Product Information Sheet

Description: *Dictator Direkt Gate Closer*

Technical Data

Closing speed:	*Steplessly adjustable*
Closing force:	*Depending on model/installation type approx. 10 - 60 Nm*
Material piston rod:	*Chrome plated steel, AISI 304, AISI 316L*
Material cylinder:	*Zinc-plated steel coated anthracite/grey/white, AISI 304, 316L*
Material protection tube:	*Aluminium coated anthracite/grey/white, AISI 304, AISI 316L*
Opening angle:	*Max. 110°*
Weight per door leaf:	*Up to approx 100 kg*
Size per door leaf:	*Max. height approx. 2500, width approx. 750 - 1500 mm*

Function

The gate closer DIREKT operates directly on the gate/door without the help of any lever. It is fixed with one end to the gate post or the door frame and with the other to the door or gate itself.

The Direkt functions in a similar way to a gas spring. When the gate is open, the piston rod of the gate closer is compressed and the pressure of the gas inside the gate closer acts on the piston. The piston rod extends and closes the door/gate. The cylinder of the gate closer contains hydraulic oil, which results in a controlled closing speed. By using nitrogen instead of a helical spring, higher closing forces can be achieved. Thus the gate closer DIREKT always closes the door/gate reliably despite its small diameter.

Sea and Air Freight

It has been our experience that carriers will place varying constraints on the carriage of goods by air and sea and will have their own classification of what constitutes a 'hazardous product'

In the case of gas springs it must be remembered that the design of all commercial aircraft will have made provision for the inclusion of gas springs as these are commonly installed in the passenger cabin and flight deck area, either for means of seat adjustment, or on overhead lockers.

Gas springs contain only a relatively small volume of gas, and the gas used, Nitrogen, is inert.

It is also worth noting that gas springs fall well outside the scope of the recently introduced European Pressure Vessel Directive again due to the very small volume of gas contained within the cylinder.

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