mayr®

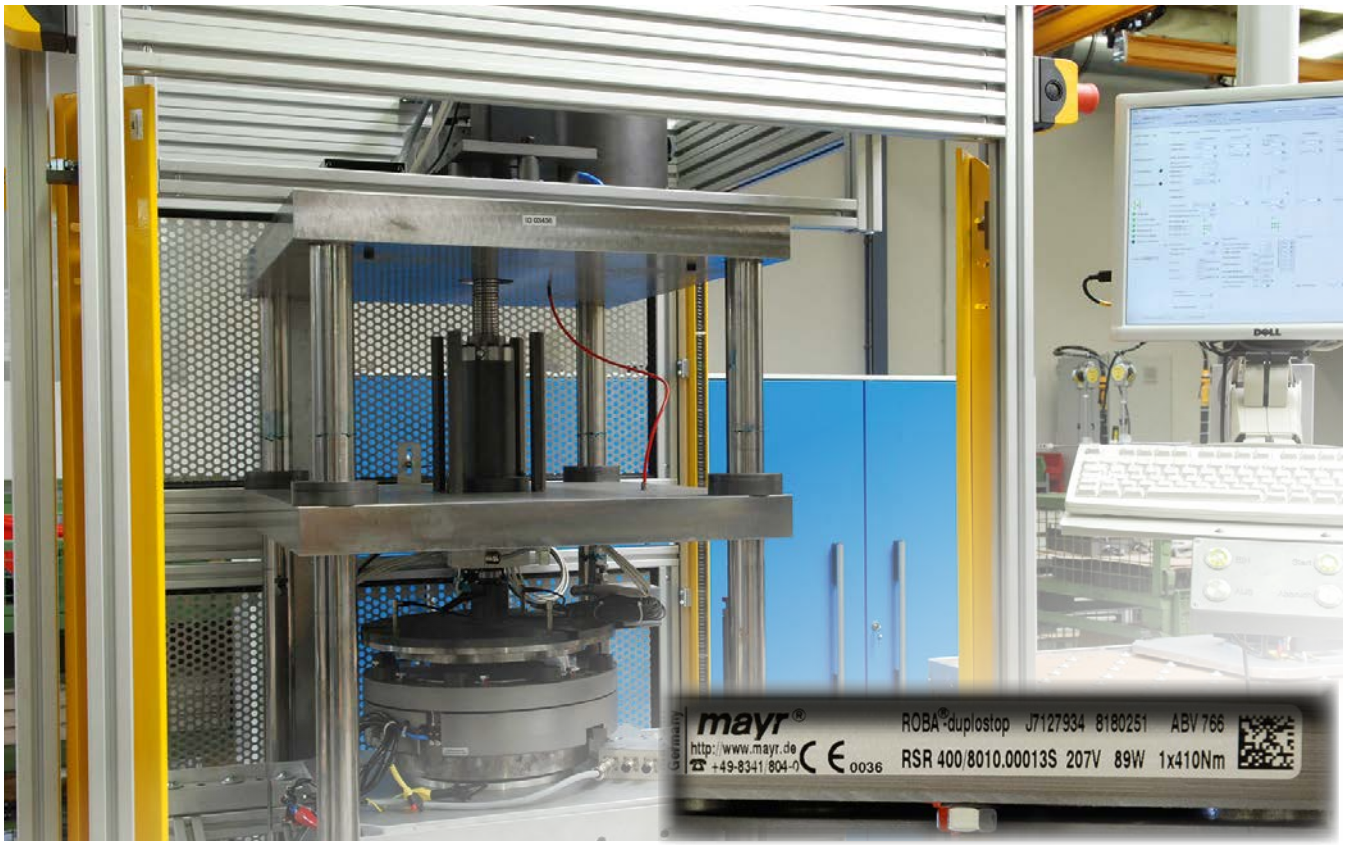
your reliable partner

ROBA®-duplostop®
ROBA®-twinstop®

the perfect elevator brakes for compact drives

P.Q8012.V00.EN

www.mayr®.com



Expert know-how in development and design

As the technological leader, *mayr*® power transmission focuses on continuous further development. Today, highly qualified engineers and technicians work on tomorrow's innovations using the most up-to-date tools. The many years of experience and countless trials carried out by the Research and Development department at the headquarters in Mauerstetten form the basis for a conscientiously-planned service lifetime, taking into account realistic and verified braking torque tolerances.

The values upheld by our traditional, family-run company also include long-term stability, independence as well as a good reputation and satisfied customers.

Therefore, we place emphasis on:

- Tested product quality
- Optimum customer service
- Comprehensive know-how
- Global presence
- Successful innovations
- Effective cost management

Tested quality and reliability

mayr® brakes are subject to meticulous quality inspections. These include quality assurance measures during the construction process as well as a comprehensive final inspection. Only the best, tested quality leaves our factory. All products are rigorously tested on calibrated test stands, and adjusted precisely to the requested values. An electronic database in which the measurement values are archived together with the associated serial numbers guarantees 100 % traceability. On request, we confirm the product characteristics with a test protocol.

