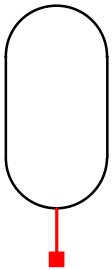
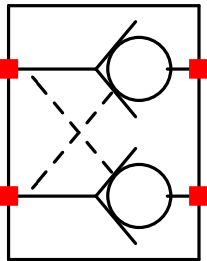

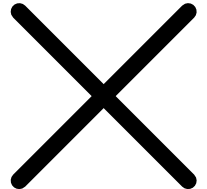

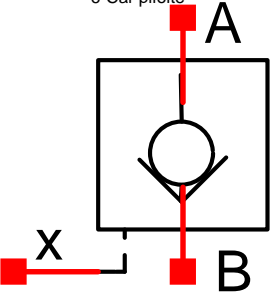
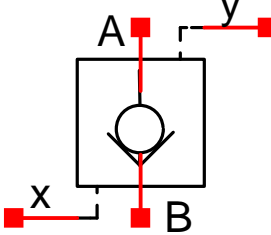

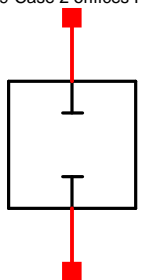
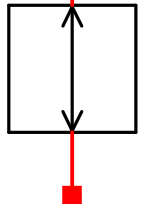
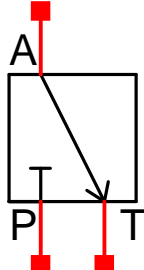
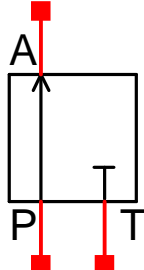
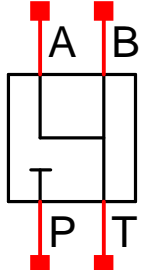
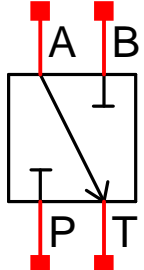
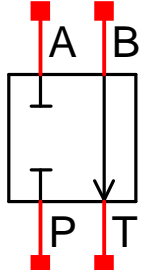
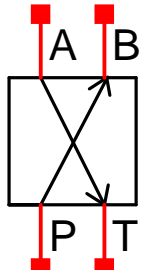
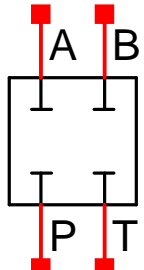
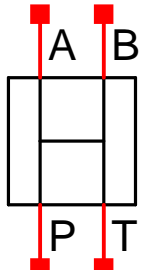
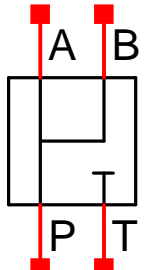
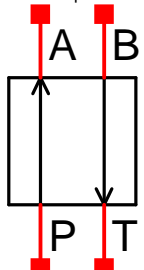
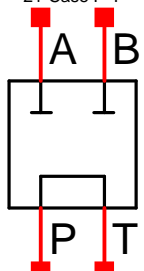
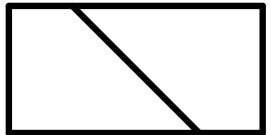
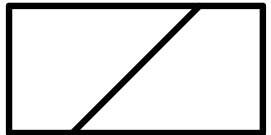
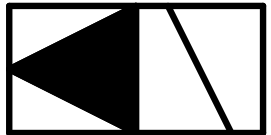
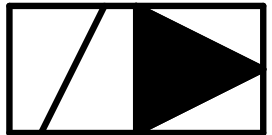
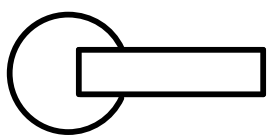
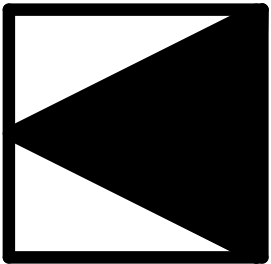
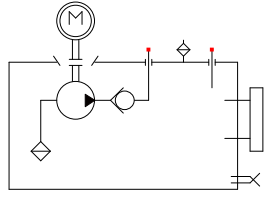
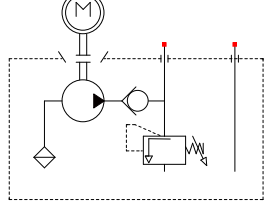
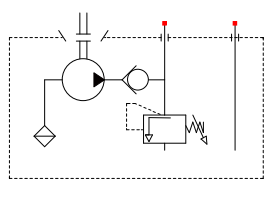
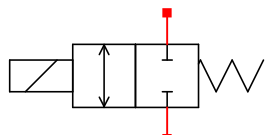
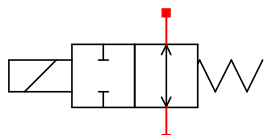
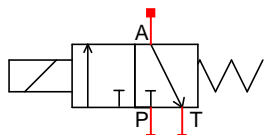
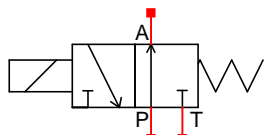
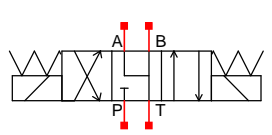
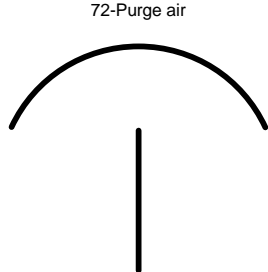
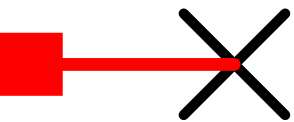


