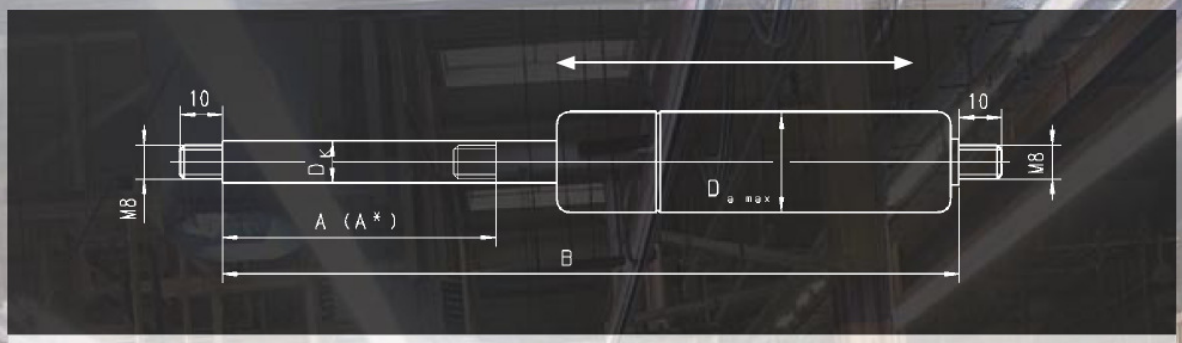
# Matriz de visão geral e Seleção




| Product description | Damping forces* [N] Testing speed 104 mm/s | | Dimensions In individual cases, even larger overall lengths are possible | | | | Return | | Mounting position independent | | Push-out force | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Model | Comp. max [N] FD | Tract. max [N] FZ | Dk [mm] | Damax [mm] | [B] Lmax [mm] | [A] Stroke [mm] | yes | no | yes | no | yes | no |
| STAB-O-SHOC HD15 | 800 | 800 | 6 | 15,6 | 500 | 200 | X | | | X | | X |
| STAB-O-SHOC GD15 | 800 | 800 | 6 | 15,6 | 500 | 200 | X | | | X | X | |
| STAB-O-SHOC GD15SP | 800 | 800 | 6 | 15,6 | 500 | 200 | | X | X | | X | |
| STAB-O-SHOC HD24 | 6000 | 6000 | 8/10 | 24 | 1000 | 400 | X | | | X | | X |
| STAB-O-SHOC GD24 | 6000 | 6000 | 8/10 | 24 | 1000 | 400 | X | | | X | X | |
| STAB-O-SHOC GD24SP | 3000 | 6000 | 8/10 | 24 | 700 | 250 | | X | X | | X | |
| STAB-O-SHOC HD24MB | 2000 | 6000 | 8/10 | 24 | 225 | 60 | | X | X | | | X |
| STAB-O-SHOC HD24BV | 2000 | 6000 | 8/10 | 24 | 700 | 250 | | X | | X | | X |
| STAB-O-SHOC GD24BVSP | 2000 | 6000 | 8/10 | 24 | 700 | 250 | | X | X | | X | |
| STAB-O-SHOC HD29 | 9000 | 9000 | 10 | 29 | 1000 | 400 | X | | | X | | X |
| STAB-O-SHOC GD29 | 9000 | 9000 | 10 | 29 | 1000 | 400 | X | | | X | X | |
| STAB-O-SHOC GD29SP | 6000 | 9000 | 10 | 29 | 700 | 250 | | X | X | | X | |
| STAB-O-SHOC GD29BVSP | 9000 | 9000 | 10 | 29 | 700 | 250 | | X | X | | X | |
| STAB-O-SHOC TA 20 | 3000 | 3000 | 8 | 39 | 750 | 300 | | X | X | | | X |
| STAB-O-SHOC TA 30 | 3000 | 3000 | 1 1 | 50 | 1000 | 400 | | X | X | | | X |
| STAB-O-SHOC TA 40 | 3000 | 3000 | 14 | 64 | 1000 | 400 | | X | X | | | X |

**Legend:** HD: Hydraulic Damping, GD: Gas Compression, SP: Separating Piston, BV: Bottom Valve, MB: Membrane, TA: Steering Damper (telescope equalization chamber)

*The damping forces in the selection matrix refer to test speeds of 104 mm/s. They are based on a test stroke of 20 mm and a test speed of 100 rpm (crank drive test). Higher damping forces are possible in special cases.

**Options (in addition to standard program):** • Protective tube for piston rod • Elastomer buffers for extra end position damping • Bellows • Protective cap • Special paint colors • Broad variety of end fittings