



*your reliable partner*

## ROBA-stop®

**Electromagnetic  
Safety Brakes**



## Your Advantages When Using ROBA-stop®

ROBA-stop® brakes attract customers because of their decided advantages in relation to operational safety and ease of maintenance.

For most applications, the enclosed structural shape can provide high functional brake safety without requiring additional protective measures.

The product's high reliability further improves the functional safety and increases the efficiency of the entire machine or system in which it is used.

The sensitive braking torque adjustment shows its value when exact positioning is required or when drives are to be adapted to changing production procedures. It simplifies production procedure optimization immensely, increases production, maximises flexibility and improves product quality.

A further, outstanding characteristic of the ROBA-stop® brake is the central wear re-adjustment. This minimises the danger of adjustment errors, simplifies maintenance, saves time and maintenance costs and therefore also reduces machine downtimes.

## Your Customized Solution - Our Universal Brake



### Regular braking times

Friction linings with a large surface area for high wear reserves and a long service lifetime

### Fast wear re-adjustment

Fast, easily readable central wear re-adjustment

Small structural dimensions with high braking torques

### Completely enclosed design

Protection (electrical) IP54

Magnetic coil with class of insulation F

Different armature disks to meet different friction work demands and switching time requirements

Simple and problem-free brake installation

Mounting possible without time-consuming adjustments

Minimum torsional backlash between hub and rotor due to accurate toothing

### Sensitive adjustment of the holding point

via set screws make customized adaptations for different applications possible

Safe braking torque transmission via a metal rotor with a very low mass moment of inertia

No self-turning and therefore no inadvertent alteration of the air gap, meaning constant positioning accuracy

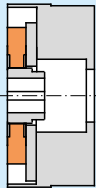
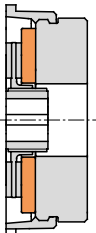
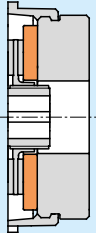
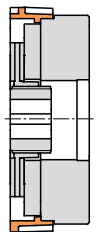
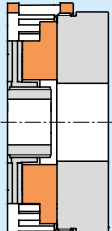
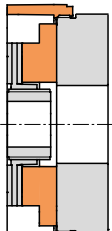
## Wide Variety of Application Possibilities for ROBA-stop® safety brake

- ❑ **ROBA-stop® safety brakes** offer a complete range of the many and various designs needed for different applications. Nearly 30 years of experience with spring applied safety brakes and detailed knowledge of the multiple demands on electrical power transmission technology support our program. Our tried and tested technology and our continual advances with regard to user-specific optimization of our palette of structural shapes guarantee the perfect brake for each individual application.
- ❑ **ROBA-stop®-positioning brakes** provide high positioning and repetitive accuracy even at high switching frequencies. Sensitive adjustment of the braking torque is possible. This structural shape can be adapted to many different applications using different armature disks.
- ❑ **ROBA-stop®-holding brakes** can reach very high braking torques. They are suitable for holding masses or loads without friction work, although braking at low speeds with low friction work in suitable application conditions is also permitted.
- ❑ **ROBA-stop®-tacho brakes** feature a centering recess and tapped holes on the back of the brake for mounting a tacho-generator. This brake also allows exact positioning with high repetitive accuracy using its sensitive braking torque adjustment.
- ❑ **ROBA-stop®-tacho peak load brakes** have the same basic functions as the tacho brake. They are, however, additionally equipped with an extremely strong armature disk which permits high friction work.
- ❑ **ROBA-stop®-peak load brakes** come in two further variations. These are both equipped with an extremely strong armature disk for high friction work. The design with an open distance ring dissipates brake heat very quickly into the surrounding area. The design with a closed distance ring is used when high friction work must be absorbed and when higher protection against outer influences is required.
- ❑ **ROBA-stop®-sealed** and
- ❑ **ROBA-stop®-S** comply with Protection IP67. They are fully enclosed, sealed and protected against corrosion.

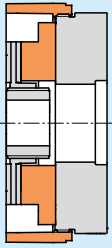
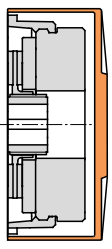
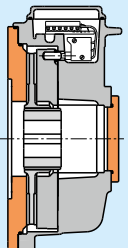
## Contents

	Page
<b>ROBA-stop®</b>	
<b><i>Torque range: 1,1 to 1.250 Nm</i></b>	
Summary of Constructional Designs	4
Function – Installation Example	6
<b>Data Sheets</b>	<b>7 – 22</b>
• ROBA-stop® - positioning brake (Size 2)	7
• ROBA-stop® - positioning brake (Sizes 3 – 11)	8
• ROBA-stop® - holding brake	10
• ROBA-stop® - tacho brake	12
• ROBA-stop® - peak load brake	14
• ROBA-stop® - peak load brake with closed distance ring	16
• ROBA-stop® - tacho peak load brake	18
• ROBA-stop® - sealed	19
• ROBA-stop® - S (Sizes 8 – 10)	20
• ROBA-stop® - S (Size 11)	22
<b>Technical Explanations</b>	<b>24 – 31</b>
• Short Description Installation	24
• Brake Dimensioning	26
• Calculation Example	27
• Friction Power Diagrams	28
• Switching Times	31
Electrical Connection and Wiring	31
<b>Electrical Accessories</b>	<b>33 – 38</b>
• Half-wave- and bridge rectifiers Type 02_.000.6	34
• ROBA® - switch Type 017_.00.2	35
• ROBA® - switch Type 017.110.2	36
• ROBA® - multiswitch Type 019.100.2	37
• Spark quenching unit Type 070.000.6	38
Guidelines	39
<b>ROBA-stop®-M</b>	<b>23</b>
<b>the robust, cost-effective motor brake</b>	
<b><i>Torque range: 2 to 1.600 Nm</i></b>	

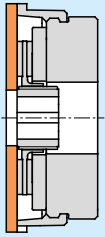
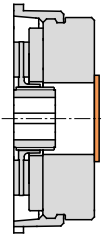
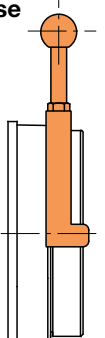
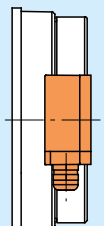
## Summary of Constructional Designs ROBA-stop®

<b>ROBA-stop®- positioning brake Size 2</b> 	Braking torque: 1,1 Nm  Size 2 Type 800.45_0	<ul style="list-style-type: none"> <li>• Design with a central brake spring and a friction lining rotor.</li> <li>• Hand release and flange plate available on request as additional parts.</li> </ul> <div style="text-align: right;"><b>Page 7</b></div>
<b>ROBA-stop®- positioning brake</b> 	Braking torque: 3 to 800 Nm  Sizes 3 to 11 Type 80_41_	<ul style="list-style-type: none"> <li>• For braking and for exact positioning. Consistent repetitive accuracy, even at higher switching frequencies. The braking torque can be sensitively adjusted using adjusting screws.</li> <li>• Most application requirements can be met by means of different armature disks.</li> </ul> <div style="text-align: right;"><b>Page 8</b></div>
<b>ROBA-stop® - holding brake</b> 	Braking torque: 5 to 1.250 Nm  Sizes 3 to 11 Type 820.61_	<ul style="list-style-type: none"> <li>• The holding brake reaches a higher braking torque than the positioning brake. It is suitable for holding masses or loads without friction work.</li> <li>• Braking at low speeds with low friction work is sometimes possible on request.</li> <li>• We recommend operation with the fast acting rectifier ROBA®-switch (see pages 35 – 37).</li> </ul> <div style="text-align: right;"><b>Page 10</b></div>
<b>ROBA-stop® - tacho brake</b> 	Braking torque: 3 to 800 Nm  Sizes 3 to 11 Type 83_41_	<ul style="list-style-type: none"> <li>• The tacho brake has a fixed distance ring and, on the back of the coil carrier, a centering recess as well as three tapped holes. The centering recess is centered with the outer diameter of the distance ring. This simplifies the attachment of tacho-generators.</li> </ul> <div style="text-align: right;"><b>Page 12</b></div>
<b>ROBA-stop® - peak load brake</b> 	Braking torque: 50 to 800 Nm  Sizes 7 to 11 Type 863.41_	<ul style="list-style-type: none"> <li>• Heat is dissipated efficiently by the high-strength armature disk and the open threaded distance ring. The peak load brake can therefore absorb a very high amount of friction work e.g. on EMERGENCY STOP. In normal switching operation, the brake functions in the same way as a positioning brake.</li> </ul> <div style="text-align: right;"><b>Page 14</b></div>
<b>ROBA-stop®-peak load brake with closed distance ring</b> 	Braking torque: 50 to 800 Nm  Sizes 7 to 11 Type 866.41_	<ul style="list-style-type: none"> <li>• The peak load brake can absorb very high friction work e.g. on EMERGENCY STOP via the high-strength armature disk. In normal switching operation, the brake functions in the same way as a positioning brake.</li> <li>• The closed threaded distance ring guarantees protection against ambient influences together with good heat dissipation.</li> </ul> <div style="text-align: right;"><b>Page 16</b></div>

## Summary of Constructional Designs ROBA-stop<sup>®</sup>

<b>ROBA-stop<sup>®</sup> - tacho peak load brake</b> 	<p>Braking torque: 50 to 800 Nm</p> <p>Sizes 7 to 11 Type 883.41_..</p>	<ul style="list-style-type: none"> <li>Friction work is absorbed efficiently e.g. on EMERGENCY STOP by the high-strength armature disk and the closed distance ring, meaning that heat is dissipated efficiently. A centering recess and three tapped holes on the back of the coil carrier make attachment of the tacho-generator easy.</li> </ul>
<b>ROBA-stop<sup>®</sup>-sealed</b> 	<p>Braking torque: 3 to 26 Nm</p> <p>Sizes 3 to 6 Type 80_..418.3</p>	<ul style="list-style-type: none"> <li>This design is completely enclosed and sealed by a cover.</li> <li>It complies with Protection IP67.</li> </ul>
<b>ROBA-stop<sup>®</sup>-S</b> 	<p>Braking torque: 100 to 800 Nm</p> <p>Sizes 8 to 11 Type 856.41_..</p>	<ul style="list-style-type: none"> <li>Corrosion-resistant, sealed design used for extreme ambient conditions.</li> <li>It complies with Protection IP67.</li> </ul>

## Additional Parts

<b>Flange plate</b>  <p>If no suitable friction surface for the brake linings is available customer-side, our flange plate can be used.</p>	<b>Cover plate</b>  <p>The brake is enclosed by the cover plate and complies with Protection IP54. This function has been TÜV- (German Technical Inspectorate) approved in several tests.</p>
<b>Hand release</b>  <p>This function is used for mechanical release of the ROBA-stop<sup>®</sup> brake when the magnetic coil is de-energised (e.g. on power failure).</p>	<b>Terminal box</b>  <p>The terminal box serves as an interface for the supply cable and for housing the terminal, a spark quenching unit or a rectifier.</p>



## ROBA-stop® electromagnetic safety brake

### Function

ROBA-stop® brakes are spring applied, electromagnetic safety brakes.