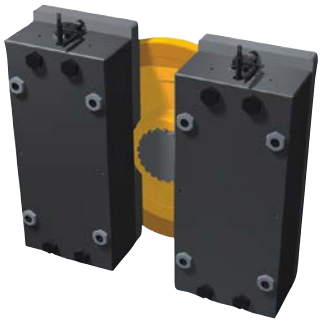
The certification of our quality management according to DIN EN ISO 9001:2000 confirms the quality-consciousness of our colleagues at every level of the company.

ROBA®-duplostop®, ROBA®-twinstop®
The doubled safety brakes for elevator drives

patented

Performance Characteristics

- **Highest safety system of two independent brake circuits according to EN 81-20**
- **Also licensed as protection against excessive upward speeds when fitted with release monitoring (type examination tested)**
- **Exceptionally short construction**
- **Cost-effective redundant elevator brake**
- **Brake circuits can be individually electrically switched and inspected**
- **Easy installation**
- **No air gap adjustment necessary**
- **Virtually silent due to patented *mayr*® noise damping**
- **Optional rotating hand release for manual release of the brake**



ROBA®-duplostop®

ROBA®-twinstop®

TÜV (German Technical Inspectorate) Certificate (EN 81-20 / EN 81-50)

Type examination tested: Braking element acting on the traction sheave, as a part of the protection device against overspeed for the car moving in upwards direction, as well as against unintended car movement.

Design
These compact, rectangular elevator brakes are redundant safety brakes with two brake circuits next to one another. This permits an extremely short construction length depending on the construction type. On most designs, the additional attachment of an encoder is also possible without changing the total construction length. All these noise-damped safety brakes are designed for a duty cycle of 60 % with operating mode S3 in the standard version. Special designs for higher duty cycle are available on request.

Function
Both brake circuits brakes when the springs are applied, i.e. in energised operating condition, the electromagnetic brake is open. After the power is switched off or after unforeseeable power failures, both brake circuits automatically close, actuated through spring force, and thus reliably ensure static holding or dynamic deceleration of the moving elevator cabin in any operating situation.

Easy installation
The compact brake design, which is easy to assemble, permits short brake assembly times. After the brakes have been mounted, no further adjustment work is required, as the working air gap and release monitoring have already been adjusted for reliable function at the factory. In this way, possible malfunctions due to mounting or adjustment errors are excluded through the design.

Maintenance-free
The safety brake is mainly maintenance-free. The maintenance work is limited to an inspection of the brake linings. These friction linings, however, are extremely wear-resistant, and have a very long lifetime.

Virtually silent
The brakes operate extremely quietly due to the patented *mayr*® noise damping system.

Order Number

			Basic Type	0	0	Basic Type
			Manually actuated using rotating hand release	1	1	With release monitoring [3]
			With rotating hand release for Bowden cable	2	2	With wear monitoring
					3	With release[3] and wear monitoring
		ROBA®-duplostop®	0			
		ROBA®-twinstop®	2			

__	/	8	0	1	__	.	__	__	__	__	3	/	__	/	__

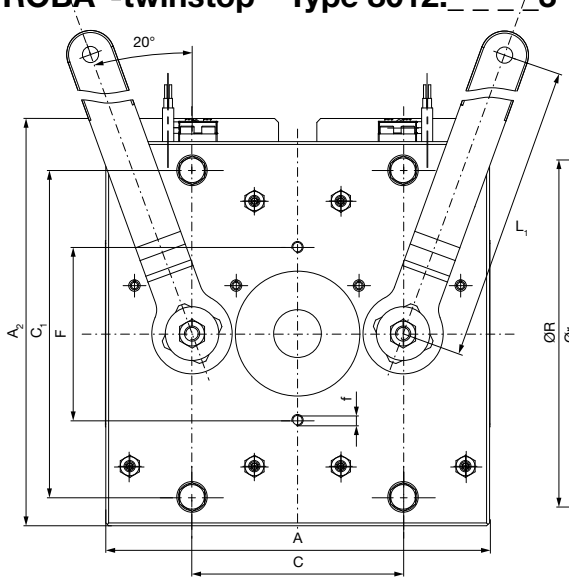
Size							
125 up to 1500	Nominal braking torque 100 %	**0**	**0**	without hub / elastomer damping	Braking torque (see Technical Data)	Coil voltage [2]
	Braking torque increased [1]	**1**	**1** [4]	with hub / elastomer damping		24, 104, 180, 207 [VDC]
	Braking torque reduced	**2**	**2**	without hub / cup spring damping		
			3 [4]	with hub / cup spring damping		

Example: 200 / 8010.20233 / 2 x 150 Nm / 207 VDC

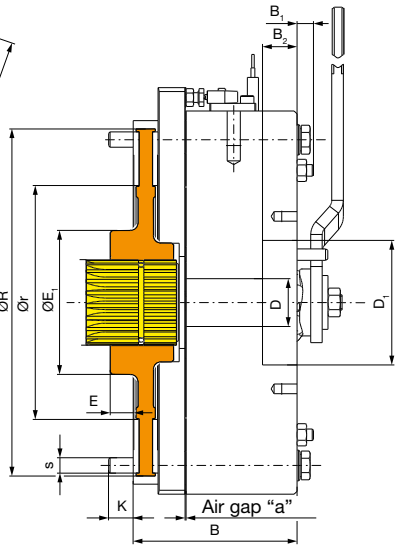
1) Operation with overexcitation (1,4 to 2 x the nominal voltage) necessary (only on Type 8010).
2) We recommend connection via smoothed DC voltage or the application of a *mayr*®-DC voltage module.
3) Release monitoring through mechanically-actuated microswitches or through optional contactless proximity switches (see page 11).
4) Design with hub on Type 8010 available on request

