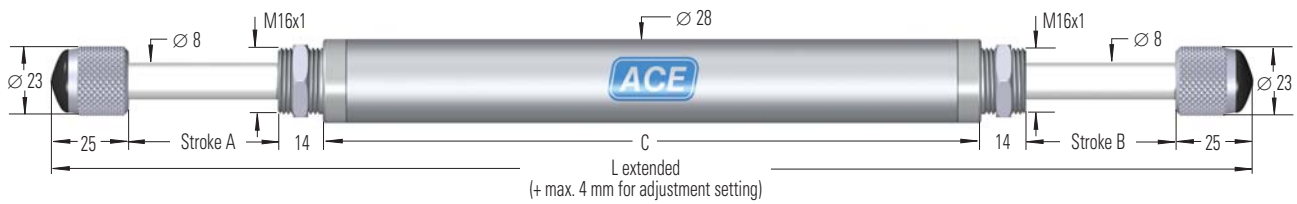
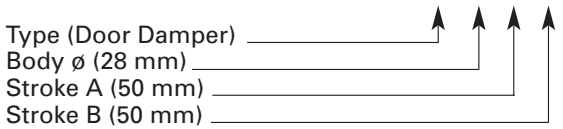


Standard Dimensions TD-28



Ordering Example



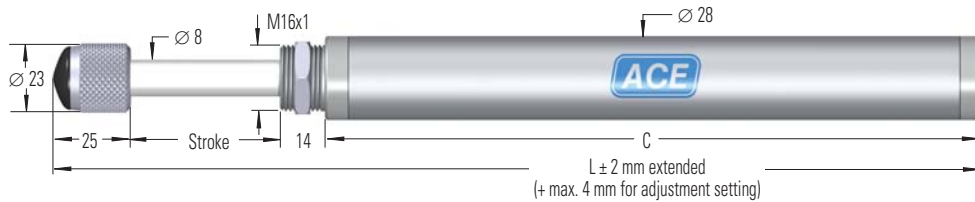
Return Type

F = automatic return with return spring
D = without return spring. When one piston rod is pushed in the piston rod at the other end is pushed out (thus the damper must be impacted from alternate ends to sequence correctly).

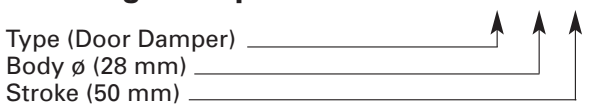
Dimensions and Capacity Chart

Type	Stroke A	Stroke B	C	L max.	Impact Mass max. kg	Damping Force Q max. N	Energy per Cycle W_3 max. Nm	Return Force max. N	Return Type	Adjustment
TD-28-50-50	50	50	220	402	150	1550	75	30	F	Tooth Type
TD-28-70-70	70	70	260	482	200	1500	70	30	F	Tooth Type
TD-28-100-100	100	100	220	502	250	1500	80	40	F	Tooth Type
TD-28-120-120	120	120	208	410	250	3800	165	0	D	Tooth Type

Standard Dimensions TDE-28



Ordering Example



Dimensions and Capacity Chart

Type	Stroke	C	L max.	Impact Mass max. kg	Damping Force Q max. N	Energy per Cycle W_3 max. Nm	Return Force max. N
TDE-28-50	50	130	221	4000	2400	80	30
TDE-28-70	70	158	269	5600	2400	112	30
TDE-28-100	100	193	333	8000	2400	160	30
TDE-28-120	120	214	373	7000	2400	190	40

Technical Data

ACE Door Dampers are single ended or double ended working adjustable hydraulic shock absorbers providing a smooth deceleration characteristic.

Application areas: Cushioning of Elevator doors, automatic and sliding doors and similar applications.

Adjustment: Pull the piston rod fully out and turn the knurled rod end button. This allows the damping to be separately adjusted for each side. As a result of the adjustment mechanism the overall length L can be increased by up to 4 mm.

Operating temperature range: -20°C to 80°C.

Impact velocity range v: 0.1 to 2 m/s.

Strokes per Minute: max. 10

Material: Piston Rod: hard chrome plated steel. Cylinder body: zinc plated steel.

On request: With different deceleration characteristics, special stroke lengths, special seals etc.

Calculation: The calculation of the Energy capacity (W_3) can be done with the ACE selection software however be careful to observe the max. limits on the impact mass and damping force. For calculation examples see pages 13 to 15.