#### Spring applied function:

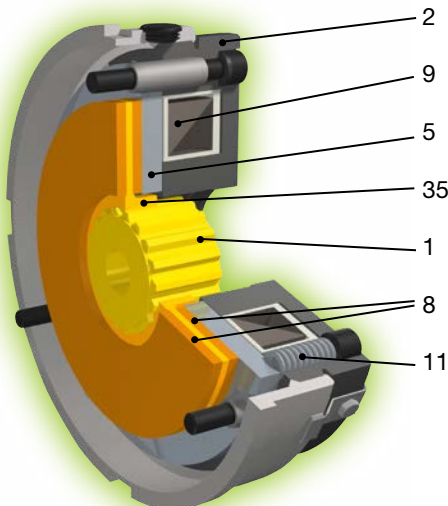
In de-energised condition, helical springs (11) press against the armature disk (5). The rotor (35) friction linings (8), which are connected via a toothed hub (1) with the drive shaft, are clamped between the armature disk (5) and the brake mounting surface.

#### Electromagnetic function:

If the coil (9) is energised, a magnetic field is built up which attracts the armature disk (5) to the coil carrier (2), thereby releasing the rotor (35) with the friction linings (8). The brakes are released if voltage is applied.

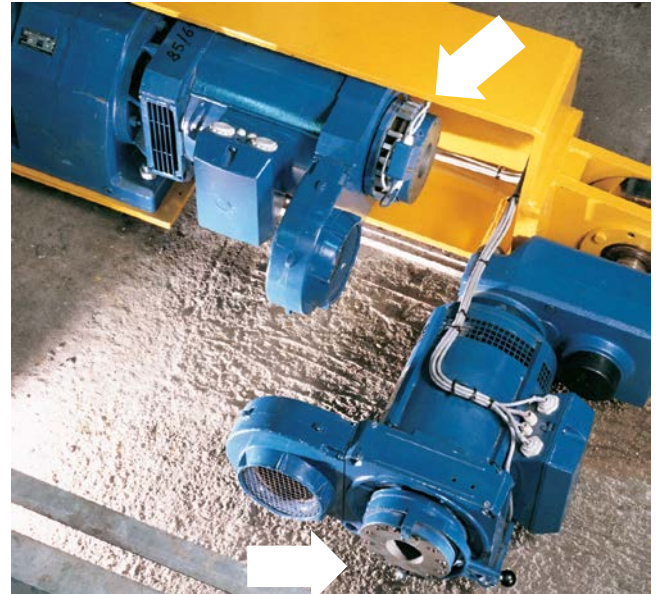
#### Safety brake function:

If the brake is de-energised, it is closed, thereby complying with the relevant safety demands e.g. on power failure or on EMERGENCY STOP.



### Installation Example

#### ROBA-stop®: Application in a high rack warehouse



Hoist drives and traction drives on narrow aisle material handling systems are equipped with ROBA-stop® brakes. The ROBA-stop® positioning brake at the rear of the drive motor brakes the drive at slow speeds exactly at the required position. The ROBA-stop®-peak load brake on the hoist motor usually provides the same functions during normal operation – braking at slow speeds and exact positioning. This brake is additionally able to brake safely at high speeds and with downward-moving loads in case of EMERGENCY STOP or power failure. It is capable of absorbing extremely high friction work and of dissipating it quickly into the surrounding area.

## Total Quality Management

### Product Quality

Every delivery which leaves our firm has been subjected to a careful quality inspection, meaning that you are able to rely 100 % on **mayr®** products. If required, we pre-adjust our clutches and brakes accurately to the requested values and confirm the **product characteristics with an Inspection Report**.

### Quality Management

**mayr®** uses the term quality to describe its products and services. Certification of our quality management confirms the quality-consciousness of our colleagues at every level of the company.

Our integrated management system is certified according to **DIN EN ISO 9001:2000 (Quality)** and **DIN EN ISO 14001 (Environment)** and complies with the **OHSAS 18001/OHRIS (Occupational Health and Safety)** demands.





## ROBA-stop®- positioning brake

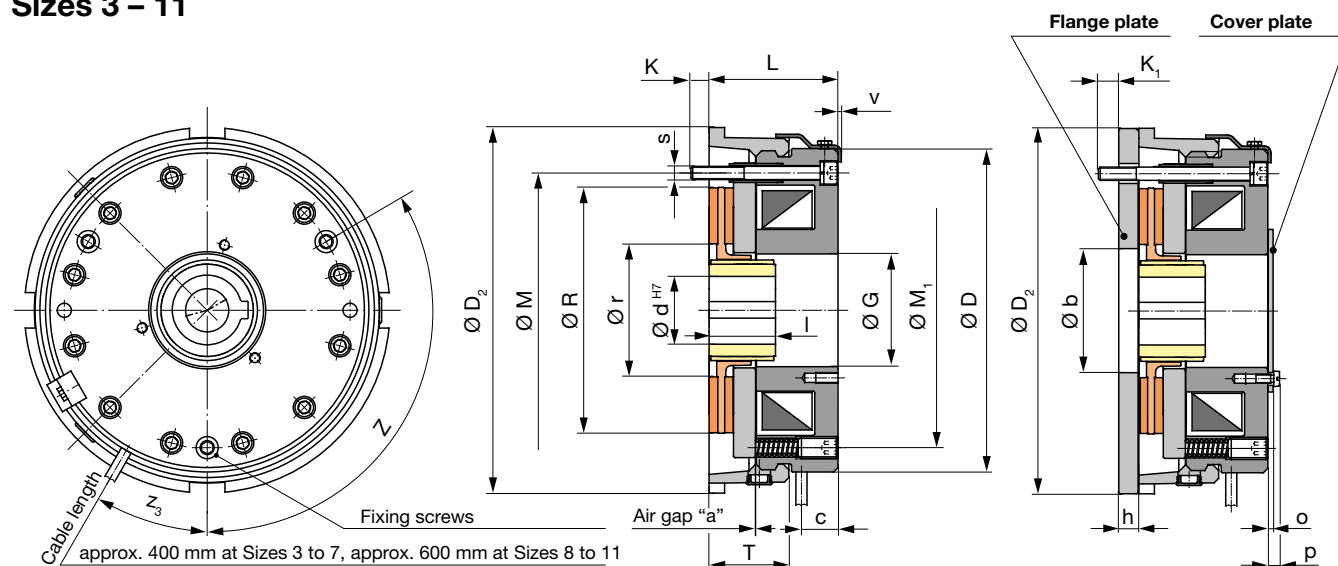
Type 80 .41 .

**Sizes 3 – 11**

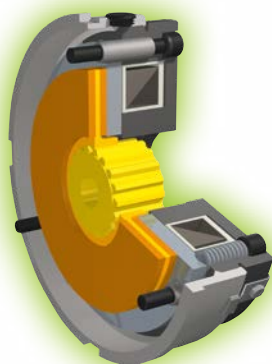
**Type 80\_.410.3**  
without additional parts

**Type 80\_.414.3**

with flange plate  
and cover plate



Technical Data			Size								
			3	4	5	6	7	8	9	10	11
Braking torque <sup>1)</sup>	M <sub>N</sub>	[Nm]	3	6	12	26	50	100	200	400	800
Electrical power	P <sub>20</sub>	[W]	17	24	33	50	70	87	102	134	196
Max. speed <sup>2)</sup>	n <sub>max</sub>	[rpm]	6000	5000	4800	4000	3800	3400	3000	3000	3000
Weight		[kg]	0,6	0,95	1,8	3,1	5,4	9,4	15,5	30	55



This brake is an electromagnetic safety brake for braking and exact positioning. A high repetitive accuracy is guaranteed, even at high switching frequencies.

Two different armature disks are available to cope with different demands on friction work and on brake switching times.

**Standard armature disk:**

Short attraction time (brake release), longer drop-out time from power switch-off to the point at which the braking torque comes into effect. Solid structural shape allows high friction work absorption.

**Fast acting armature disk:**

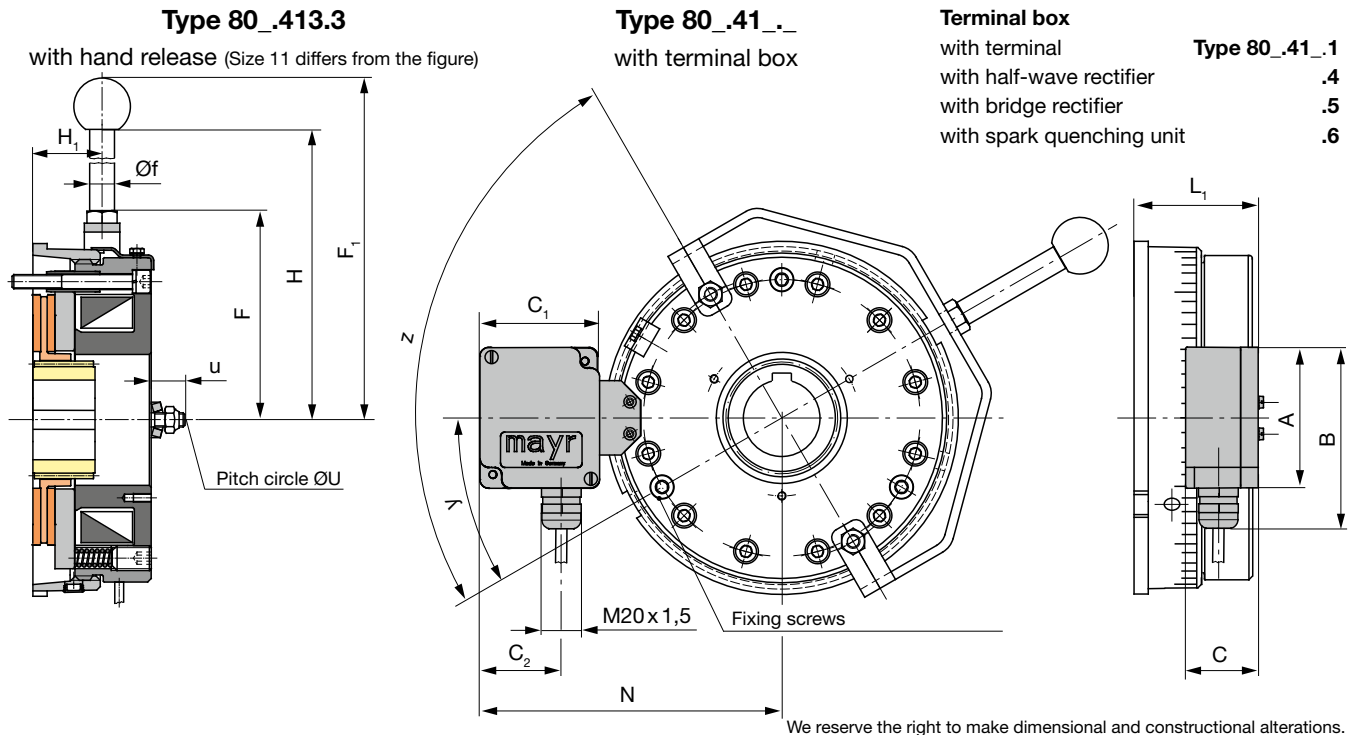
This disk has the same characteristics as the standard armature disk; however, it has a slightly longer attraction time but a much shorter drop-out time.