ROBA®-twinstop® Type 8012._ _ _ _3

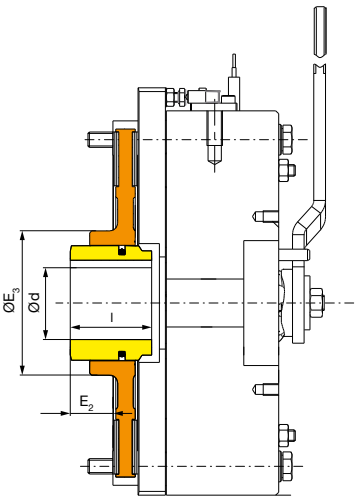
Compact Design, Sizes 125 up to 225



Design with rotating hand release manually actuated



Design for splined motor shaft



Hub design

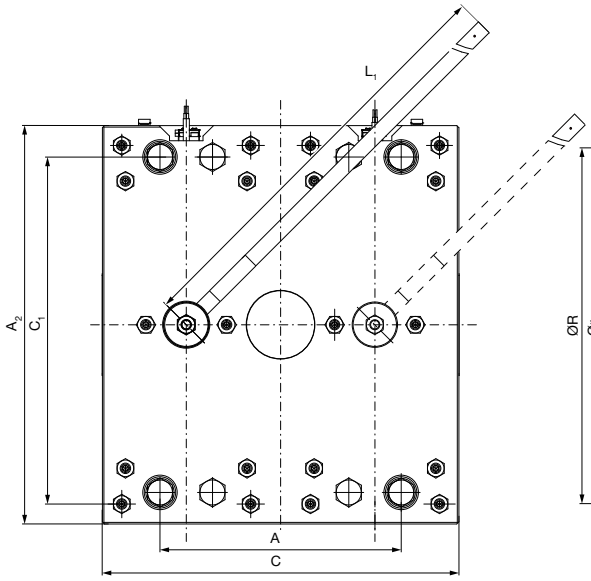
Dimensions			Size			
			125	180	225	
Design	splined motor shaft 1) 2)		45 x 2 x 21	50 x 2 x 24	55 x 2 x 26	55 x 2 x 26
			60 x 2.5 x 22	72 x 3 x 22	82 x 3 x 26	82 x 3 x 26
	Hub	d_{min}	32	42	45	45
		d_{max}	37	45	53	52
	A^{+4}		200	200	200	200
	A_2^{+2}		212	237	267	267
	B		85.6	92.6	97.6	97.6
	B_1		10	11	10	10
	B_2		18	15.5	20	20
	C		110	110	110	110
	C_1		170	195	225	225
	D		25	25	25	25
	$D_1^{+0,1}$		65	65	65	65
	E		12	13.5	10.5	14.5
	E_1		75	92	92	110
	E_2		22	22	20	20
	E_3		75	92	92	110
	F		90	90	90	90
	L_1		233	233	273	273
	f		2 x M6 (8 deep)	2 x M6 (8 deep)	2 x M6 (8 deep)	2 x M6 (8 deep)
	K		13	16	15.5	15.5
	l		42	46	50	50
	r		122	145	145	180
	R		181	196	196	222.5
	s		4 x M8	4 x M8	4 x M10	4 x M10

1) DIN 5480 (Ø d_B x m x z)
Directly splined motor shaft
other splines on request
2) Spline length on request

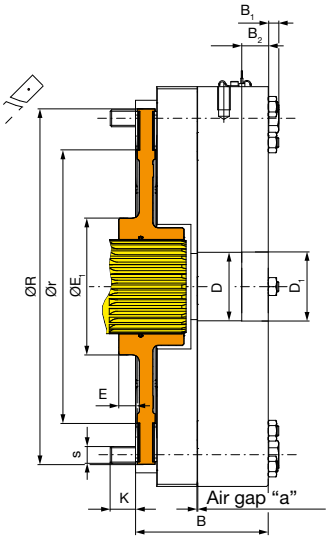
Technical Data				Size			
				125	180	225	
Nominal braking torque	Type 8012.**0**_ _ _3	M_{nom}	[Nm]	2 x 125	2 x 180	2 x 225	2 x 250
reduced braking torques up to:	Type 8012.**2**_ _ _3	M	[Nm]	2 x 90	2 x 140	2 x 170	-
Electrical nominal power	Type 8012.**0**_ _ _3	P_{20}	[W]	2 x 64	2 x 69	2 x 81	2 x 81
Weight (without hub)			[kg]	21.6	24.5	29.7	30.3
Maximum speed in the application range elevator		n_{max}	[rpm]	800	600	600	500
Nominal air gap (Tolerance + 0,15/-0,05)		a	[mm]	0.45			