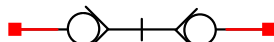
<p>1-Accumulateur</p> 	<p>2-Anti-retour</p> 	<p>3-Arbre entrainement</p> 	<p>4-Bouchon</p> 	<p>5-Car fixe</p> 
<p>6-Car pilote</p> 	<p>7-Car pilote y</p> 	<p>8-CAR taré</p> 	<p>9-Case 2 orifices F</p> 	<p>10-Case 2 orifices o</p> 
<p>11-Case 3 orifices A-T</p> 	<p>12-Case 3 orifices P-A</p> 	<p>13-Case A-B-T</p> 	<p>14-Case A-T</p> 	<p>15-Case B-T</p> 
<p>16-Case croisée</p> 	<p>17-Case fermée</p> 	<p>18-Case H</p> 	<p>19-Case P-A-B</p> 	<p>20-Case parallèle</p> 
<p>21-Case P-T</p> 	<p>22-Cde electrique droite</p> 	<p>23-Cde electrique gauche</p> 	<p>24-Cde electro-hydro droite</p> 	<p>25-Cde electro-hydro gauche</p> 
<p>26-Cde galet</p> 	<p>27-Cde hydro</p> 	<p>28-Centrale Hydraulique1</p> 	<p>29-Centrale Hydraulique2</p> 	<p>30-Centrale Hydraulique3</p> 
<p>31-D2-2 NF elec</p> 	<p>32-D2-2 NO elec</p> 	<p>33-D3-2 NF elec</p> 	<p>34-D3-2 NO elec</p> 	<p>35-D4-3 A-B-T elec</p> 

<p>36-D4-3 A-B-T elec-hydro</p>	<p>37-D4-3 A-T elec</p>	<p>38-D4-3 A-T elec-hydro</p>	<p>39-D4-3 B-T elec</p>	<p>40-D4-3 B-T elec-hydro</p>
<p>41-D4-3 fermée elec</p>	<p>42-D4-3 fermée elec-hydro</p>	<p>43-D4-3 H elec</p>	<p>44-D4-3 H elec-hydro</p>	<p>45-D4-3 P-A-B elec</p>
<p>46-D4-3 P-A-B elec-hydro</p>	<p>47-D4-3 p-a-t elec</p>	<p>48-D4-3 P-T elec</p>	<p>49-D4-3 P-T elec-hydro</p>	<p>50-Débitmètre</p>
<p>51-Filtre avec CAR</p>	<p>52-Filtre sans CAR</p>	<p>53-Flexible</p>	<p>54-LD fixe</p>	<p>55-Ld réglable uni</p>
<p>56-Ld réglable</p>	<p>57-LP direct</p>	<p>58-LP piloté</p>	<p>59-Manomètre</p>	<p>60-Moteur 1 sens fixe</p>
<p>61-Moteur 1 sens variable</p>	<p>62-Moteur 2 sens fixe</p>	<p>63-Moteur 2 sens variable</p>	<p>64-Moteur électrique</p>	<p>65-Moteur oscillant</p>
<p>66-Pompe 2 sens fixe</p>	<p>67-Pompe 2 sens variable</p>	<p>68-Pompe fixe</p>	<p>69-Pompe variable</p>	<p>70-Pressostat</p>

