in red require a verification of average reaction (R ave.) on each wheel, which must not exceed the following Rx. max. values:

Ø 125	Ø 160	Ø 200	Ø 250	Ø 315	Ø 400	Ø 400 R
R ave. Rx max. ≤ 3670 kg (36 kN)	R ave. Rx max. ≤ 4893 kg (48 kN)	R ave. Rx max. ≤ 7340 kg (72 kN)	R ave. Rx max. ≤ 10,805 kg (106 kN)	R ave. Rx max. ≤ 14,679 kg (144 kN)	R ave. Rx max. ≤ 18,960 kg (186 kN)	R ave. Rx max. 30,580 kg ≤ (300 kN)

TRAVELLING MASSES AT 2 SPEEDS, BASED ON THE COMBINATION OF COMPONENTS

Nominal speed (m/min)	Travelling mass (kg) ISO service group (FEM) M4 (1Am)	M5 (2m)	"DGT" wheel group" Ø (mm)	"DGP" motoreducer Reducer Type	Motor Type	Self-braking motor specifications PolesPower (N°)	(kW)	Codes for components "DGT" drive wheel group	"DGP" gearmotor
32/8	4.160	3.328	125	021	71K3C	2/8	0.32/0.07	DGT1A0M10	P0M2A13AA0
	5.200	4.160			71K3L	2/8	0.40/0.09		P0M2A13KA0
	6.500	5.200			71K2L	2 with inverter	0.50		P1M2A1IKA0
	6.500	5.200		121	80K3C	2/8	0.50/0.12	DGT1A0M30	P1M3A13AA0
	7.400	6.656			80K3L	2/8	0.63/0.15		P1M3A13KA0
	7.400	6.656			80K2L	2 with inverter	0.80		P1M3A1IKA0
	5.000	4.000			71K3C	2/8	0.32/0.07		P0M2B43AA0
	6.300	5.000	160	034	71K3L	2/8	0.40/0.09		P0M2B43KA0
	7.900	6.300			71K2L	2 with inverter	0.50	DGT2A0M10	P0M2B4IKA0
	7.900	6.300			80K3C	2/8	0.50/0.12		P1M3B43AA0
	9.800	8.000			80K3L	2/8	0.63/0.15		P1M3B43KA0
	9.800	9.800			80K2L	2 with inverter	0.80		P1M3B4IKA0
	7.600	6.000		134	71K3L	2/8	0.40/0.09	DGT2A0M30	P1M2B33KA0
	9.600	7.600			71K2L	2 with inverter	0.50		P1M2B3IKA0
	9.600	7.600			80K3C	2/8	0.50/0.12		P1M3B33AA0
	12.000	9.600	200	133	80K3L	2/8	0.63/0.15		P1M3B33KA0
	14.700	12.000			80K2L	2 with inverter	0.80		P1M3B3IKA0
	14.700	14.700			100K3C	2/8	1.25/0.31	DGT3A0M10	P2M5A13AA0
	10.800	8.600			71K2L	2 with inverter	0.50		P1M2B2IKA0
	10.800	8.600			80K3C	2/8	0.50/0.12		P1M3B23AA0
	13.500	10.800			80K3L	2/8	0.63/0.15		P1M3B23KA0
	17.200	13.700		221	80K2L	2 with inverter	0.80	DGT3A0M30	P1M3B2IKA0
	21.600	21.600	250	132	100K3C	2/8	1.25/0.31		P2M5B43AA0
	14.600	11.600			80K3L	2/8	0.63/0.15		P2M3B33KA0
	18.500	14.800			80K2L	2 with inverter	0.80	DGT4A0M10	P2M3B3IKA0
	28.900	23.100			100K3C	2/8	1.25/0.31		P2M5B33AA0
	29.400	29.400			100K3L	2/8	1.60/0.39		P2M5B33KA0
	20.700	16.500		234	80K2L	2 with inverter	0.80	DGT4A0M30	P2M3B2IKA0
	32.300	25.800	315	233	100K3C	2/8	1.25/0.31		P2M5B23AA0