The electrical switching and the type of power supply have a large influence on the switching times. Our wide range of electrical accessories allows a simple DC voltage brake supply connection (see pages 33 – 38).

## Order Number

	— / 8	0	— . 4	1	— . — /	— /	— /	— /
	△		△		△	△	△	△
<b>Size</b>		Standard armature disk		Without additional parts	<b>0</b>	Voltage <sup>4)</sup> [VDC]	Bore Ø d <sup>H7</sup>	Keyway acc.
<b>3</b>			<b>0</b>			± 10 %		
<b>4</b>		Fast acting		Flange plate	<b>1</b>	24	(Dimensions page 9)	DIN 6885/1
<b>5</b>		armature disk	<b>2</b>	Cover plate	<b>2</b>	104		DIN 6885/2
<b>6</b>				Hand release <sup>3)</sup>	<b>3</b>	180		DIN 6885/3
<b>7</b>				Flange plate/cover plate	<b>4</b>	207		
<b>8</b>				Flange plate/hand release <sup>3)</sup>	<b>5</b>			
<b>9</b>				Cover plate/hand release <sup>3)</sup>	<b>6</b>			
<b>10</b>				Flange plate/cover plate/hand release <sup>3)</sup>	<b>7</b>			
<b>11</b>								
					<b>1</b>	Terminal box with terminal		
					<b>3</b>	Cable		
					<b>4</b>	Terminal box with half-wave rectifier		
					<b>5</b>	Terminal box with bridge rectifier		
					<b>6</b>	Terminal box with spark quenching unit		





Dimensions [mm]			Size								
			3	4	5	6	7	8	9	10	11
Bores	Ød <sub>min</sub>	DIN 6885/1	8	10	10	15	20	25	25	25	30
		DIN 6885/1	11	13	18	23	30	45	47	57	76
	Ød <sub>max</sub>	DIN 6885/2	12 <sup>5)</sup>	-	-	-	-	-	-	-	-
		DIN 6885/3	-	15	20	25	32	-	50	60	80
		Preferred bores H7	10; 11; 12	12; 15	15; 20	20; 25	25; 30	30; 40	40; 45	45; 50	60; 70

	Size									
	3	4	5	6	7	8	9	10	11	
A	64	64	64	64	79,5	79,5	79,5	79,5	79,5	
a	0,2	0,2	0,25	0,25	0,35	0,35	0,4	0,4	0,5	
B	77	77	77	77	92,5	92,5	92,5	92,5	92,5	
b	22	26	35	40	48	68	75	90	120	
C	36	36	36	36	42	42	42	42	42	
C <sub>1</sub>	58	58	58	58	66,5	66,5	66,5	66,5	66,5	
C <sub>2</sub>	29	29	29	29	45,5	45,5	45,5	45,5	45,5	
c	8	8	9	10,5	16,5	18	18	25	30	
D	72	86	104,5	131,5	146	183	201	255	330	
D <sub>2</sub>	79	98	114	142	165	199	220	275	360	
F	48,3	55,8	68,2	84,6	96,8	117,8	125,6	158	-	
F <sub>1</sub>	104,3	111,8	133,2	158,6	191,8	210,3	245,6	427	-	
f	6	6	8	10	12	14	15	15	-	
G <sup>H7</sup>	21,9	26,9	30,9	38,9	50,9	73,9	80,4	90	129	
H	86,3	93,8	115,2	136,1	169,3	181,3	208,6	390	-	
H <sub>1</sub>	19	21	22,5	27,5	38	38	50	65	-	
h	6	7	8	8	8	10	12	14	16	
K	6	5	6	8	8	12	9	12	24	
K <sub>1</sub>	5	8	8	10	10	12	12	18	18	
L	30,2 <sup>6)</sup>	32,2 <sup>7)</sup>	39,3	43,2	58,2	66,7	74,3	96,3	116,3	

	Size									
	3	4	5	6	7	8	9	10	11	
L <sub>1</sub>	38,2	40,2	47,3	51,2	61,2	69,7	77,2	99,3	119,3	
I	15	20	20	25	30	35	35	50	60	
	Please observe the load on the shaft or key!									
M	58	72	90	112	124	156	175	215	280	
M <sub>1</sub>	58	72	89	112	124	156	175	215	280	
N	102	109	118,5	132	151,5	170	179	206	243,5	
o	1,5	2,5	2,5	3,5	3,5	2	2	2	2	
p	3,5	5,1	5,1	6,1	6,8	5,3	5,9	5,9	7	
R	50	62,5	79,5	99	110,5	139	158	188	253	
r	25	32	40	45	60	77	83	94	128	
s	3xM4	3xM4	3xM5	3xM6	3xM6	3xM8	6xM8	6xM8	6xM12	
T	17	19	25	27	36	38	47	56	74	
U	60,5	75	91	115,5	129	161	175	215	-	
u	6,5	7	9	11,5	13,5	19	21,5	29	-	
v	1	1	1	1,5	1,5	1,5	2	2	2	
y	33°	32°	32°	32°	30°	30°	30°	30°	22,5°	
Z	3 x 120°					6x60° 6x60° 6x60°				
z	98°	98°	105°	90°	90°	90°	90°	90°	90°	
z <sub>3</sub>	33°	32°	33°	33°	30°	30°	30°	30°	22,5°	

1) Braking torque tolerance: + 40 % / - 20 %, other braking torques available on request

2) Higher speeds on request

3) A rotating hand release is used as a hand release for Size 11 (dimensions on request)

4) Standard voltages [VDC]: 24; 104; 180; 207

Permitted voltage tolerance: ± 10 % acc. DIN IEC 60038

5) Width b = 4<sup>+0,1</sup>, depth t = 1,2<sup>+0,1</sup>

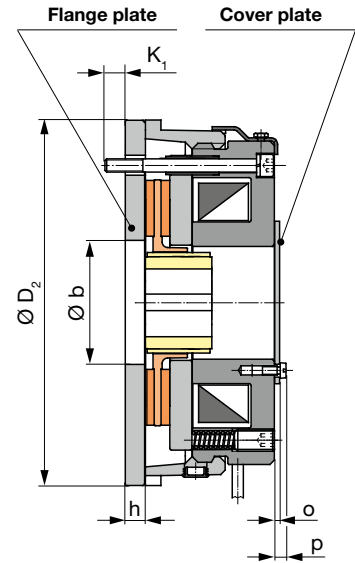
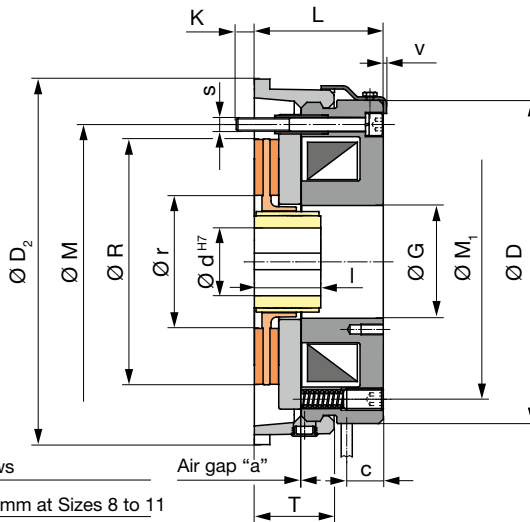
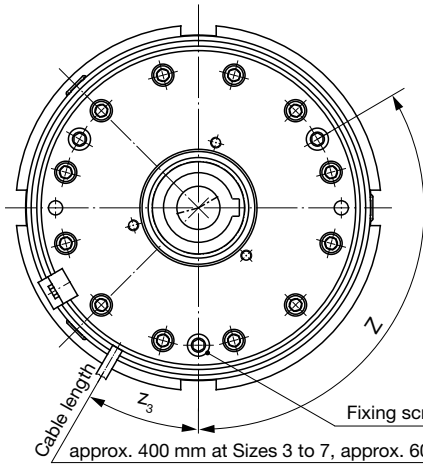
6) Fixing screws protruding 3,2 mm

7) Fixing screws protruding 2,2 mm

**ROBA-stop® - holding brake**  
**Type 820.61 \_ \_**  
**Sizes 3 – 11**

**Type 820.610.3**  
without additional parts

**Type 820.614.3**  
with flange plate  
and cover plate



Technical Data			Size								
			3	4	5	6	7	8	9	10	11
Braking torque <sup>1)</sup>	M <sub>N</sub>	[Nm]	5	10	22	48	90	180	360	620	1250
Electrical power	P <sub>20</sub>	[W]	17	24	33	50	70	87	102	134	196
Max. speed <sup>2)</sup>	n <sub>max</sub>	[rpm]	6000	5000	4800	4000	3800	3400	3000	3000	3000
Weight		[kg]	0,6	0,95	1,8	3,1	5,4	9,4	15,5	30	55



The holding brake is designed to hold large masses or loads without friction work.

Braking at low speeds with low friction work can be made possible, but if this is required, the application conditions should first be discussed with the manufacturer.