ROBA®-twinstop® Type 8012._ _ _ _3

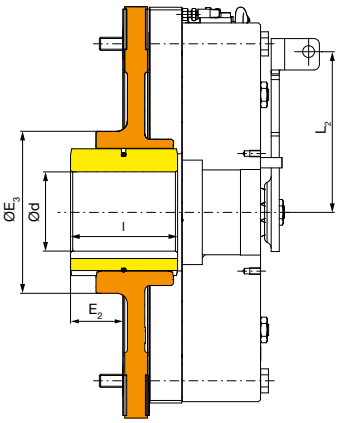
Compact Design, Sizes 600 up to 1000



Design with rotating hand release manually actuated (insertable) Sizes 800/1000



Design for splined motor shaft Sizes 800/1000



Design with hub and rotating hand release for bowden cable Size 600

Dimensions			Size		
			600	800	1000
Design	splined motor shaft 1) 2)		72 x 3 x 22	80 x 3 x 25	90 x 3 x 28
			90 x 3 x 48	-	-
	Hub	d_{min}	32	42	45
		d_{max}	55	45	53
A^{+4}			237	240	220
A_2^{+2}			303	340	395
B			102.6	112	126
B_1			8.4	10	13
B_2			15	25	25
C^{+3}			315	340	340
C_1			258	300	342
$D^{+0,1}$			65	65	65
D_1			65.5	65.5	65.5
E			20	15	16
E_1			124	124	130
E_2			25	-	-
E_3			124	124	130
L_1			406	606	606
L_2			123	171	171
K			16	26	24
l			70	-	-
r			250	250/280	260
R			315	315/348	338
s			4 x M8	4 x M12	4 x M16

1) DIN 5480 (Ø d_B x m x z)
Directly splined motor shaft
other splines on request
2) Spline length on request

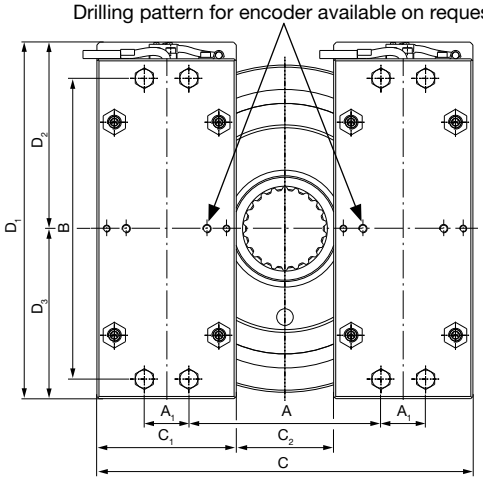
Technical Data				Size		
				600	800	1000
Nominal braking torque	Type 8012.0_ _ _3	M_{nom}	[Nm]	2 x 600	2 x 800/900	2 x 1200
reduced braking torques up to:	Type 8012.2_ _ _3	M	[Nm]	Please contact mayr® power transmission		
Electrical nominal power	Type 8012.0_ _ _3	P_{20}	[W]	2 x 92	2 x 118	2 x 155
Weight (without hub)			[kg]	54	73	97
Maximum speed in the application range elevator		n_{max}	[rpm]	800	600	460
Nominal air gap (Tolerance + 0,15/-0,05)		a	[mm]	0.45		

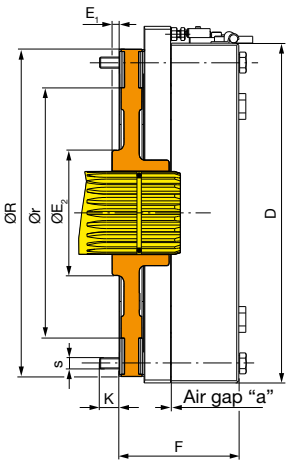
We reserve the right to make dimensional and constructional alterations.

ROBA®-duplostop® Type 8010._ _ _ _3

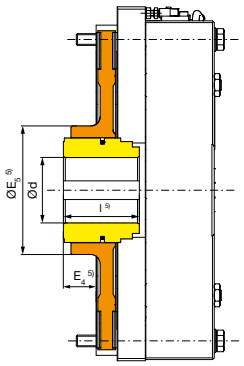
Sizes 200 up to 600

Drilling pattern for encoder available on request



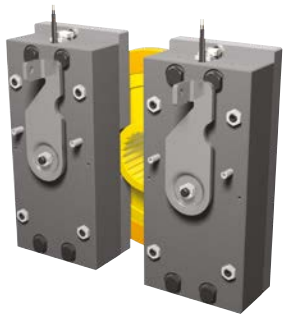


Design for splined motor shaft



Hub design

Dimensions		Size 200	400 short	400 long	600
Design	splined motor shaft 1) 2)	60 x 2.5 x 22	65 x 3 x 20	72 x 3 x 22	72 x 3 x 22
		65 x 3 x 20	67 x 3 x 21	82 x 3 x 26	82 x 3 x 26
		67 x 3 x 21	72 x 3 x 22	90 x 3 x 28	-
	Hub 3) d 4)	45/56	56	56	56/62
A	variable on request	138	153	128	165
A_1		32	42	42	50
B		216	238	258	264
C	variable on request	270	315	290/335	355
C_1		100	120	120	140
C_2	variable on request	70	75	50/95	75
D		244	268	290	298
D_1		256	280	303	311
D_2		134	146	157	162
D_3		122	134	146	149
E_1	Type 8010.0 _ 0 _ 3 Type 8010.2 _ 0 _ 3	5	17	17	25
	Type 8010.1_ _ _ 3	5	17	21	25
E_2		90	90	90	110
F	Type 8010.0 _ 0 _ 3 Type 8010.2 _ 0 _ 3	86.1	96.1	101.1	101.1
	Type 8010.1 _ _ _ 3	91.1	96.1	101.1	101.1
K	Type 8010.0 _ 0 _ 3 Type 8010.2 _ 0 _ 3	14	14	19	19
	Type 8010.1 _ 0 _ 3	19	14	19	19
r		180	200	200/212	220/210
R		235	253	253/281	281
s		8 x M8	8 x M10	8 x M10	8 x M12