	41.400	33.100			100K3L	2/8	1.60/0.39		P2M5B23KA0
	32.300	=			100K3C	2/8	1.25/0.31	DGT5A0M10 (r) DGT5A0M20 (l)	P2M5B23AA0
	41.400	33.100			100K3L	2/8	1.60/0.39		P2M5B23KA0
	51 700	41 300			100K2L	2 with inverter	2.00		P2M5B2IKA0
	3.360	2.688	400	232	71K3C	2/8	0.32/0.07		P0M2A23AA0
	4.200	3.360			71K3L	2/8	0.40/0.09	DGT6A0M10 (r) DGT6A0M20 (l)	P0M2A23KA0
	5.250	4.200			71K2L	2 with inverter	0.50		P0M2A2IKA0
	5.250	4.200			80K3C	2/8	0.50/0.12		P1M3A23AA0
	6.695	5.356	400 R	232	80K3L	2/8	0.63/0.15		P1M3A23KA0
	7.400	6.720			80K2L	2 with inverter	0.80	DGT6A0M60 (r) DGT6A0M70 (l)	P1M3A2IKA0
	5.000	4.000			71K3L	2/8	0.40/0.09		P0M2A13KA0
	6.300	5.000			71K2L	2 with inverter	0.50		P1M2A1IKA0
40/10	6.300	5.000	125	022	80K3C	2/8	0.50/0.12		P1M3A13AA0
	7.900	6.300			80K3L	2/8	0.63/0.15	DGT1A0M10	P1M3A13KA0
	10.000	8.000			80K2L	2 with inverter	0.80		P1M3A1IKA0
	7.600	6.000			71K2L	2 with inverter	0.50		P1M2B4IKA0
	7.600	6.000		122	80K3C	2/8	0.50/0.12		P1M3B43AA0
	9.400	7.600			80K3L	2/8	0.63/0.15	DGT1A0M30	P1M3B43KA0
	12.000	9.600			80K2L	2 with inverter	0.80		P1M3B4IKA0
	14.700	14.700		021	100K3C	2/8	1.25/0.31	DGT2A0M10	P2M5A23AA0
	10.800	8.600			80K3L	2/8	0.63/0.15		P1M3B33KA0
	13.500	10.800	160	121	80K2L	2 with inverter	0.80		P1M3B3IKA0
	21.600	17.200			100K3C	2/8	1.25/0.31	DGT2A0M30	P2M5A13AA0
	21.600	21.600			100K3L	2/8	1.60/0.39		P2M5A13KA0
	11.600	9.300			80K3L	2/8	0.63/0.15		P2M3B43KA0
	14.800	11.900			80K2L	2 with inverter	0.80		P2M3B4IKA0
	23.000	18.400	200	134	100K3C	2/8	1.25/0.31		P2M5B43AA0
	29.400	23.700			100K3L	2/8	1.60/0.39	DGT3A0M10	P2M5B43KA0
	29.400	29.400			100K2L	2 with inverter	2.00		P2M5B4IKA0
	13.000	10.400			80K3L	2/8	0.63/0.15		P2M3B33KA0
	16.500	13.200			80K2L	2 with inverter	0.80		P2M3B3IKA0
	25.800	20.600		222	100K3C	2/8	1.25/0.31	DGT3A0M30	P2M5B33AA0
	33.100	26.400	250	133	100K3L	2/8	1.60/0.39	DGT4A0M10	P2M5B33KA0
	41.300	33.100			100K2L	2 with inverter	2.00		P2M5B3IKA0
				221				DGT4A0M30	
			315	234				DGT5A0M10 (r) DGT5A0M20 (l)	
			400	233				DGT6A0M10 (r) DGT6A0M20 (l)	
	42.800	41.300		331	112K3L	2/8	2.50/0.62	DGT6A0M30 (r) DGT6A0M40 (l)	P3M6B13KA0
	33.100	26.400	400 R	233	100K3L	2/8	1.60/0.39	DGT6A0M60 (r)	P2M5B33KA0
	41.300	33.100			100K2L	2 with inverter	2.00	DGT6A0M70 (l)	P2M5B3IKA0
	51 600	41 300						DGT6A0M80 (r)	
	66.000	52.800		331	112K2L	2 with inverter	3.20	DGT6A0M90 (l)	P3M6B1IAA0