A higher braking torque is achieved by placing more pre-tension on the brake springs located at the external pole of the magnetic part.

A standard hand release for Sizes 9 – 11 cannot be supplied due to the high spring forces. Special hand release available on request.

The brake can easily be connected to a DC voltage supply via our comprehensive range of electrical accessories (see pages 33 – 38).

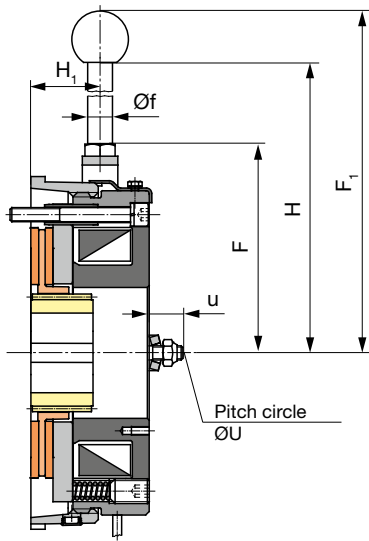
**Order Number**

_ / 8 2 0 . 6 1 _ . _ / _ / _ / _			_ . _ / _ / _ / _		
Size	Without additional parts			Voltage <sup>4)</sup> [VDC] ± 10 %	Keyway acc.
3	Flange plate	0		24	DIN 6885/1
4	Cover plate	1		104	DIN 6885/2
5	Hand release <sup>3)</sup>	2		180	DIN 6885/3
6	Flange plate / cover plate	3		207	
7	Flange plate / hand release <sup>3)</sup>	4			
8	Cover plate / hand release <sup>3)</sup>	5			
9	Flange plate / cover plate / hand release <sup>3)</sup>	6			
10		7			
11					

- 1 Terminal box with terminal
- 3 Cable
- 4 Terminal box with half-wave rectifier
- 5 Terminal box with bridge rectifier
- 6 Terminal box with spark quenching unit

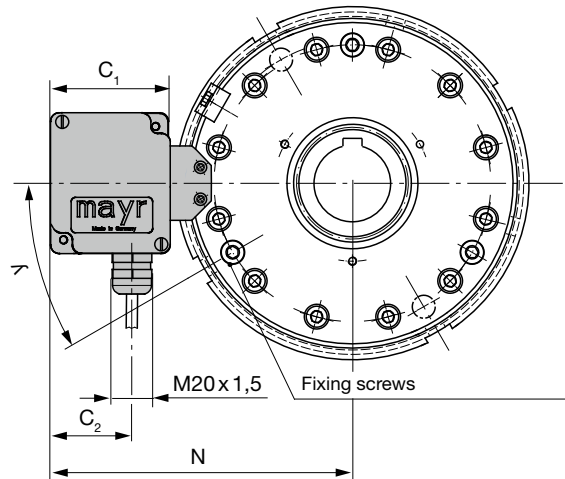
### Type 820.613.3

with hand release (Sizes 3 – 8)



### Type 820.61\_.\_

with terminal box

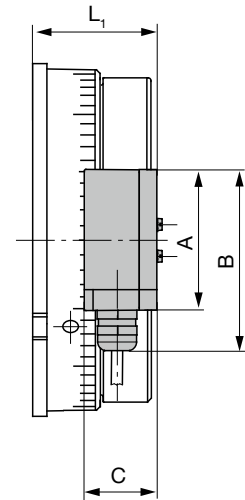


### Terminal box

with terminal  
with half-wave rectifier  
with bridge rectifier  
with spark quenching unit

### Type 820.61\_.\_1

.4  
.5  
.6



We reserve the right to make dimensional and constructional alterations.

Dimensions [mm]			Size								
			3	4	5	6	7	8	9	10	11
Bores	Ød <sub>min</sub>	DIN 6885/1	8	10	10	15	20	25	30	30	30
		DIN 6885/1	11	13	18	23	30	45	47	57	76
	Ød <sub>max</sub>	DIN 6885/2	12 <sup>5)</sup>	-	-	-	-	-	-	-	-
		DIN 6885/3	-	15	20	25	32	-	50	60	80
	Preferred bores H7		10; 11; 12	12; 15	15; 20	20; 25	25; 30	30; 40	40; 45	45; 50	60; 70

	Size								
	3	4	5	6	7	8	9	10	11
A	64	64	64	64	79,5	79,5	79,5	79,5	79,5
a	0,2	0,2	0,25	0,25	0,35	0,35	0,4	0,4	0,5
B	77	77	77	77	92,5	92,5	92,5	92,5	92,5
b	22	26	35	40	48	68	75	90	120
C	36	36	36	36	42	42	42	42	42
C <sub>1</sub>	58	58	58	58	66,5	66,5	66,5	66,5	66,5
C <sub>2</sub>	29	29	29	29	45,5	45,5	45,5	45,5	45,5
c	8	8	9	10,5	16,5	18	18	25	30
D	72	86	104,5	131,5	146	183	201	255	330
D <sub>2</sub>	79	98	114	142	165	199	220	275	360
F	48,3	55,8	68,2	84,6	96,8	117,8	-	-	-
F <sub>1</sub>	104,3	111,8	133,2	158,6	191,8	210,3	-	-	-
f	6	6	8	10	12	14	-	-	-
G <sup>H7</sup>	21,9	26,9	30,9	38,9	50,9	73,9	80,4	90	129
H	86,3	93,8	115,2	136,1	169,3	181,3	-	-	-
H <sub>1</sub>	19	21	22,5	27,5	38	38	-	-	-
h	6	7	8	8	8	10	12	14	16
K	6	5	6	8	8	12	9	12	24
K <sub>1</sub>	5	8	8	10	10	12	12	18	18
L	30,2 <sup>6)</sup>	32,2 <sup>7)</sup>	39,3	43,2	58,2	66,7	74,3	96,3	116,3

	Size								
	3	4	5	6	7	8	9	10	11
L <sub>1</sub>	38,2	40,2	47,3	51,2	61,2	69,7	77,2	99,3	119,3
I	15	20	20	25	30	35	35	50	60
	Please observe the load on the shaft or key!								
M	58	72	90	112	124	156	175	215	280
M <sub>1</sub>	58	72	89	112	124	156	175	215	280
N	102	109	118,5	132	151,5	170	179	206	243,5
o	1,5	2,5	2,5	3,5	3,5	2	2	2	2
p	3,5	5,1	5,1	6,1	6,8	5,3	5,9	5,9	7
R	50	62,5	79,5	99	110,5	139	158	188	253
r	25	32	40	45	60	77	83	94	128
s	3xM4	3xM4	3xM5	3xM6	3xM6	3xM8	6xM8	6xM8	6xM12
T	17	19	25	27	36	38	47	56	74
U	60,5	75	91	115,5	129	161	-	-	-
u	6,5	7	9	11,5	13,5	19	-	-	-
v	1	1	1	1,5	1,5	1,5	2	2	2
y	33°	32°	32°	32°	30°	30°	30°	30°	22,5 °
Z	3 x 120°					6x60° 6x60° 6x60°			
z	98°	98°	105°	90°	90°	90°	90°	90°	90°
z <sub>3</sub>	33°	32°	33°	33°	30°	30°	30°	30°	22,5 °

1) Braking torque tolerance: + 40 % / - 20 %, other braking torques available on request

2) Higher speeds on request

3) Standard hand release for Sizes 9 – 11 not possible

4) Standard voltages [VDC]: 24; 104; 180; 207

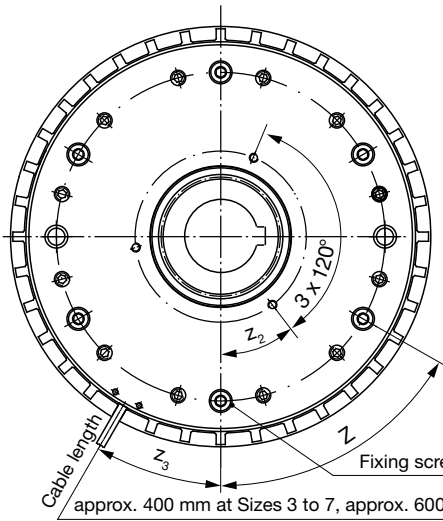
Permitted voltage tolerance: ± 10 % acc. DIN IEC 60038

5) Width b = 4<sup>+0,1</sup>, depth t = 1,2<sup>+0,1</sup>

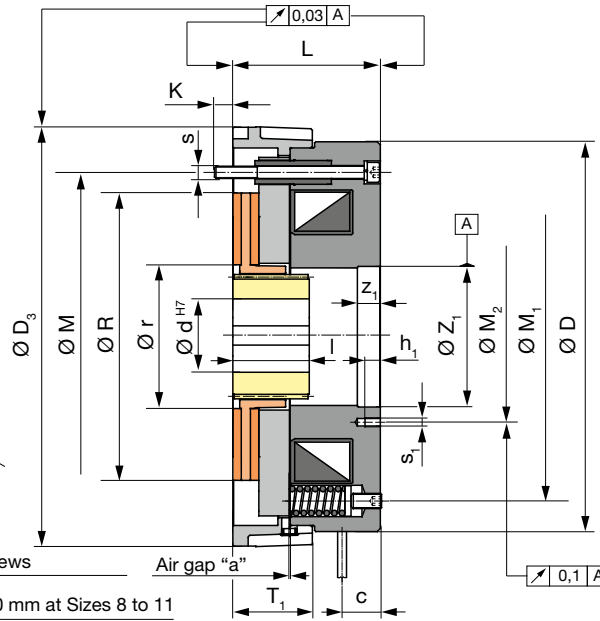
6) Fixing screws protruding 3,2 mm

7) Fixing screws protruding 2,2 mm

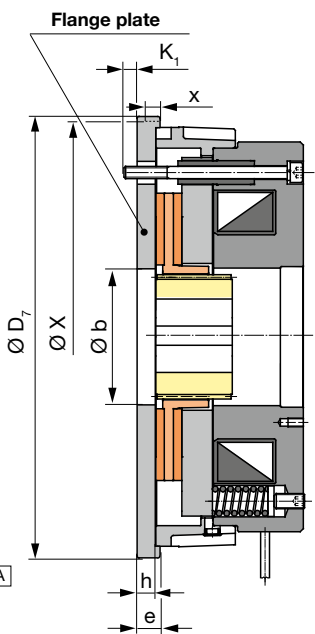
**ROBA-stop® - tacho brake**  
**Type 83\_41\_**  
**Sizes 3 – 11**



**Type 83\_410.3**  
without additional parts



**Type 83\_411.3**  
with flange plate



Technical Data			Size								
			3	4	5	6	7	8	9	10	11
Braking torque <sup>1)</sup>	M <sub>N</sub>	[Nm]	3	6	12	26	50	100	200	400	800
Electrical power	P <sub>20</sub>	[W]	17	24	33	50	70	87	102	134	196
Max. speed <sup>2)</sup>	n <sub>max</sub>	[rpm]	6000	5000	4800	4000	3800	3400	3000	3000	3000
Weight		[kg]	0,6	0,95	1,8	3,1	5,4	9,4	15,5	30	55










The tacho brake has a fixed distance ring as well as a centering recess and three tapped holes on the rear side of the coil carrier. The centering recess is centered with the outer diameter of the distance ring.

