

Title (en)  
Door closer.

Title (de)  
Türschliesser.

Title (fr)  
Ferme-porte.

Publication  
**EP 0215264 A2 19870325 (DE)**

Application  
**EP 86110703 A 19860802**

Priority  
DE 8526660 U 19850918

Abstract (en)  
1. Door closer with a rotating member which can be connected to the door, the rotary movement of which can be converted into a displacement movement of a piston rod (4), a piston (1) which can be displaced against the force of a return spring (5) being located in a cylinder (2) at the end of the piston rod furthest from the rotating member and when the door is opened a hydraulic fluid being forced by the piston from the front cylinder space (6) picked up by the piston rod through a nonreturn valve into a rear cylinder space (7), from which when the door is turned back, it flows back via a first housing channel (14) and via a first throttle valve (12) installed in it, characterized in that the first throttle valve (12) is connected hydraulically to a second throttle valve (18) via a second channel (16) opening out into the front cylinder space (6), the mouth (19) of the second channel (16) is nearer in the front cylinder space (6) to the rotating member than the mouth (13) of the first channel (14) in the front cylinder space (6) and in that the piston (1) with an opening angle of the door of more than approximately 80° to 90° closes the said mouth (13) of the first channel (14), whilst the said mouth (13) of the first channel (14), whilst the said mouth (19) of the second channel (16) is open every opening angle of the door.

Abstract (de)  
Der Türschließer kann aufgrund der Verwendung von mehreren Drosselventilen (12, 18, 22, 23) sowie Hilfs- und Überdruckventilen (40, 34, 47, 53) in jeder gewünschten Weise benutzt werden, wobei die Schließgeschwindigkeit in jedem Bereich über die Drosselventile steuerbar ist. Durch völliges Schließen des zweiten Drosselventils (18) kann man den Flügel in jeder beliebigen Öffnungslage über ca. 80 bis 90° feststellen. Zum Schließen des Türflügels ist eine an ihm angreifende, in Schließrichtung wirkende Handkraft notwendig. Die Rückstellung des Flügels erfolgt in bekannter Weise mit Hilfe einer Rückstellfeder (5). Wird zusätzlich zu dieser mechanischen Rückstellkraft noch eine Handkraft auf den Flügel ausgeübt, so ermöglicht das dritte Überdruckventil (53) in der Art eines By-Passes eine beschleunigte Rückströmung der Dämpfungsflüssigkeit vom hinteren Zylinderraum (7) in den vorderen Zylinderraum (6).

IPC 1-7  
**E05F 3/12**

IPC 8 full level  
**E05F 3/12** (2006.01); **E05F 3/22** (2006.01)

CPC (source: EP)  
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