- The specifications refer to a single motoreducer; in case of two or more motoreducers, multiply the travelling mass by the number of motoreducers used.
- Verify that in relation to the rail's running surface width(b), average reaction (R ave) is compatible with the values listed in diagram pages 19, 20 and 21.
- The values for travelling mass in red require a verification of average reaction (R ave.) on each wheel, which must not exceed the following Rx. max. values:

Ø 125	Ø 160	Ø 200	Ø 250	Ø 315	Ø 400	Ø 400 R
R ave. $\vec{R}$x max. ≤ 3670 kg (36 kN)	R ave. $\vec{R}$x max. ≤ 4893 kg (48 kN)	R ave. $\vec{R}$x max. ≤ 7340 kg (72 kN)	R ave. $\vec{R}$x max. ≤ 10805 kg (106 kN)	R ave. $\vec{R}$x max. ≤ 14679 kg (144 kN)	R ave. $\vec{R}$x max. ≤ 18,960 kg (186 kN)	R ave. $\vec{R}$x max. 30,580 kg ≤ (300 kN)

TRAVELLING MASSES AT 2 SPEEDS, BASED ON THE COMBINATION OF COMPONENTS

Nominal speed (m/min)	Travelling mass (kg) ISO service group (FEM) M4 (1Am)	M5 (2m)	"DGT" wheel group" Ø (mm)	"DGP" motoreducer Reducer Type	Motor Type	Self-braking motor specifications PolesPower (N°)	(kW)	Codes for components "DGT" drive wheel group	"DGP" gearmotor
50/12.5	2.640	2.112	125	023	71K3C	2/8	0.32/0.07	DGT1A0M10	P0M2A33AA0
	3.300	2.640			71K3L	2/8	0.40/0.09		P0M2A33KA0
	4.125	3.300			71K2L	2 with inverter	0.50		P0M2A3IKA0
	4.125	3.300		123	80K3C	2/8	0.50/0.12		P1M3A33AA0
	5.197	4.157			80K3L	2/8	0.63/0.15	DGT1A0M30	P1M3A33KA0
	6.600	5.280			80K2L	2 with inverter	0.80		P1M3A3IKA0
	5 000	4 000			71K2L	2 with inverter	0.50		P0M2A2IKA0
	5 000	4 000	160	022	80K3C	2/8	0.50/0.12	DGT2A0M10	P1M3A23AA0
	6 300	5 000			80K3L	2/8	0.63/0.15		P1M3A23KA0
	8 000	6 300		122	80K2L	2 with inverter	0.80	DGT2A0M30	P1M3A2IKA0
	6 000	4 800			71K2L	2 with inverter	0.50		P1M2A1IKA0
	7 600	6 000			80K3L	2/8	0.63/0.15		P1M3A13KA0
	9 400	7 600	200	121	80K2L	2 with inverter	0.80	DGT3A0M10	P1M3A1IKA0
	14 700	12 000			100K3C	2/8	1.25/0.31		P2M5A33AA0
	14 700	14 700			100K3L	2/8	1.60/0.39		P2M5A33KA0
	8 600	6 900			80K3L	2/8	0.63/0.15		P1M3B43KA0
	10 800	8 600		223	80K2L	2 with inverter	0.80	DGT3A0M30	P1M3B4IKA0
	17 200	13 800			100K3C	2/8	1.25/0.31		P2M5A23AA0
	21 600	17 200			100K3L	2/8	1.60/0.39		P2M5A23KA0
	21 600	21 600	250	134	100K2L	2 with inverter	2.00	DGT4A0M10	P2M5A2IKA0
	9 200	7 400			80K3L	2/8	0.63/0.15		P2M3A13KA0
	11 800	9 400		222	80K2L	2 with inverter	0.80	DGT4A0M30	P2M3A1IKA0
	18 400	14 700			100K3C	2/8	1.25/0.31		P2M5A13AA0