The tacho-generator, the encoder or other components can be mounted via an intermediate flange. This flange must be manufactured according to the connection dimensions of the brake and the components, which are to be mounted.

When selecting a component to be mounted, the technical parameters and influences of the brake, such as the speed, the steady-state temperature, stray magnetic fields around the brake etc., must be taken into consideration by the customer.

The brake can easily be connected to a DC voltage supply via our comprehensive range of electrical accessories (see pages 33 – 38).

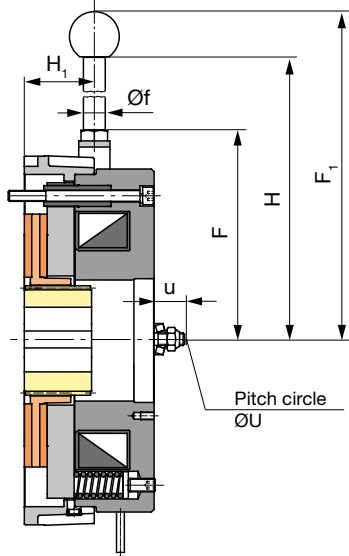
**Order Number**

— / 8 3 — . 4 1 — . — / — / — / —							
      							
Size	Standard armature disk	0	Without additional parts	0	Voltage <sup>4)</sup> [VDC]	Bore Ø d <sup>H7</sup>	Keyway acc.
3	Fast acting armature disk	2	Flange plate	1	± 10 %	(Dimensions page 13)	DIN 6885/1
4			Hand release <sup>3)</sup>	3	24		DIN 6885/2
5			Flange plate/hand release <sup>3)</sup>	5	104		DIN 6885/3
6					180		
7					207		
8			Terminal box with terminal	1			
9			Cable	3			
10			Terminal box with half-wave rectifier	4			
11			Terminal box with bridge rectifier	5			
			Terminal box with spark quenching unit	6			

Example: 6 / 830.410.3 / 104 / 20 / 6885/1

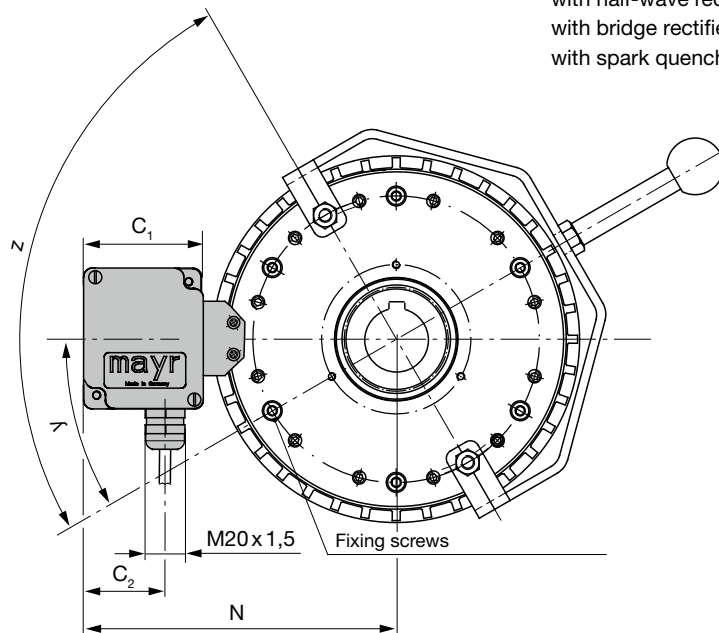
### Type 83\_.413.3

with hand release (Size 11 differs from the figure)



### Type 83\_.41\_.

with terminal box

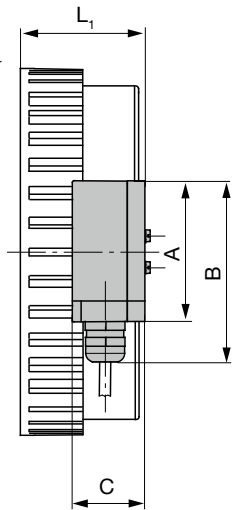


### Terminal box

with terminal  
with half-wave rectifier  
with bridge rectifier  
with spark quenching unit

### Type 83\_.41\_.1

.4  
.5  
.6



We reserve the right to make dimensional and constructional

Dimensions [mm]			Size								
			3	4	5	6	7	8	9	10	11
Bores	Ød <sub>min</sub>	DIN 6885/1	8	10	10	15	20	25	25	25	30
		DIN 6885/1	11	13	18	23	30	45	47	57	76
	Ød <sub>max</sub>	DIN 6885/2	12 <sup>5)</sup>	-	-	-	-	-	-	-	-
		DIN 6885/3	-	15	20	25	32	-	50	60	80
	Preferred bores H7		10; 11; 12	12; 15	15; 20	20; 25	25; 30	30; 40	40; 45	45; 50	60; 70

	Size								
	3	4	5	6	7	8	9	10	11
A	64	64	64	64	79,5	79,5	79,5	79,5	79,5
a	0,2	0,2	0,25	0,25	0,35	0,35	0,4	0,4	0,5
B	77	77	77	77	92,5	92,5	92,5	92,5	92,5
b <sup>H7</sup>	22	26	35	40	48	68	75	90	120
C	36	36	36	36	42	42	42	42	42
C <sub>1</sub>	58	58	58	58	66,5	66,5	66,5	66,5	66,5
C <sub>2</sub>	29	29	29	29	45,5	45,5	45,5	45,5	45,5
c	8	8	9	10,5	16,5	18	18	25	30
D	72	86	104,5	131,5	146	183	201	255	330
D <sub>3g7</sub>	78,5	97,5	113,5	141,5	164,5	198	219	274	358
D <sub>7h6</sub>	85	105	122	150	175	210	230	285	370
e	8,5	8,5	9,5	10	10	13	15	17	19
F	48,3	55,8	68,2	84,6	96,8	117,8	125,6	158	-
F <sub>1</sub>	104,3	111,8	133,2	158,6	191,8	210,3	245,6	427	-
f	6	6	8	10	12	14	15	15	-
H	86,3	93,8	115,2	136,1	169,3	181,3	208,6	390	-
H <sub>1</sub>	19	21	22,5	27,5	38	38	50	65	-
h	6,5	6,5	7,5	8	8	10	12	14	16
h <sub>1</sub>	6	10	10	10	10	10	10	10	13
K	6	5	6	8	8	12	9	12	24
K <sub>1</sub>	5	8	8	10	10	12	12	18	18
L	30,2 <sup>6)</sup>	32,2 <sup>7)</sup>	39,4	43,2	58,3	66,8	74,4	96,4	116,4
L <sub>1</sub>	38,2	40,2	47,3	51,2	61,2	69,7	77,2	99,3	119,3

	Size								
	3	4	5	6	7	8	9	10	11
I	15	20	20	25	30	35	35	50	60
	Please observe the load on the shaft or key!								
M	58	72	90	112	124	156	175	215	280
M <sub>1</sub>	58	72	89	112	124	156	175	215	280
M <sub>2</sub>	29	35	41	52	61	88	100	112	145
N	102	109	118,5	132	151,5	170	179	206	243,5
R	50	62,5	79,5	99	110,5	139	158	188	253
r	25	32	40	45	60	77	83	94	128
s	3xM4	3xM4	3xM5	3xM6	3xM6	3xM8	6xM8	6xM8	6xM12
s <sub>1</sub>	3xM3	3xM4	3xM4	3xM4	3xM5	3xM5	3xM6	3xM6	3xM8
T <sub>1</sub>	15	16	20	23	34	38	40	52	77,5
U	60,5	75	91	115,5	129	161	175	215	-
u	6,5	7	9	11,5	13,5	19	21,5	29	-
X	84,5	104,5	121,5	149,5	-	-	-	-	-
x	4	4	4,5	5	-	-	-	-	-
y	33°	32°	32°	32°	30°	30°	30°	30°	22,5 °
Z	3x 120°					6x60° 6x60° 6x60°			
Z <sub>1</sub> <sup>H7</sup>	23,5	28,5	32,5	40,5	52,5	75,5	82,5	92	131
z	98°	98°	105°	90°	90°	90°	90°	90°	90°
z <sub>1</sub>	8	8	8	9	9	10	15	15	15
z <sub>2</sub>	22°	22,5 °	15°	30°	45°	60°	0°	0°	0°
z <sub>3</sub>	33°	32°	33°	33°	30°	30°	30°	30°	22,5 °

1) Braking torque tolerance: + 40 % / - 20 %, other braking torques available on request

2) Higher speeds on request

3) A rotating hand release is used as a hand release for Size 11 (dimensions on request)

4) Standard voltages [VDC]: 24; 104; 180; 207

Permitted voltage tolerance: ± 10 % acc. DIN IEC 60038

5) Width b = 4<sup>±0,09</sup>, depth t = 1,2<sup>+0,1</sup>

6) Fixing screws protruding 3,2 mm

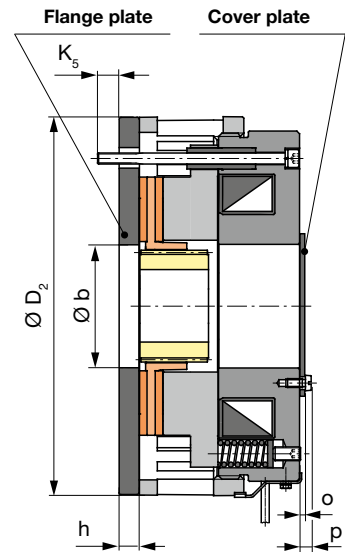
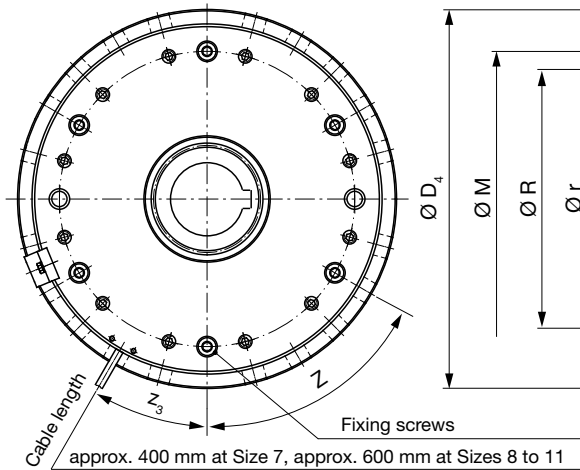
7) Fixing screws protruding 2,2 mm



