

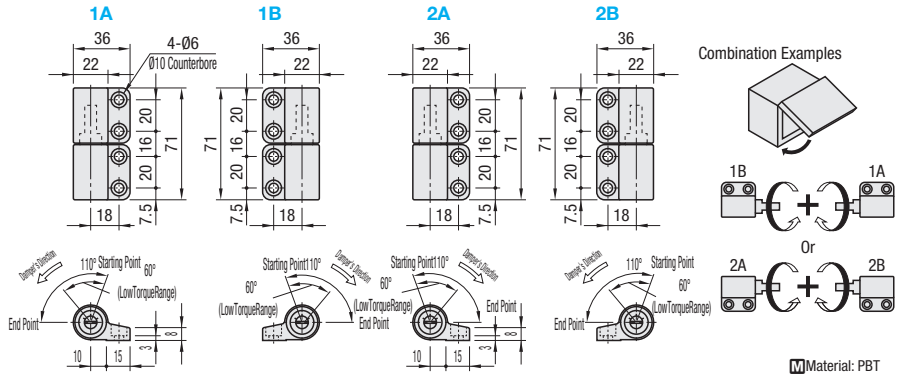
Damper Hinges

■ Damper Hinges

HHPR



RoHS 10

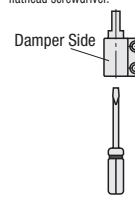


Part Number		Reverse Torque (N·m)*	Max. Operating Angle	Operating Temp. Range (°C)	Mass (g)	Unit Price 1 - 19 pc (s).	Volume Discount Rate 20~50
Type	No.						
HHPR	1A	0.49~1.27	110	0~40	46		
	1B						
	2A						
	2B						

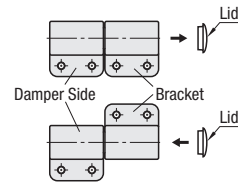
* Reverse torque value is for a single damper hinge.



How to Adjust Torque
Torque can be easily adjusted with a flathead screwdriver.



Bracket Position Change
Bracket mounting position can be adjusted. The lid is removable.

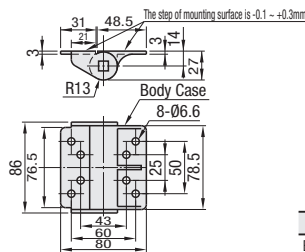


■ Damper Hinges

MSDH

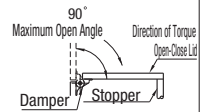
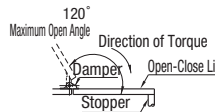
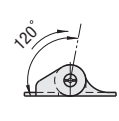
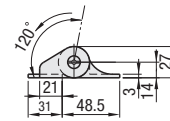


RoHS 10



L Type
(Direction of Torque: Counterclockwise)

R Type
(Direction of Torque: Clockwise)



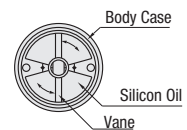
M	S	Max. Operating Angle	Operating Temp. Range (°C)	Mass (g)
Body Case (Zinc Die Cast)	Silver Paint	120	-5~50	410
Hinge (SUS304)	-			

Part Number	Max. Usable Torque (N·m)	Shaft Rotating Direction	Max. Reverse Torque (N·m)	Unit Price
MSDH	3	L (Counterclockwise)	0.4 or Less	
	5		0.6 or Less	
	7.5	R (Clockwise)	0.8 or Less	
	10	1.0 or Less		



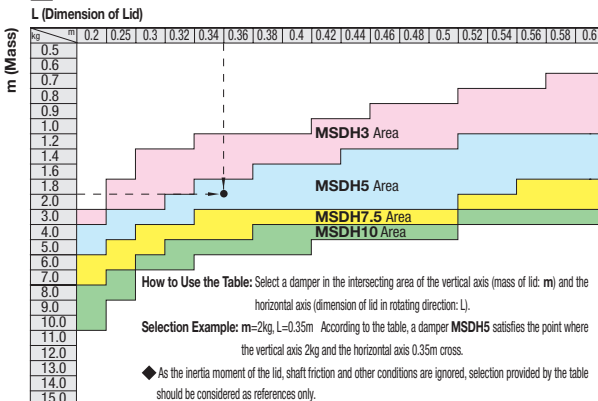
<Basic Principle>

The rotation of the vanes compresses the oil and generates control (brake) force to act against work force.

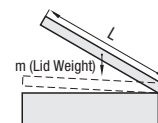


- ⚠ Torque value is for a single hinge.
- ⚠ Reverse torque is torque in the opposite direction.

■ Table of Selection Guide



■ How to Select a Damper Hinge



The lid in a horizontal position generates maximum torque as shown on the left. Calculate maximum torque according to the following formula before selecting a damper that satisfies the specifications.

[Formula]

$$\text{Max. Torque } T = L/2 \times m \text{ (Weight: kg)} \times 9.8 \text{ (Newton: N)}$$

Ex.) When $L=0.4\text{m}$ and $m=5\text{kg}$,

$$\text{Max. Torque } T = 0.4/2 \times 5 \times 9.8 = 9.8\text{N} \cdot \text{m}$$

⇒ MSDH10 is selected.

Note) The selection made by the calculation above is for reference only.

The friction resistance and the effect of inertia moment at the hinge were not taken into consideration in the example above.

The viscosity of the oil in the damper changes depending on the temperature of the operating environment. Generally, the damping characteristic decreases with rising temperature, whereas it increases with lowering temperature.