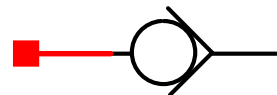
71-Prise huile



73-Raccord rapide accouplé



74-Raccord rapide desaccouplé



75-Rappel ressort droit



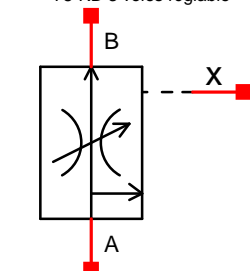
76-Rappel ressort gauche



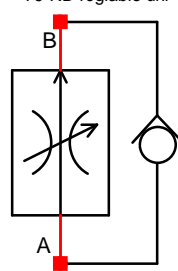
77-Rappel ressort



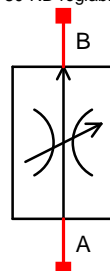
78-RD 3 voies réglable



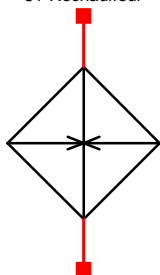
79-RD réglable uni



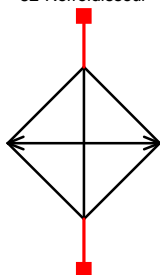
80-RD réglable



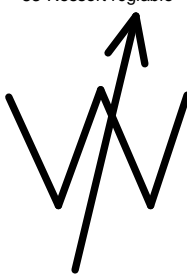
81-Rechauffeur



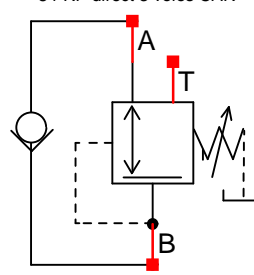
82-Refroidisseur



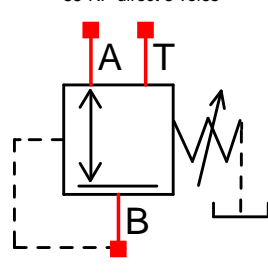
83-Ressort réglable



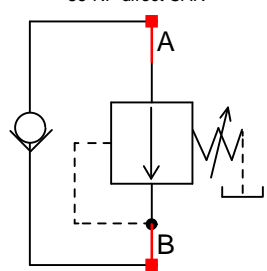
84-RP direct 3 voies CAR



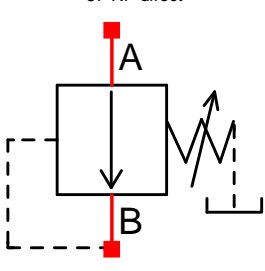
85-RP direct 3 voies



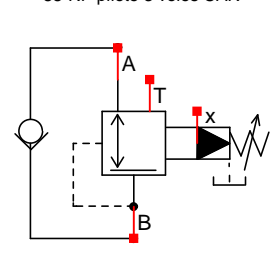
86-RP direct CAR



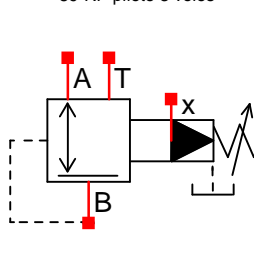
87-RP direct



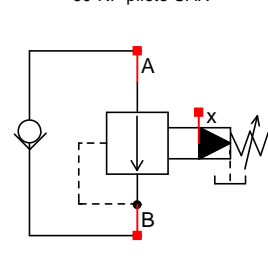
88-RP pilote 3 voies CAR



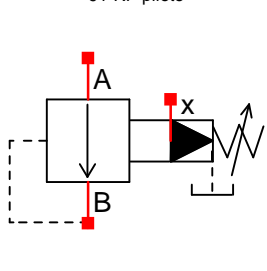
