

SKL/NCK/SCK/FCK

Related products

Shock absorber



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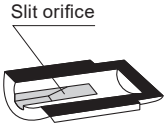
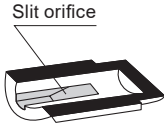
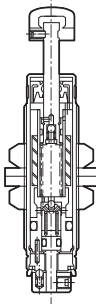
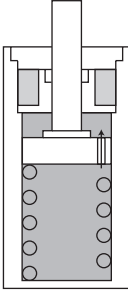
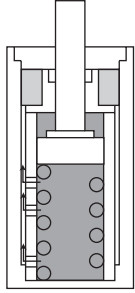
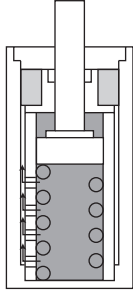
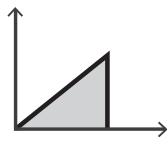
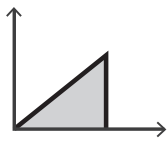
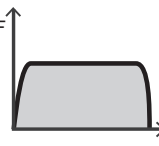
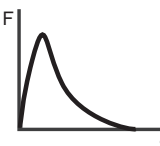
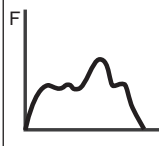
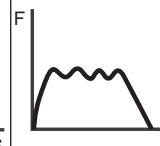
●: Standard, ◎: Option, ○: Made to order, ■: Not available

Type	Model No.	Max. colliding speed working range m/s	Max. energy absorption (J)						Mounting		Option			Page
									Basic	Flange	With stop nut	Capped	Deflection angle adaptor	
Fixed	SKL	to 1.0	0.2 3.6						00	FA	N1	C		1811
	NCK	to 3.0	1				200		●	◎	◎	◎		1819
Adjustable	SCK	to 4.0	0.049				588		●	◎	◎			1831
	FCK	Low speed	to 1						●	■	◎	◎	◎	1839
		Medium speed	to 2						●	■	◎	◎	◎	
		High speed	to 3	1.5			720		●	■	◎	◎	◎	

SCP*3
CMK2
CMA2
SCM
SCG
SCA2
SCS2
CKV2
CAV2/ COVPIN2
SSD2
SSG
SSD
CAT
MDC2
MVC
SMG
MSD/ MSDG
FC*
STK
SRL3
SRG3
SRM3
SRT3
MRL2
MRG2
SM-25
ShkAbs
FJ
FK
Spd Contr
Ending

Shock absorber product MAP

◎: Excellent ○: Good △: Average

		SKL	NCK	SCK	FCK		
					L (low speed)	M (medium speed)	H (high speed)
Working speed	Low speed (to 1m/s)	◎	◎	△	◎		
	Medium speed (1 to 2 m/s)		◎	△		◎	
	High speed (from 2 m/s)		△	◎			◎
Working conditions	Simultaneous use of thrust force	◎	◎	△	△	◎	△
	Free fall (high speed collision)	△	△	◎	△	○	○
Size/structure	Size	Small	Small	Large	Medium	Medium	Medium
	Adjuster adjustment	Fixed	Fixed	Adjustable (fixed)	Adjustable		
	Orifice	Slit orifice	Slit orifice	Balance valve	Single hole orifice	Porous irregular orifice	Porous orifice
							
Energy absorption characteristics	Tube	Single	Single	Double	Single/double	Double	Double
	Relation of stroke (S) and resistance (F)						
	Operation characteristics	The slit orifice matched to the linear slide cylinder enables lower tact times and smooth stopping performance.	The slit orifice enables smooth stop performance. With the triangle waveform, the speed gradually decreases while energy is absorbed.	Trapezoidal waveform, with the most efficient energy absorption.	Since the orifice area is constant throughout the full stroke, resistance increases immediately after collision, and decreases as the stroke advances and speed declines.	This type is designed so that the kinetic energy is absorbed in the first half of the stroke and the speed is controlled in the second half. Energy is absorbed ideally for cylinder thrust.	The orifice area gradually decreases as the stroke advances and speed slows down. Resistance thus fluctuates in a wave, but max. resistance is suppressed at a low level.