Rotating hand release
Type 8010._ _2_3

1) DIN 5480 (Ø d_B x m x z)
Directly splined motor shaft
other splines on request
2) Spline length on request
3) Recommended tolerance hub-shaft H7/k6
4) Preferred bore
5) Dimensions on request

Technical Data				Size 200	400 short	400 long	600
Nominal braking torque	Type 8010.0_ _ _3	M_{nom}	[Nm]	2 x 200	2 x 410	2 x 430/480	2 x 590
Higher braking torque	Type 8010.1_ _ _3	M	[Nm]	2 x 220	-	2 x 490/540	2 x 640
				2 x 240	-	-	2 x 670
Reduced braking torques up to:	Type 8010.2_ _ _3	M	[Nm]	2 x 150	2 x 210/280	2 x 375	2 x 500
Electrical nominal power	Type 8010.0_ _ _3	P_{20}	[W]	2 x 74	2 x 93	2 x 92	2 x 86
Weight			[kg]	27	36.6	43.5	51.6
Speed	Maximum speed	n_{max}	[rpm]	1200	1000	1000	800
	inspected max. speed in the elevator area as a type-examination tested brake	n	[rpm]	810	708	1000	500
Nominal air gap (tolerance +0,15/-0,05)		a	[mm]	0.45			

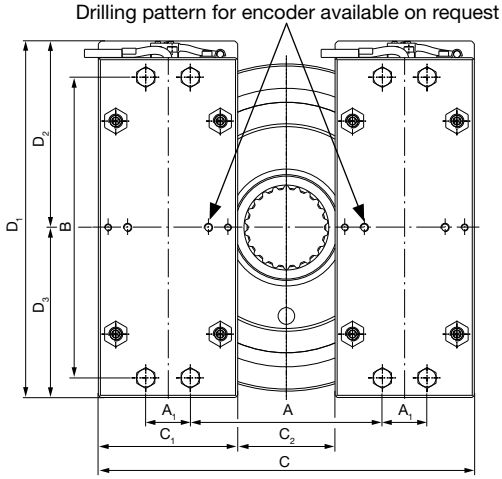
Braking torque tolerance 0 % / +60 %.

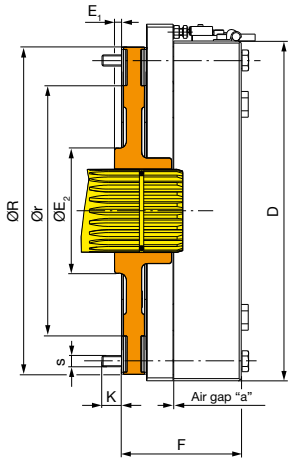
We reserve the right to make dimensional and constructional alterations.

ROBA®-duplostop® Type 8010._ _ _ _3

Sizes 800 up to 1500

Drilling pattern for encoder available on request





Design for splined motor shaft

Rotating hand release
manually actuated
Type 8010._ _1_3

Dimensions		Size 800	1000	1500
splined shaft [1) 2)] DIN 5480 Ø d_B x m x z	Type 8010.0 _ _ _ 3	82 x 3 x 26	90 x 3 x 28	95 x 3 x 30
	2	90 x 3 x 28	98 x 4 x 23	98 x 4 x 23
	Type 8010.1 _ _ _ 3	98 x 4 x 23	-	-
A	variable on request	169	175	210
A_1		56	60	70
B		300	342	410
C	variable on request	375	395	480
C_1		150	160	200
C_2	variable on request	75	75	80
D		336	380	458
D_1		349	393	458
D_2		181	203	
D_3		168	190	
E_1	Type 8010.0 _ 0 _ 3 Type 8010.2 _ 0 _ 3	20	22.5	44
	Type 8010.1_ _ _ 3	20	22.5	
E_2		124	132	150
F	Type 8010.0 _ 0 _ 3 Type 8010.2 _ 0 _ 3	108.1	108.1	116
	Type 8010.1 _ _ _ 3	108.1	108.1	
K	Type 8010.0 _ 0 _ 3 Type 8010.2 _ 0 _ 3	22	22	21
	Type 8010.1 _ 0 _ 3	22	22	
r		250	280	336
R		315	348	418
s		8 x M12	8 x M16	8 x M16

Rotating hand release
manually actuated (insertable)
Type 8010._ _1_3
Size 1500

1) Design with hub available on request
(recommended tolerance hub-shaft H7/k6)
2) Spline length on request