89-RP pilote 3 voies



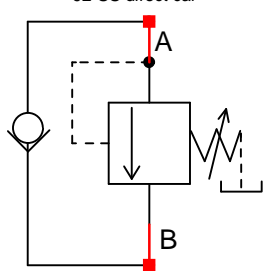
90-RP pilote CAR



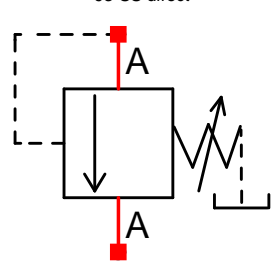
91-RP pilote



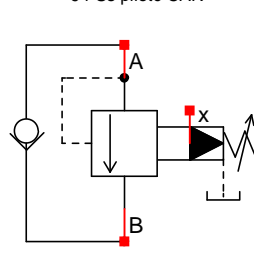
92-SS direct car



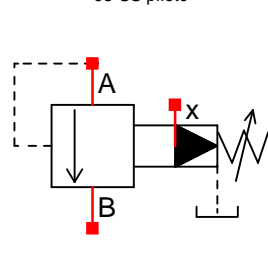
93-SS direct



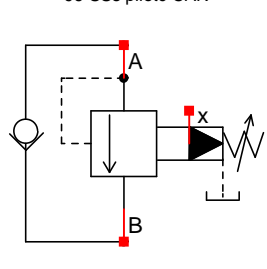
94-Ss piloté CAR



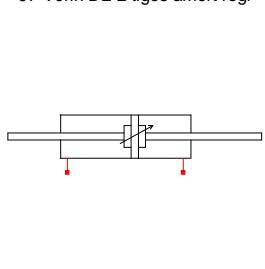
95-SS piloté



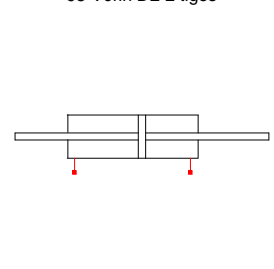
96-SSs piloté CAR



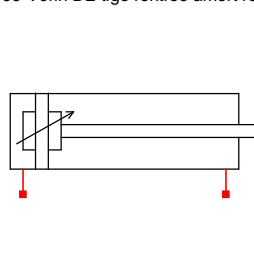
97-Vérin DE 2 tiges amort regl



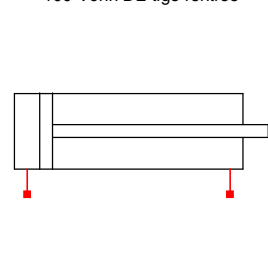
98-Vérin DE 2 tiges



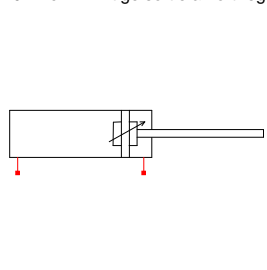
99-Vérin DE tige rentrée amort regl



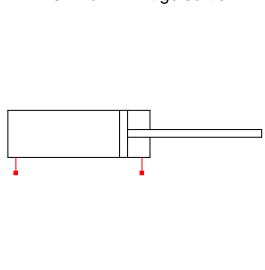
100-Vérin DE tige rentrée



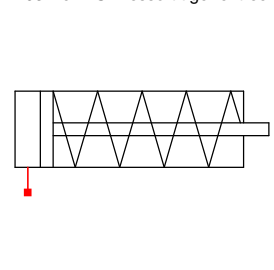
101-Vérin DE tige sortie amort regl



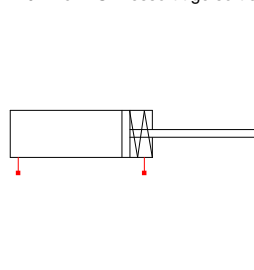
102-Vérin DE tige sortie



103-Vérin SE ressort tige rentrée



104-Vérin SE ressort tige sortie



105-Vérin SE tige rentrée