**ROBA-stop® - peak load brake**  
**Type 863.41\_.\_**  
**Sizes 7 – 11**  
**Standard**

**Type 863.410.3**  
without additional parts

**Type 863.414.3**  
with flange plate  
and cover plate



Technical Data			Size				
			7	8	9	10	11
Braking torque <sup>1)</sup>	$M_N$	[Nm]	50	100	200	400	800
Electrical power	$P_{20}$	[W]	70	87	102	134	196
Max. speed <sup>2)</sup>	$n_{max}$	[rpm]	3800	3400	3000	3000	3000
Weight		[kg]	6	10,4	17	33	61




The peak load brake can be used in normal switching operation for braking and exact positioning. Additionally, it is designed to absorb extremely high friction work which may occur, for example, during EMERGENCY STOP.

Several peak loads occurring in short succession can be dealt with problem-free by the brake.

The openings in the distance ring allow removal of the occurring friction dust, additional heat dissipation via convection and surface radiation as well as comfortable checking on the brake rotor or the air gap.

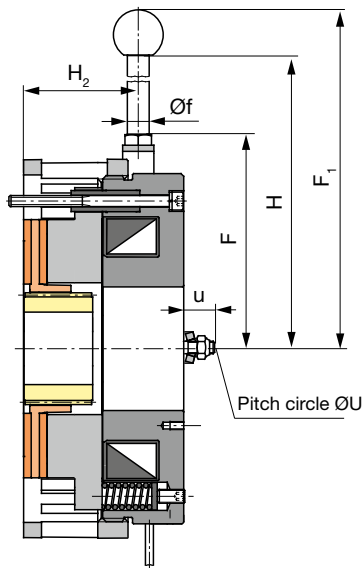
The brake can easily be connected to a DC voltage supply via our comprehensive range of electrical accessories (see pages 33 – 38).

**Order Number**

— / 8 6 3 . 4 1 — . — / — / — / —					
					
Size	Without additional parts	0	Voltage <sup>4)</sup> [VDC]	Bore Ø d <sup>H7</sup>	Keyway acc.
7	Flange plate	1	± 10 %		
8	Cover plate	2	24	(Dimensions page 15)	DIN 6885/1
9	Hand release <sup>3)</sup>	3	104		DIN 6885/3
10	Flange plate / cover plate	4	180		
11	Flange plate / hand release <sup>3)</sup>	5	207		
	Cover plate / hand release <sup>3)</sup>	6			
	Flange plate / cover plate / hand release <sup>3)</sup>	7			
		1	Terminal box with terminal		
		3	Cable		
		4	Terminal box with half-wave rectifier		
		5	Terminal box with bridge rectifier		
		6	Terminal box with spark quenching unit		

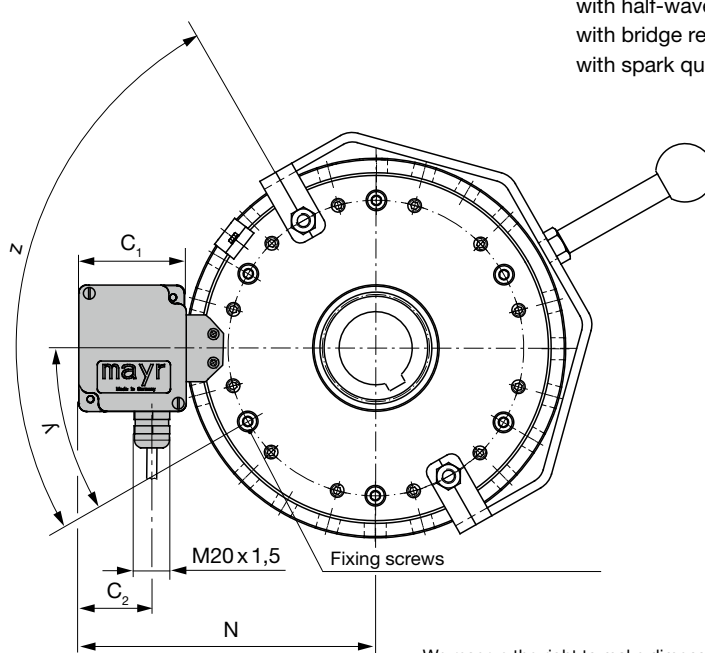
### Type 863.413.3

with hand release (Size 11 differs from the figure)



### Type 863.41\_.\_

with terminal box

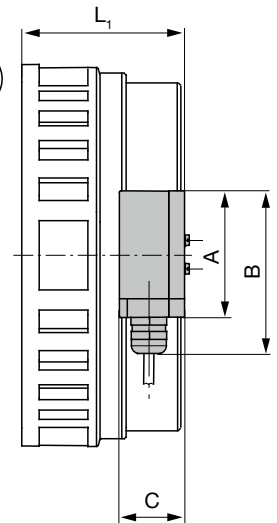


### Terminal box

with terminal  
with half-wave rectifier  
with bridge rectifier  
with spark quenching unit

### Type 863.41\_.\_1

.4  
.5  
.6



We reserve the right to make dimensional and constructional alterations.

Dimensions [mm]			Size				
			7	8	9	10	11
Bores	Ød <sub>min</sub>	DIN 6885/1	20	25	25	25	30
	Ød <sub>max</sub>	DIN 6885/1	30	45	47	57	76
		DIN 6885/3	32	-	50	60	80
	Preferred bores H7		25; 30	30; 40	40; 45	45; 50	60; 70

	Size				
	7	8	9	10	11
A	79,5	79,5	79,5	79,5	79,5
a	0,35	0,35	0,4	0,4	0,5
B	92,5	92,5	92,5	92,5	92,5
b	48	68	75	90	120
C	42	42	42	42	42
C <sub>1</sub>	66,5	66,5	66,5	66,5	66,5
C <sub>2</sub>	45,5	45,5	45,5	45,5	45,5
c	16,5	18	18	25	30
D	146	183	201	255	330
D <sub>2</sub>	165	199	220	275	360
D <sub>4</sub>	166	199	220	276	360
F	96,8	117,8	125,6	158	-
F <sub>1</sub>	191,8	210,3	245,6	427	-
f	12	14	15	15	-
G <sup>H7</sup>	50,9	73,9	80,4	90	129
H	169,3	181,3	208,6	390	-
H <sub>2</sub>	48	49	63	85	-
h	8	10	12	14	16
K <sub>4</sub>	8,2	10,8	11,3	12,2	22,2

	Size				
	7	8	9	10	11
K <sub>5</sub>	10,2	10,8	19,3	18	26,2
L <sub>4</sub>	68,2	77,7	87,3	116,3	138,3
L <sub>5</sub>	71,2	80,7	90,2	119,3	141,3
I	30	35	35	50	60
	Please observe the load on the shaft or key!				
M	124	156	175	215	280
M <sub>1</sub>	124	156	175	215	280
N	151,5	170	179	206	243,5
o	3,5	2	2	2	2
p	6,8	5,3	5,9	5,9	7
R	110,5	139	158	188	253
r	60	77	83	94	128
s	3xM6	3xM8	6xM8	6xM8	6xM12
U	129	161	175	215	-
u	13,5	19	21,5	29	-
y	30°	30°	30°	30°	22,5 °
Z	3x120°	3x120°	6x60°	6x60°	6x60°
z	90°	90°	90°	90°	90°
z <sub>3</sub>	30°	30°	30°	30°	22,5 °

1) Braking torque tolerance: + 40 % / - 20 %, other braking torques available on request  
2) Higher speeds on request

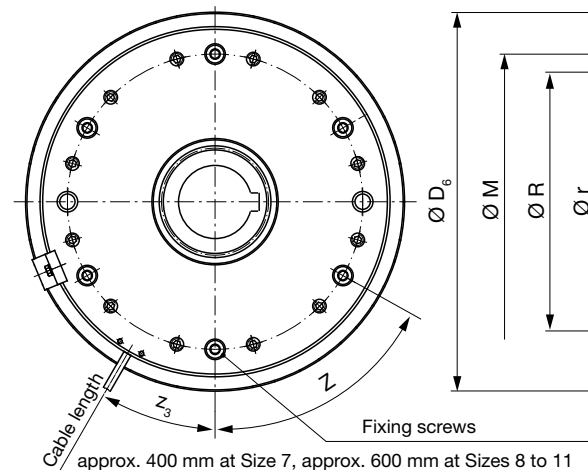
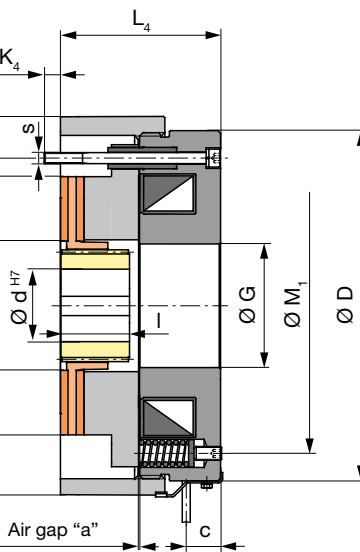
3) A rotating hand release is used as a hand release for Size 11 (dimensions on request)  
4) Standard voltages [VDC]: 24; 104; 180; 207  
Permitted voltage tolerance: ± 10 % acc. DIN IEC 60038

# ROBA-stop® - peak load brake

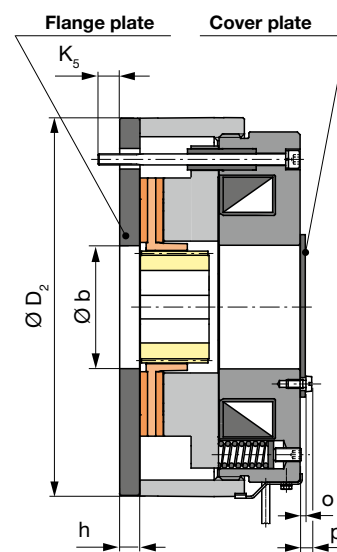
Type 866.41\_.\_

Sizes 7 – 11

Distance ring closed


Type 866.410.3  
without additional parts


Type 866.414.3

with flange plate  
and cover plate


Technical Data			Size				
			7	8	9	10	11
Braking torque <sup>1)</sup>	M <sub>N</sub>	[Nm]	50	100	200	400	800
Electrical power	P <sub>20</sub>	[W]	70	87	102	134	196
Max. speed <sup>2)</sup>	n <sub>max</sub>	[rpm]	3800	3400	3000	3000	3000
Weight		[kg]	6	10,4	17	33	61









The peak load brake can be used in normal switching operation for braking and exact positioning. Additionally, it is designed to absorb high friction work which may occur, for example, during EMERGENCY STOP.