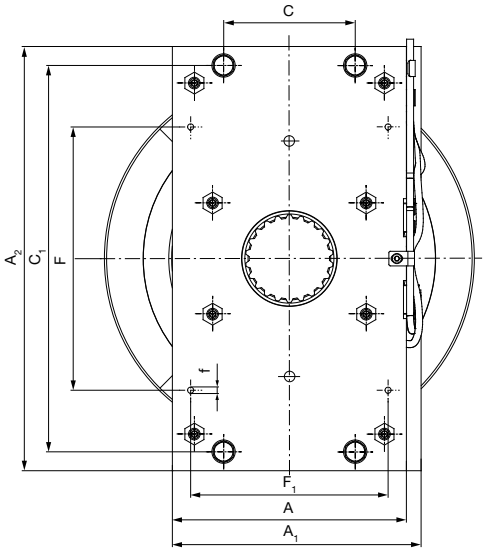
Technical Data				Size 800	1000	1500
Nominal braking torque	Type 8010.0_ _ _3	M_{nom}	[Nm]	2 x 830	2 x 1015	2 x 1700
Higher braking torque	Type 8010.1_ _ _3	M	[Nm]	2 x 930	2 x 1200	-
				2 x 900	-	-
Reduced braking torques up to:	Type 8010.2_ _ _3	M	[Nm]	2 x 650	2 x 920	2 x 1250
Electrical nominal power	Type 8010.0_ _ _3	P_{20}	[W]	2 x 118	2 x 121	2 x 152
Weight			[kg]	66.5	83	139
Speed	Maximum speed	n_{max}	[rpm]	600	500	400
	inspected max. speed in the elevator area as a type-examination tested brake	n	[rpm]	400	400	400
Nominal air gap (tolerance +0,15/-0,05)		a	[mm]	0.45		

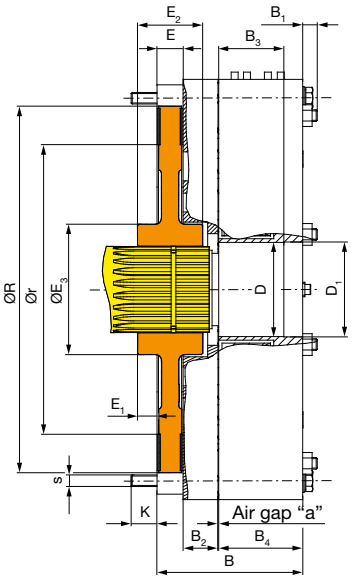
Braking torque tolerance 0 % / +60 %.

We reserve the right to make dimensional and constructional

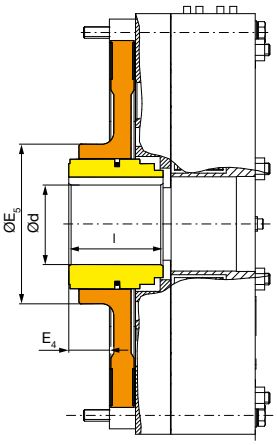
ROBA®-twinstop® Type 8012._ _ _ _3

Rectangular Design, Sizes 200 up to 350





Design for splined motor shaft

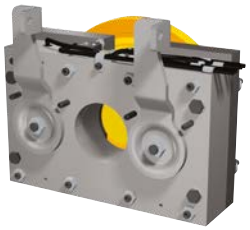


Hub design

Dimensions			Size 200	250	350
Design 1)	splined motor shaft		60 x 2.5 x 22	65 x 3 x 20	65 x 3 x 20
			65 x 3 x 20	60 x 2.5 x 22	-
			90 x 3 x 28	90 x 3 x 28	90 x 3 x 28
	Hub	d 4)	56	56	56
		d_{max}	60	60	60
A			160	160	200
A_1			170	170	210
A_2			290	290	300
B			90.6	100.6	100.6
B_1			12	12	12
B_2			24.1	24.1	24.1
B_3			35	45	45
B_4			48	58	58
C			90	90	120
C_1			264	264	272
D			65	65	65
D_1			65.5	65.5	65.5
E			18	18	18
E_1			5	13.5	17
E_2			41	45	52
E_3			90	110	110
E_4			28	28	28
E_5			110	110	110
F			180	180	200
F_1			135	135	185
f			4 x M5 (8 deep)	4 x M5 (8 deep)	4 x M5 (8 deep)
K			18	18	17
l			65	65	65
r			180 / 200 2)	200	208
R			235 / 253 2)	253	273
s			4 x M8	4 x M8	4 x M10

1) DIN 5480 (Ø d_B x m x z)
Directly splined motor shaft
other splines on request
2) For version with hub
3) Possible without overexcitation < 65 dB (A)
4) Preferred bore

Release version by hand on request



Rotating hand release for bowden cable
Type 8012._ _2_3

Technical Data				Size 200	250	350
Nominal braking torque 3)	Type 8012.0_ _ _3	M_{nom}	[Nm]	2 x 200	2 x 250	2 x 350
Increased braking torque without overexcitation	Type 8012.1_ _ _3	M	[Nm]	-	2 x 280	2 x 410
reduced braking torque	Type 8012.2_ _ _3	M	[Nm]	2 x 160	2 x 230	2 x 300
		M	[Nm]	-	2 x 185	2 x 250
Electrical nominal power	Type 8012.0_ _ _3	P_{20}	[W]	2 x 63	2 x 79	2 x 82
Weight (without hub)			[kg]	23.7	26.8	34.6
Maximum speed		n_{max}	[rpm]	1000	1000	1000
Nominal air gap (Tolerance + 0,2/-0,05)		a	[mm]		0.45	

Spark Quenching Unit Type 070.000.6

E189728

Application

Reduces spark production on the switching contacts occurring during DC-side switch-off of inductive loads.