	23 600	18 900			100K3L	2/8	1.60/0.39		P2M5A13KA0
			315	221				DGT5A0M10 (r) DGT5A0M20 (l)	
	29 400	29 400		333	112K3L	2/8	2.50/0.62	DGT5A0M30 (r) DGT5A0M40 (l)	P3M6B33KA0
	20 700	16 600	400	234	100K3C	2/8	1.25/0.31	DGT6A0M10 (r) DGT6A0M20 (l)	P2M5B43AA0
	26 500	21 200			100K3L	2/8	1.60/0.39		P2M5B43KA0
	33 000	26 400			100K2L	2 with inverter	2.00		P2M5B4IKA0
	41 200	33 000			112K3L	2/8	2.50/0.62		P3M6B23KA0
	42 800	42 200		332	112K2L	2 with inverter	3.20	DGT6A0M30 (r) DGT6A0M40 (l)	P3M6B2IAA0
	33 000	26 400	400 R	234	100K2L	2 with inverter	2.00	DGT6A0M60 (r) DGT6A0M70 (l) DGT6A0M80 (r)	P2M5B4IKA0
	41 200	33 000		332	112K3L	2/8	2.50/0.62	DGT6A0M90 (l)	P3M6B23KA0
	52 700	42 100			112K2L	2 with inverter	3.20		P3M6B2IAA0
63/16	2.080	1.664	125	024	71K3C	2/8	0.32/0.07	DGT1A0M10	P0M2A43AA0
	2.600	2.080			71K3L	2/8	0.40/0.09		P0M2A43KA0
	3.250	2.600			71K2L	2 with inverter	0.50		P0M2A4IKA0
	3.250	2.600		124	80K3C	2/8	0.50/0.12		P1M3A43AA0
	4.095	3.276			80K3L	2/8	0.63/0.15	DGT1A0M30	P1M3A43KA0
	5.200	4.160			80K2L	2 with inverter	0.80		P1M3A4IKA0
	5 000	4 000			80K3L	2/8	0.63/0.15		P1M3A33KA0
	6 300	5 000			80K2L	2 with inverter	0.80		P1M3A3IKA0
	6 000	4 800	160	123	80K3L	2/8	0.63/0.15	DGT2A0M10	P1M3A23KA0
	7 600	6 000			80K2L	2 with inverter	0.80		P1M3A2IKA0
	12 000	9 600		122	100K3C	2/8	1.25/0.31	DGT3A0M10	P2M5A43AA0
	14 700	12 000			100K3L	2/8	1.60/0.39		P2M5A43KA0
	6 900	5 500	200		80K3L	2/8	0.63/0.15		P1M3A13KA0
	8 600	6 900		224	80K2L	2 with inverter	0.80	DGT3A0M30	P1M3A1IKA0
	13 500	10 800			100K3C	2/8	1.25/0.31		P2M5A33AA0
	17 200	13 800			100K3L	2/8	1.60/0.39		P2M5A33KA0
	21 600	17 200	250	121	100K2L	2 with inverter	2.00	DGT4A0M10	P2M5A3IKA0
	14 600	11 700			100K3C	2/8	1.25/0.31		P2M5A23AA0
	18 700	14 900		223	100K3L	2/8	1.60/0.39	DGT4A0M30	P2M5A23KA0
	23 400	18 700			100K2L	2 with inverter	2.00		P2M5A2IKA0
	29 300	23 500			112K3L	2/8	2.50/0.62		P3M6B43KA0
	29 400	29 400			112K2L	2 with inverter	3.20		P3M6B4IKA0
	16 400	13 100	315	222	100K3C	2/8	1.25/0.31	DGT5A0M10 (r) DGT5A0M20 (l)	P2M5A13AA0
	21 000	16 800			100K3L	2/8	1.60/0.39		P2M5A13KA0
	32 800	26 200			112K3L	2/8	2.50/0.62		P3M6B33KA0
	42 000	33 600			112K2L	2 with inverter	3.20		P3M6B3IAA0
	32 800	26 200		334	112K3L	2/8	2.50/0.62	DGT5A0M30 (r) DGT5A0M40 (l)	P3M6B33KA0
	42 000	33 600			112K2L	2 with inverter	3.20		P3M6B3IAA0
			400	221				DGT6A0M10 (r) DGT6A0M20 (l) DGT6A0M30 (r)	
				333				DGT6A0M40 (l) DGT6A0M80 (r) DGT6A0M90 (l)	
			400 R	333					

