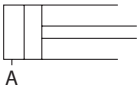
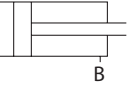
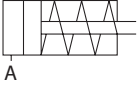


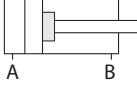

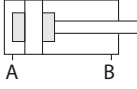

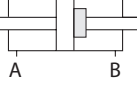
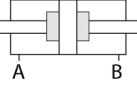




Mode de fonctionnement		Description
 <p>A</p>	<p>101</p>	<p>à simple effet, poussant</p>
 <p>B</p>	<p>102</p>	<p>à simple effet, tirant</p>
 <p>A</p>	<p>111</p>	<p>à simple effet, poussant, recul par ressort</p>
 <p>A B</p>	<p>112</p>	<p>à simple effet, tirant, recul par ressort</p>
 <p>A B</p>	<p>201</p>	<p>à double effet</p>
 <p>A B</p>	<p>206 non-réglable</p>	<p>à double effet, amortissement de fin de course, avant</p>
 <p>A B</p>	<p>208 non-réglable</p>	<p>à double effet, amortissement de fin de course, arrière</p>
 <p>A B</p>	<p>204 non-réglable</p>	<p>à double effet, amortissement de fin de course, deux côtés</p>
 <p>A B</p>	<p>9.201</p>	<p>à double effet, tige continue</p>
 <p>A B</p>	<p>9.206</p>	<p>à double effet, tige continue, amortissement de fin de course d'un côté</p>
 <p>A B</p>	<p>9.204 non-réglable</p>	<p>à double effet, tige continue, amortissement de fin de course, deux côtés</p>