Peak loads occurring in short succession can be dealt with problem-free by the brake.

The peak load brake is protected by the closed distance ring against dust and dirt. The brake in connection with the cover plate corresponds to Protection IP54.

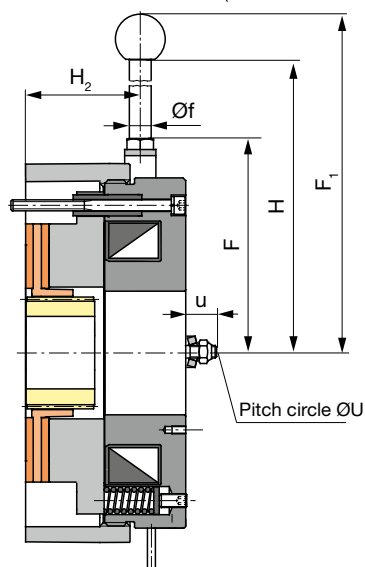
The brake can easily be connected to a DC voltage supply via our comprehensive range of electrical accessories (see pages 33 – 38).

## Order Number

_ / 8 6 6 . 4 1 _ . _ / _ / _ / _																																									
																																									
Size	Without additional parts										0	Voltage <sup>4)</sup> [VDC]										Bore Ø d <sup>H7</sup> (Dimensions page 17)										Keyway acc. DIN 6885/1 DIN 6885/3									
7	Flange plate										1	± 10 %																													
8	Cover plate										2	24																													
9	Hand release <sup>3)</sup>										3	104																													
10	Flange plate / cover plate										4	180																													
11	Flange plate / hand release <sup>3)</sup>										5	207																													
	Cover plate / hand release <sup>3)</sup>										6																														
	Flange plate / cover plate / hand release <sup>3)</sup>										7																														
												1										Terminal box with terminal																			
												3										Cable																			
												4										Terminal box with half-wave rectifier																			
												5										Terminal box with bridge rectifier																			
												6										Terminal box with spark quenching unit																			

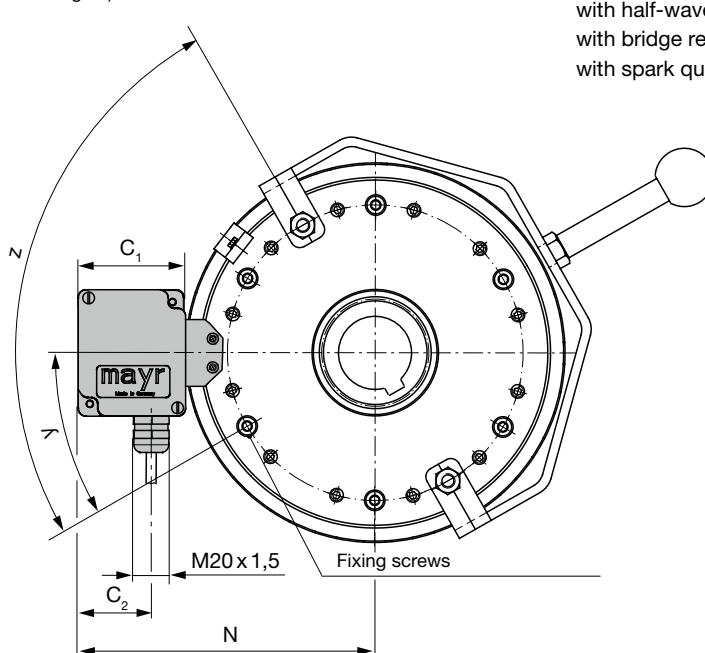
### Type 866.413.3

with hand release (Size 11 differs from the figure)



### Type 866.41\_..

with terminal box

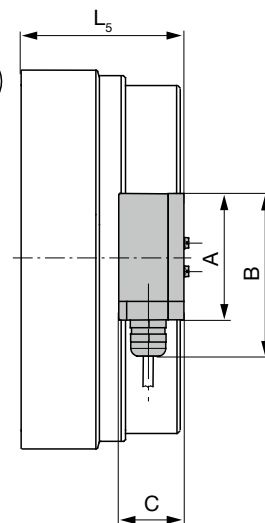


### Terminal box

with terminal  
with half-wave rectifier  
with bridge rectifier  
with spark quenching unit

### Type 866.41\_..1

.4  
.5  
.6



We reserve the right to make dimensional and constructional alterations.

Dimensions [mm]			Size				
			7	8	9	10	11
Bores	Ød <sub>min</sub>	DIN 6885/1	20	25	25	25	30
	Ød <sub>max</sub>	DIN 6885/1	30	45	47	57	76
		DIN 6885/3	32	-	50	60	80
	Preferred bores H7		25; 30	30; 40	40; 45	45; 50	60; 70

	Size				
	7	8	9	10	11
A	79,5	79,5	79,5	79,5	79,5
a	0,35	0,35	0,4	0,4	0,5
B	92,5	92,5	92,5	92,5	92,5
b	48	68	75	90	120
C	42	42	42	42	42
C <sub>1</sub>	66,5	66,5	66,5	66,5	66,5
C <sub>2</sub>	45,5	45,5	45,5	45,5	45,5
c	16,5	18	18	25	30
D	146	183	201	255	330
D <sub>2</sub>	165	199	220	275	360
D <sub>6</sub>	166	199	220	276	360
F	96,8	117,8	125,6	158	-
F <sub>1</sub>	191,8	210,3	245,6	427	-
f	12	14	15	15	-
G <sup>H7</sup>	50,9	73,9	80,4	90	129
H	169,3	181,3	208,6	390	-
H <sub>2</sub>	48	49	63	85	-
h	8	10	12	14	16
K <sub>4</sub>	8,2	10,8	11,3	12,2	22,2

	Size				
	7	8	9	10	11
K <sub>5</sub>	10,2	10,8	19,3	18	26,2
L <sub>4</sub>	68,2	77,7	87,3	116,3	138,3
L <sub>5</sub>	71,2	80,7	90,2	119,3	141,3
I	30	35	35	50	60
Please observe the load on the shaft or key!					
M	124	156	175	215	280
M <sub>1</sub>	124	156	175	215	280
N	151,5	170	179	206	243,5
o	3,5	2	2	2	2
p	6,8	5,3	5,9	5,9	7
R	110,5	139	158	188	253
r	60	77	83	94	128
s	3xM6	3xM8	6xM8	6xM8	6xM12
U	129	161	175	215	-
u	13,5	19	21,5	29	-
y	30°	30°	30°	30°	22,5 °
Z	3x120°	3x120°	6x60°	6x60°	6x60°
z	90°	90°	90°	90°	90°
z <sub>3</sub>	30°	30°	30°	30°	22,5 °

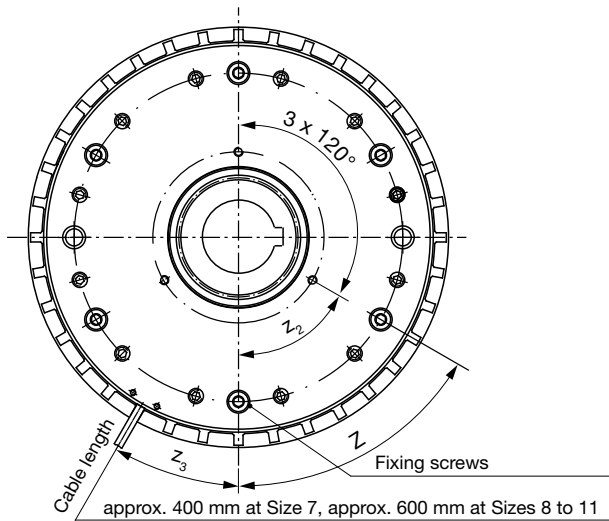
1) Braking torque tolerance: + 40 % / - 20 %, other braking torques available on request  
2) Higher speeds on request

3) A rotating hand release is used as a hand release for Size 11 (dimensions on request)  
4) Standard voltages [VDC]: 24; 104; 180; 207  
Permitted voltage tolerance: ± 10 % acc. DIN IEC 60038

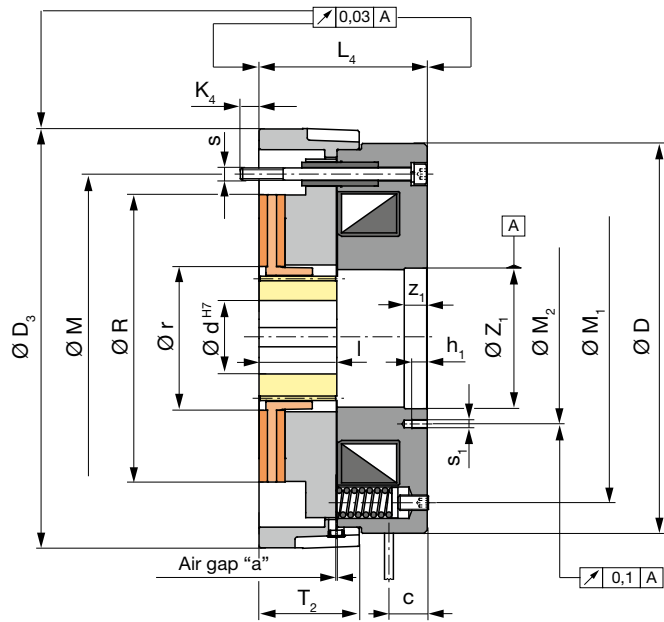
# ROBA-stop®-tacho peak load brake

Type 883.41\_.\_

Sizes 7 – 11



## Type 883.410.3 without additional parts



We reserve the right to make dimensional and constructional alterations.