- The specifications refer to a single motoreducer; in case of two or more motoreducers, multiply the travelling mass by the number of motoreducers used.
- Verify that in relation to the rail's running surface width(b), average reaction (R ave) is compatible with the values listed in diagram pages 19, 20 and 21.
- The values for travelling mass in red require a verification of average reaction (R ave.) on each wheel, which must not exceed the following Rx. max. values:

Ø 125	Ø 160	Ø 200	Ø 250	Ø 315	Ø 400	Ø 400 R
R ave. Rx max. ≤ 3670 kg (36 kN)	R ave. Rx max. ≤ 4893 kg (48 kN)	R ave. Rx max. ≤ 7340 kg (72 kN)	R ave. Rx max. ≤ 10,805 kg (106 kN)	R ave. Rx max. ≤ 14,679 kg (144 kN)	R ave. Rx max. ≤ 18,960 kg (186 kN)	R ave. Rx max. ≤ 30,580 kg (300 kN)

TRAVELLING MASSES AT 2 SPEEDS, BASED ON THE COMBINATION OF COMPONENTS

Nominal speed (m/min)	Travelling mass (kg) ISO service group (FEM) M4 (1Am)	M5 (2m)	"DGT" wheel group" Ø (mm)	"DGP" motoreducer Reducer Type	Motor Type	Self-braking motor specifications PolesPower (N°)	(kW)	Codes for components "DGT" drive wheel group	"DGP" gearmotor
80/20	2 000	1 600	160	024	71K3C	2/8	0.32/0.07	DGT2A0M10	P0M2A43AA0
	2 500	2 000			71K3L	2/8	0.40/0.09		P0M2A43KA0
	3 200	2 500			71K2L	2 with inverter	0.50		P0M2A4IKA0
	3 200	2 500		124	80K3C	2/8	0.50/0.12		P1M3A43AA0
	4 000	3 200			80K3L	2/8	0.63/0.15	DGT2A0M30	P1M3A43KA0
	5 000	4 000			80K2L	2 with inverter	0.80		P1M3A4IKA0
	5 400	4 300			80K3L	2/8	0.63/0.15		P1M3A23KA0
	6 900	5 500			80K2L	2 with inverter	0.80		P1M3A2IKA0
	10 800	8 600	250	122	100K3C	2/8	1.25/0.31	DGT4A0M10	P2M5A43AA0
	13 500	10 800			100K3L	2/8	1.60/0.39		P2M5A43KA0
	17 200	13 800		224	100K2L	2 with inverter	2.00	DGT4A0M30	P2M5A4IKA0
	16 500	13 200			100K3L	2/8	1.60/0.39		P2M5A23KA0
	20 600	16 500			100K2L	2 with inverter	2.00		P2M5A2IKA0
	25 800	20 600			112K3L	2/8	2.50/0.62		P3M6B43KA0
	33 000	26 400	400	222	112K2L	2 with inverter	3.20	DGT6A0M10 (r) DGT6A0M20 (l)	P3M6B4IAA0
				334				DGT6A0M30 (r) DGT6A0M40 (l) DGT6A0M80 (r)	
	33 600	26 900	400 R	334	112K2L	2 with inverter	3.20	DGT6A0M90 (l)	P3M6B4IAA0

- The specifications refer to a single motoreducer; in case of two or more motoreducers, multiply the travelling mass by the number of motoreducers used.
- Verify that in relation to the rail's running surface width(b), average reaction (R ave) is compatible with the values listed in diagram pages 19, 20 and 21.
- The values for travelling mass in red require a verification of average reaction (R ave.) on each wheel, which must not exceed the following Rx. max. values:

Ø 125	Ø 160	Ø 200	Ø 250	Ø 315	Ø 400	Ø 400 R
R ave. Rx max. ≤ 3670 kg (36 kN)	R ave. Rx max. ≤ 4893 kg (48 kN)	R ave. Rx max. ≤ 7340 kg (72 kN)	R ave. Rx max. ≤ 10,805 kg (106 kN)	R ave. Rx max. ≤ 14,679 kg (144 kN)	R ave. Rx max. ≤ 18,960 kg (186 kN)	R ave. Rx max. 30,580 kg ≤ (300 kN)

SAMPLE GUIDELINES FOR SELECTING ENDCARRIAGES FOR BRIDGE CRANES

To make the correct choice of overhead travelling units, firstly establish all operating parameters which determine its operating limitations, defining and/or verifying the following factors (see sample guidelines for various "limit" cases listed below, purely by way of example):

1. Define the crane's operating data: load capacity (kg), ISO service group (FEM), span (m) and travelling speed (m/min);
2. Define: the mass (weight = kg) of the crane in question and any accessories (frame, electrical system, etc.);
3. Define: the weight (kg) of the lifting and travel unit, i.e. of the hoist + trolley (or trolley/winch);
4. Calculate: the total mass to be travelled, i.e. the nominal load + the weight of the crane + the weight of trolley/hoist (or trolley/winch);
5. Select: the type of beams from the "Operating limitations" diagrams at pages 8 and 10, based on the: capacity, ISO service group (FEM) and gauge;
6. Verify: that the mass to be travelled is of the travelling mass, as indicated in the "Operating limitations" at pages 8 and 10;
7. Verify: the maximum, minimum and average reactions on the wheels, considering load juxtapositions/eccentricities;
8. Verify: the congruency of the operating width in contact, in relation to the type of rail on which the wheels slide;
9. Select: the electro-mechanical driving components (choice of offset gearmotor group) from the tables at pages 23 to 30.
10. Determine: the beam code, based on the type selected and construction configuration for the connection with the bridge girder/s, using: for a SINGLE GIRDER crane, the tables at pages 8 - 9, and for a DOUBLE GIRDER crane, the tables at pages 10 to 16;
11. Determine: using the "Geometric specifications" table at page 17, the type of "girder- beam" joining cross plates.

1° Example: SINGLE GIRDER travelling bridge crane - Capacity 5 t - Span 16 m

1. nominal load P = 5000 kg; ISO service group M4 (FEM 1Am); gauge 16 m; 2 crane travelling speeds = 40/10 m/min;
2. weight of crane + accessories : M1 = ~ 2500 kg
3. weight of hoist + trolley: M2 = ~ 500 kg
4. total travelling mass: 5000 + 2500 + 500 = 8000 kg
5. from the diagram at page 8, with a capacity of 5000 kg; ISO group M4 (FEM 1Am) and gauge 16 m, select the endcarriages:

Type	1 – 125 – 2400	or:	DGT size	1	Wheel Ø (mm)	125	Wheel basis (mm)	2400

6. from the diagram at page 8, we can deduce that the beams 1 – 125 – 2400 admit masses of up to 8400 kg > than the 8000 kg to haul:
7. at this point, check the the suitability of the wheel Ø 125 for the selected beams, in relation to its admissible reactions and the type of rail, calculated as illustrated at page 19 for span "S" = 16,000 mm and supposing a juxtaposition "a" = 1000 mm:
   - R max. = 2500/4 + [(500 + 5000)/2] (1 – 1000/16,000) 3203 kg
   - R min. = 2500/4 + 500/2 1000/16,000 641 kg
   - R ave. = (2 R max. + R min.)/3 = (2 3203 + 641)/3 2349 kg < than 3670 kg, corresponding to the admissible R max.;

   supposing a flat laminated rail, with l = 40 and operating band b = 38 (see table at page 18), from the diagram at page 19 we can
8. deduce that, for a Ø 125 wheel with a standard sheave width, considering the factors (speed and operating bandwidth), the average admissible reaction for the service group M4 (1Am) is: R ave. admissible 2400 kg > of the ~ 2349 kg the wheel is subject to (example at page 19);
   based on the selected speed and calculation of mass to be traversed for each drive wheel, derive the following components from the table at page 28:
9.