- Voltage limitation according to VDE 0580 2000-07, Item 4.6.
- Reduction of EMC-disturbance by voltage rise limitation, suppression of switching sparks.
- Reduction of brake engagement times by a factor of 2 – 4 compared to freewheeling diodes.

Function

The spark quenching unit will absorb voltage peaks resulting from inductive load switching, which can cause damage to insulation and contacts. It limits these to 70 V and reduces the contact load. Switching products with a contact opening distance of > 3 mm are suitable for this purpose.

ROBA®-switch Type 017._00.2

E189728

Application

ROBA®-switch fast acting rectifiers are used to connect DC consumers to alternating voltage supplies, for example electromagnetic brakes and clutches (ROBA-stop®, ROBA®-quick, ROBATIC®) as well as electromagnets, electrovalves, etc.

Fast acting rectifier ROBA®-switch 017._00.2

- Consumer operation with overexcitation or power reduction
- Input voltage: 100 – 500 VAC
- Maximum output current I_{RMS}: 3 A at 250 VAC
- UL-approved

Function

The ROBA®-switch is used for operation at an input voltage of between 100 and 500 VAC, depending on the size. They can switch internally from bridge rectification output voltage to half-wave rectification output voltage. The bridge rectification time can be modified from 0.05 to 2 seconds by exchanging the external resistor (R_{ext}).

Calculation output voltage	
Holding voltage	VDC = VAC x 0,45
Overexcitation voltage	VDC = VAC x 0,9

Brückengleichrichter Type 025.000.6

E189728

Application

Rectifiers are used to connect DC consumers to alternating voltage supplies, for example electromagnetic brakes and clutches (ROBA-stop®, ROBA-quick®, ROBATIC®), electromagnets, electrovalves, contactors, switch-on safe DC motors, etc.

Function

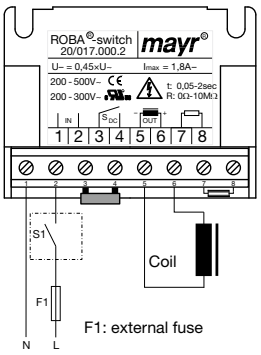
The AC input voltage (VAC) is rectified (VDC) in order to operate DC voltage units. Also, voltage peaks, which occur when switching off inductive loads and which may cause damage to insulation and contacts, are limited and the contact load reduced.

Calculation output voltage	
	VDC = VAC x 0,9

Electrical Connection

Magnetic Field Removal

• AC-side Switching

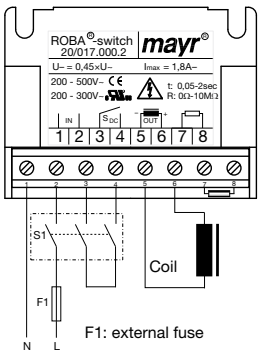


The power circuit is interrupted in front of the rectifier. The magnetic field slowly reduces. This delays the rise in braking torque.

When switching times are not important, please switch AC-side, as no protective measures are necessary for coil and switching contacts.

AC-side switching means **low-noise switching**; however, the brake engagement time is longer (approx. 6 – 10 times longer than with DC-side switch-off), use for non-critical braking times.

• DC-side Switching



The power circuit is interrupted between the rectifier and the coil as well as mains-side. The magnetic field reduces extremely quickly. This causes a quick rise in braking torque.

When switching DC-side, high voltage peaks are produced in the coil, which can lead to wear on the contacts from sparks and to destruction of the insulation.

