

SERVICEGRAM

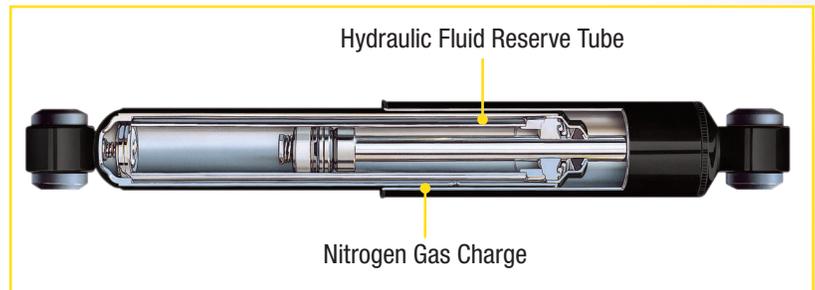
Exclusive Ride Control Technology Solution

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Hydraulic and Gas-Charged Shock Design

Heavy duty hydraulic shocks are designed to include a pressure tube that contains a piston attached to the end of a piston rod which displaces hydraulic fluid. As the piston rod moves up and down, the hydraulic fluid is forced through orifices (tiny holes) inside the piston, providing control as the suspension moves through the compression and extension cycles.

Gas-Charged shocks add nitrogen to the basic hydraulic shock design to enhance performance and provide a more responsive, smoother ride. Inside a gas-charged shock, a low-pressure charge of nitrogen gas is added in the chamber above the hydraulic oil, helping to reduce fade, minimize vibrations, extend service life and, most importantly, minimize aeration of hydraulic fluid.



Benefits & Advantages of Gas-Charged Shock Design

Gas charging minimizes hydraulic fluid aeration which causes foaming. Aeration negatively impacts performance. The addition of nitrogen gas to the shock, compresses air bubbles in the hydraulic fluid and prevents the oil and air from mixing to create foam. By reducing aeration, the gas-charged shock is more responsive and performs better by providing consistent damping.

Did You Know?

- Gas-charged shock designs contain nitrogen gas and hydraulic fluid.
- If the seal is compromised on a gas-charged shock, all the nitrogen gas will escape the unit. The shock will still function, but not at its peak performance and the hydraulic fluid will eventually leak out of the unit. The shock will need to be replaced for optimal performance.

Monroe Commercial Vehicle Shock Absorbers

Gas-Magnum® 60

Fast response & comfortable ride
Class 3-6 vehicles

Gas-Magnum® 65

Fast response & increased durability
Class 6-8 vehicles

Magnum™ 70

Application-engineered to provide a firm and controlled ride
Transit Buses & Severe Service Applications



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