Nominal speed (m/min)	The travelling mass (kg) from each gearmotor in the service group ISO M4 (FEM 1Am) is in kg:	"DGT" wheel group Ø (mm)	"DGP" motoreducer Reducer Type	Motor Type	Self-braking motor specs PolesPower (N°)	(kW)	"DGP" gearmotor code
40/10	4200 > of 4000 kg to be hauled	125	022	71K3L	2/8	0.40/0.09	P0M2A23KA0

10. supposing a "Lateral" connected girder-beam configuration and a girder span width than 305 and than 370, from the table at page 8, we can deduce that the beams type 1 – 125 – 2400 have a code: DGT110310 ;
11. from the "Geometric specifications" table at page 17, we can deduce that, for the beams in question with a "Lateral" connected girder-beam configuration and a girder span width than 305 and than 370, the type of "girder-beam" joining cross plates are: L12 .

2nd Example: Double girder travelling bridge crane - Capacity 10 t - Span 20 m

1. nominal load P = 10,000 kg; ISO service group M4 (FEM 1Am); span 20 m; 2 crane running speeds = 40/10 m/minn
2. weight of crane + accessories : M1 5.900 kg
3. weight of hoist + trolley: M2 750 kg
4. total travelling mass: 10,000 + 5900 + 750 = 16,650 kg
5. from the diagram at page 10, with a capacity of 10,000 kg; ISO group M4 (FEM 1Am) and span 20 m, select the endcarriages:

Type	3 – 200 – 3600	or:	DGT size	3	Wheel Ø (mm)	200	Wheel basis (mm)	3600

6. from the diagram at page 10, we can deduce that the beams 3 – 200 – 3600 admit masses of up to 18,800 kg > than the 16,65000 kg to haul;
7. at this point, check the the suitability of the wheel Ø 200 for the selected beams, in relation to its admissible reactions and the type of rail, calculated as illustrated at page 19 for span "S" = 20,000 mm and supposing a juxtaposition "a" = 1000 mm:
   - R max. = 5900/4 + [(750 + 10,000)/2] (1 – 1000/20,000) 6581 kg
   - R min. = 5900/4 + 750/2 1000/20,000 1494 kg
   - R ave. = (2 R max. + R min.)/3 = (2 6581 + 1494)/3 4885 kg < than 7340 kg, corresponding to the admissible R max.;
8. supposing a flat laminated rail, with l = 50 and operating band b = 48 (see table at page 18), from the diagram at page 20 we can deduce that, for a Ø 200 wheel with a standard sheave width, considering the factors (speed and operating bandwidth), the average admissible reaction for the service group M4 (1Am) is: R ave. admissible 5500 kg > of the ~ 4885 kg the wheel is subject to (example at page 21);
9. based on the selected speed and calculation of mass to be travelled for each drive wheel, derive the following components from the table at page 28:

Nominal speed (m/min)	The travelling mass (kg) from each motoreducer in the service group ISO M4 (FEM 1Am) is in kg:	"DGT" wheel group Ø (mm)	"DGP" motoreducer Reducer Type	"DGP" motoreducer Motor Type	Self-braking motor specs Poles (N°)	Self-braking motor specs Power (kW)	"DGP" gearmotor code
40/10	9.400 > of 8325 kg to be hauled	200	134	80K3L	2/8	0.63/0.15	P1M3B43KA0

10. supposing a "Lateral + Supported" connected girder-beam configuration with a double girder trolley gauge of 1200 mm and a girder span width than 360 and than 410, from the table at page 15, we can deduce that the beams type 3 – 200 – 3600 have a code: DGT320470 ;
11. from the "Geometric specifications" table at page 17, we can deduce that, for the beams in question with a "Lateral + Supported" connected girder-beam configuration and a girder span width than 360 and than 410, the type of "girder-beam" joining cross plates are: L32 + A32 ;