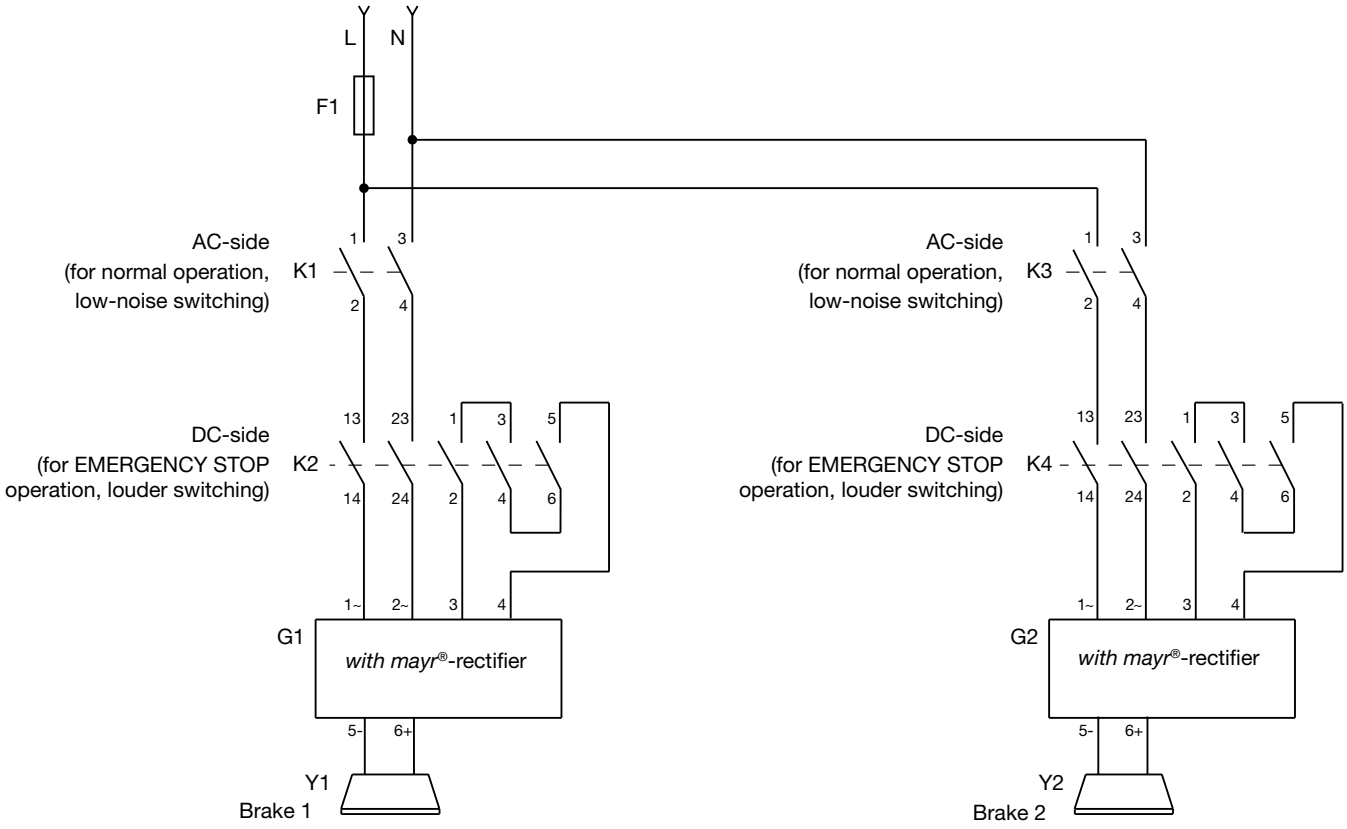
DC-side switching means **short brake engagement times (e.g. for EMERGENCY STOP operation)**; however, louder switching noises.

• Protection Circuit

When using DC-side switching, the coil must be protected by a suitable protection circuit according to VDE 0580, which is integrated in *mayr*®-rectifiers. To protect the switching contact from consumption when using DC-side switching, additional protective measures may be necessary (e.g. series connection of switching contacts). The switching contacts used should have a minimum contact opening of 3 mm and should be suitable for inductive load switching. Please make sure on selection that the rated voltage and the rated operating current are sufficient. Depending on the application, the switching contact can also be protected by other protection circuits (e.g. *mayr*®-spark quenching unit), although this may of course then alter the switching times.

Switching example

The mayr®-rectifiers shown in the Figure below serve as a switching example (e. g. combined switching for the elevator industry).



Contactless release monitoring for ROBA-stop® safety brakes

- ***Wear-free***
- ***Robust***
- ***Magnetic field-resistant***
- ***Absolutely reliable***

Function

Release monitoring prevents unpermitted operating conditions such as for example starting up against a closed brake. *mayr*® power transmission, international leaders in safety brakes for safety-critical applications such as for example passenger elevators or vertical axes, now provides a contactless system with inductive proximity switches for its safety brakes as an alternative to the tried and tested release monitoring system with microswitches.

Maximum reliability and accuracy

As there are no mechanical parts involved, the lifetime of this new, contactless release monitoring system is not dependent on the switching frequency. The system is **magnetic field** resistant and works **absolutely reliably** and **wear-free**. It is also resistant to impacts and vibrations, as there are no movable parts, and the electronics are completely encapsulated. Other advantages of the inductive proximity switch are the high switching point repetitive accuracy, the low hysteresis and the low temperature drift.

The switching bolt for the inductive proximity switch is installed at the factory and is, in contrast to the release monitoring system with microswitch, not adjustable. Application errors through adjustment of the switching point position can be excluded. This feature, too, plays an important role in maximising functional and operatinal safety.

Optionally NO or NC contacts

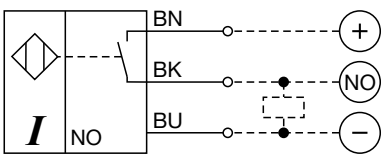
The contactless release monitoring system can be designed either as an NO or NC contact. With the NC contact function, the ‚High' signal is generated if the brake is switched when de-energised. Here the armature disk drops and the brake closes. Cable breakage is recognised when the brake is closed.

With the NO contact function, the 'High' signal is generated if the brake is energised and the armature disk releases the rotor. The brake is released. Only on generation of the ‚High' signal is the motor enabled for start-up. This reliably prevents the motor from starting up against a closed brake. Cable breakage is recognised when the brake is open.

Technical Data

Operating voltage:	10.. 30 VDC
DC rated operating current:	≤ 150 mA
Ambient temperature	-25 to +85 °C
Repetitive accuracy	< 0.015 mm
Hysteresis	< 0.025 mm
Temperature drift (-25 °C to +85 °C)	< +- 0.05 mm

NO contact function wiring diagram



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You can find the complete address for the representative responsible for your area under www.mayr.com in the internet.

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