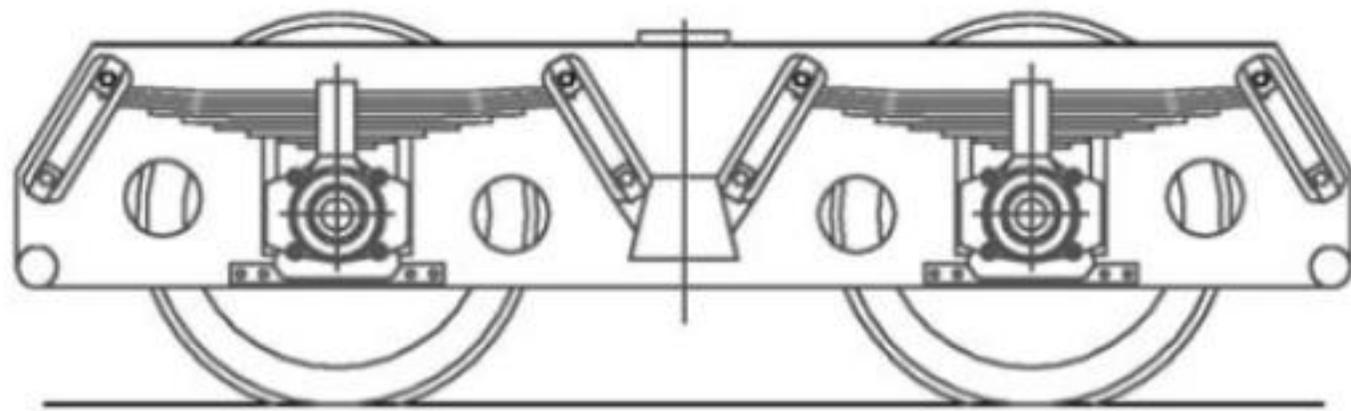


The link suspension principle has been used on freight wagon bogies since about 1925. The bogie Type 931 was developed in the 1950s and had an axle distance of 2000 mm and wheel diameters of 1000 mm. The link suspension bogie, also known as the G bogie, was the first bogie to be standardized by UIC. The UIC standard for freight bogies was revised in 1966 to prepare for the introduction of automatic couplers. The new link suspension bogie design, known as the Talbot bogie and in Sweden also G66, has an axle distance of 1800 mm and 920 mm wheel diameters. Finally improvements in the design were made and the G70 type, and later on the G762, was introduced.



The suspension is quite simple and robust and also occupies a modest amount of space laterally and vertically. Permissible axle load was increased to 22.5 tonnes in the 1980s.