3rd Example: Double girder travelling bridge crane - Capacity 16 t - Span 27 m

1. nominal load P = 16,000 kg; ISO service group M5 (FEM 2m); gauge 27 m; 2 crane running speeds = 40/10 m/min
2. weight of crane + accessories: M1 14,600 kg
3. weight of hoist + trolley: M2 1400 kg
4. total travelling mass: 16,000 + 14,600 + 1400 = 32,000 kg
5. from the diagram at page 10, with a capacity of 16,000 kg; ISO group M5 (FEM 2m) and gauge 27 m, select the beams:

Type	5 – 315 – 3900	or:	DGT size	5	Wheel Ø (mm)	315	Wheel basis (mm)	3900

6. from the diagram at page 10, we can deduce that the beams 5 – 315 – 3900 admit masses of up to 35,900 kg > of the 32,000 kg to haul:
7. at this point, check the the suitability of the wheel Ø 315 for the selected beams, in relation to its admissible reactions and the type of rail, calculated as illustrated at page 19 for span "S" = 27,000 mm and supposing a juxtaposition "a" = 1200 mm:
   - R max. = 14,600/4 + [(1400 + 16,000)/2] (1 – 1200/27,000) 11,963 kg
   - R min. = 14,600/4 + 1400/2 1200/27,000 3681 kg
   - R ave. = (2 R max. + R min.)/3 = (2 11,963 + 3681)/3 9.202 kg < than 14,679 kg, corresponding to the admissible R max.;
8. supposing a flat laminated rail, with l = 60 and operating band b = 58 (see table at page 18), from the diagram at page 21 we can deduce that, for a Ø 315 wheel with a standard sheave width, considering the factors (speed and operating bandwidth), the average admissible reaction for the service group M5 (2m) is: R ave. admissible 9900 kg > of the ~ 9202 kg the wheel is subject to (example at page 21);
9. based on the selected speed and calculation of mass to be travelled for each drive wheel, derive the following components from the table at page 28:

Nominal speed (m/min)	The travelling mass (kg) from each gearmotor in the service group ISO M5 (FEM 2m) is in kg:	"DGT" wheel group Ø (mm)	"DGP" motoreducer ReducerMotor TypeType		Self-braking motor specs PolesPower (N°)(kW)		"DGP" gearmotor code
40/10	18.400 > of 16,000 kg to be hauled	315	234	100K3C	2/8	1.25/0.31	P2M5B43AA0

10. supposing a "Supported" connected girder-beam configuration with a dual rail trolley gauge of 1200 mm and a girder span width than 410 and than 490, from the table at page 14, we can deduce that the beams type 5 – 315 – 3900 in combination with the swinging gearmotor size 2 , have, respectively, the following codes:
    - beam with "right" reaction arm DGT510870 ;
    - beam with "left" reaction arm DGT510880 .
11. from the "Geometric specifications" table at page 17, we can deduce that, for the beams in question with a "Supported" connected girder-beam configuration and a girder span width than 410 and than 490, the type of "girder-beam" joining cross plates arefrom the "Geometric specifications" table at page 17, we can deduce that, for the beams in question with a "Lateral" connected girder-beam configuration and a girder span width than 305 and than 370, the type of "girder-beam" joining cross plates are: A62

QUALITY PRODUCTS FROM AN INDUSTRY LEADER

- Established in 1930, DONATI SOLLEVAMENTI S.r.l. operates in the lifting and internal transport handling sector with a wide range of products for handling small and average sized loads.

- DONATI SOLLEVAMENTI is one of the few manufacturers in the world capable of guaranteeing a complete range of electro-mechanisms and standard lifting equipment. Built using quality materials and technologically advanced manufacturing processes, DONATI products conveniently respond to the needs of the global market.

- The range of DONATI products comprises:
  - Electric chain and rope hoists in a variety of manufactured sizes
  - Manual and electrically rotating jib cranes
  - Overhead handling systems built in special sectioned framework
  - Drive units, operating heads and wheel groups, for driving travelling cranes, trolley cranes, etc.

05/08

ArtestAmpA,
Galliate Lombardo

donati CRANE HANDLING

Unit 17C Gainsborough Trading Estate, Rufford Road, Stourbridge, West Midlands DY9 7ND
www.cranehandling.com sales@cranehandling.com 01384 441235

ISO 9001:2000
Cert. N° 0114

MAN19CG00