Technical Data			Size				
			7	8	9	10	11
Braking torque <sup>1)</sup>	M <sub>N</sub>	[Nm]	50	100	200	400	800
Electrical power	P <sub>20</sub>	[W]	70	87	102	134	196
Max. speed <sup>2)</sup>	n <sub>max</sub>	[rpm]	3800	3400	3000	3000	3000
Weight		[kg]	6	10,5	17,2	33,8	62,7







Dimensions [mm]		Size				
		7	8	9	10	11
Bores	Ø d <sub>min</sub> DIN 6885/1	20	25	25	25	30
	DIN 6885/1	30	45	47	57	76
	Ø d <sub>max</sub> DIN 6885/3	32	-	50	60	80
	Preferred bores H7	25; 30	30; 40	40; 45	45; 50	60; 70



	Size				
	7	8	9	10	11
a	0,4	0,4	0,45	0,45	0,55
c	16,5	18	18	25	30
D	146	183	201	255	330
D <sub>3g7</sub>	164,5	198	219	274	358
h <sub>1</sub>	10	10	10	10	13
K <sub>4</sub>	8,2	10,8	11,3	12,2	22,2
L <sub>4</sub>	68,3	77,8	87,4	116,4	138,4
l	30	35	35	50	60
Please observe the load on the shaft or key!					
M	124	156	175	215	280
M <sub>1</sub>	124	156	175	215	280

	Size				
	7	8	9	10	11
M <sub>2</sub>	61	88	100	112	145
R	110,5	139	158	188	253
r	60	77	83	94	128
s	3xM6	3xM8	6xM8	6xM8	6xM12
s <sub>1</sub>	3xM5	3xM5	3xM6	3xM6	3xM8
T <sub>2</sub>	44	49	53	72	99,5
Z	3x120°	3x120°	6x60°	6x60°	6x60°
Z <sub>1</sub> H7	52,5	75,5	82,5	92	131
z <sub>1</sub>	9	10	15	15	15
z <sub>2</sub>	45°	60°	0°	0°	0°
z <sub>3</sub>	30°	30°	30°	30°	22,5°

## Order Number

— / 8 8 3 . 4 1 — . — / — / — / —								
     								
Size	Without additional parts				0	Voltage <sup>4)</sup> [VDC] ± 10 %	Bore Ø d <sup>H7</sup>  (Dimensions page 18)	Keyway acc.  DIN 6885/1 DIN 6885/3
7	Hand release <sup>3)</sup>				3			
8						24		
9	Terminal box with terminal				1	104		
10	Cable				3	180		
11	Terminal box with half-wave rectifier				4	207		
	Terminal box with bridge rectifier				5			
	Terminal box with spark quenching unit				6			

Example: 7 / 883.410.3 / 104 / 25 / 6885/1

- 1) Braking torque tolerance: + 40 % / - 20 %, other braking torques available on request  
2) Higher speeds on request

- 3) A rotating hand release is used as a hand release for Sizes 10 and 11 (dimensions on request)  
4) Standard voltages [VDC]: 24; 104; 180; 207  
Permitted voltage tolerance: ± 10 % acc. DIN IEC 60038

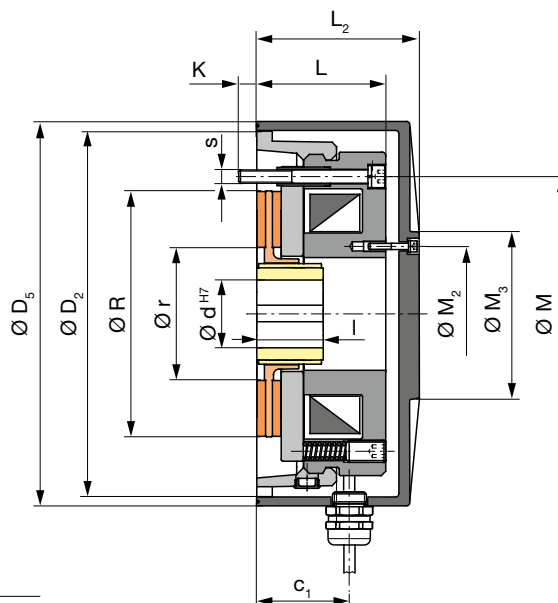
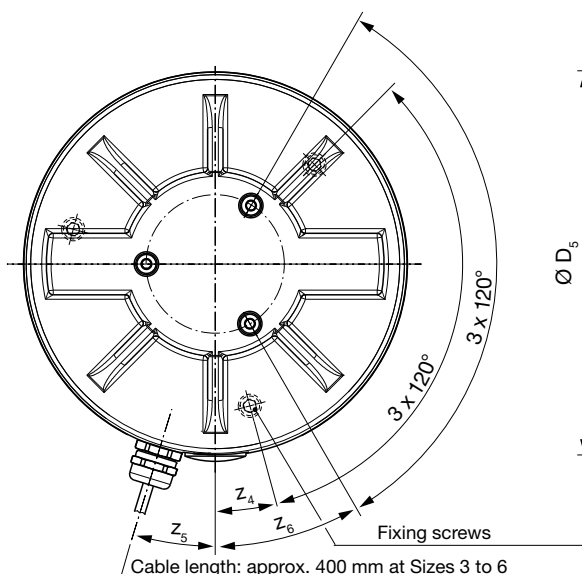


# ROBA-stop®-sealed

## Type 80\_.418.3

### Sizes 3 – 6

## Type 80\_.418.3



We reserve the right to make dimensional and constructional alterations.

Technical Data		Size			
		3	4	5	6
Braking torque <sup>1)</sup>	$M_N$ [Nm]	3	6	12	26
Electrical power	$P_{20}$ [W]	17	24	33	50
Max. speed <sup>2)</sup>	$n_{max}$ [rpm]	6000	5000	4800	4000

This positioning brake design is completely enclosed and corresponds to Protection IP67 (TÜV- (German Technical Inspectorate) approved).

Installation of the sealing cover is simple.

An aluminium cover is screwed onto the pre-installed standard positioning brake.

The cable outlet is protected by a completely watertight screw connector.

The brake magnetic coil can easily be connected to a DC voltage supply via our comprehensive range of electrical accessories (see pages 33–38).

Special variations of this sealed brake which are suitable for a continuous shaft can be designed and produced on request.



Dimensions [mm]		Size			
		3	4	5	6
Bores	$\varnothing d_{min}$ DIN 6885/1	8	10	10	15
	DIN 6885/1	11	13	18	23
	$\varnothing d_{max}$ DIN 6885/2	12 <sup>3)</sup>	-	-	-
	DIN 6885/3	-	15	20	25
	Preferred bores H7	10; 11; 12	12; 15	15; 20	20; 25

	Size			
	3	4	5	6
$c_1$	24	25	30	33
$D_2$	79	98	114	142
$D_5$	91	110	125	155
$K$	6	5	6	8
$L$	30,2	32,2	39,3	43,2
$L_2$	45	50	58	62
$I$	15	20	20	25
Please observe the load on the shaft or key!				

	Size			
	3	4	5	6
$M$	58	72	90	112
$M_2$	29	35	41	52
$M_3$	48	55	60	75
$R$	50	62,5	79,5	99
$r$	25	32	40	45
$s$	3xM4	3xM4	3xM5	3xM6
$z_4$	8°	8°	15°	0°
$z_5$	25°	24°	17°	32°
$z_6$	30°	30,5°	30°	30°

- 1) Braking torque tolerance: + 40 % / - 20 %, other braking torques available on request
- 2) Higher speeds on request
- 3) Width  $b = 4^{+0,1}$ , depth  $t = 1,2^{+0,1}$
- 4) Standard voltages [VDC]: 24; 104; 180; 207  
Permitted voltage tolerance: ± 10 % acc. DIN IEC 60038

## Order Number

<div><div><div>— / 8 0 — . 4 1 8 . 3 / — / — / —</div><div><div>△</div><div>△</div><div>△</div><div>△</div><div>△</div><div>△</div></div></div></div>							
Size	Standard armature disk	0	Cable	3	Voltage <sup>4)</sup> [VDC] ± 10 %	Bore Ø d <sup>H7</sup> (Dimensions page 19)	Keyway acc. DIN 6885/1 DIN 6885/2 DIN 6885/3
3							
4	Fast acting armature disk	2			24		
5					104		
6					180		
					207		

Example: 5 / 802.418.3 / 104 / 15 / 6885/1

## ROBA-stop<sup>®</sup>-S

ROBA-stop<sup>®</sup>-S have two functions. During standard operation they work as holding brakes. When the drives have been switched off the brakes hold the system safely in position. During critical operational situations, e.g. with EMERGENCY STOP or power failure, ROBA-stop<sup>®</sup>-S are designed to absorb peak loads with high friction work. These brakes are designed for vertical and horizontal operations.

### Dust and waterproof

Completely enclosed brake design corresponds to Protection IP67.

### Permanent protection against corrosion

Protection IP67, a high-quality brake body primary coating, chrome or nickel-coated interior parts or use of rustproof steels ensure protection against corrosion.

### Easy handling

Compact construction and small outer diameters mean easy brake handling.

### Inspection without system downtimes

Should the friction linings be worn, just readjust the air gap or replace the rotor with its friction linings.

### Minimum operating expenses

High working reliability and low maintenance expenditure reduce the operating expenses of the brake to a minimum.

### Condensation water inspection

Regular inspection is possible via a drain plug.

### Rectifier

A rectifier integrated in the terminal box allows a brake connection to AC-supply. The magnetic coil is designed as a DC-coil.

### Wear Monitoring

An additional microswitch can be installed into the ROBA-stop<sup>®</sup>-S which monitors the wear on the friction linings.

### Brake housing and integral terminal box

The one-piece cast iron housing with integrated terminal box is extremely robust and, therefore, protected against mechanical damages.

### Optimum protection for electrical equipment

The electrical supply and the inspection and monitoring function microswitches are completely protected inside the cast terminal box.

### Release monitoring

The ROBA-stop<sup>®</sup>-S is fitted with a microswitch for release monitoring. The microswitch emits a signal when the brake is opened.

### Tacho attachment

The brake body can be fitted with a tacho attachment. If no tacho is used, the coil carrier is closed by a cover.

### Emergency hand release

The ROBA-stop<sup>®</sup>-S is fitted with an emergency hand release. The brake can be released mechanically via two screws (bracket hand release available on request).

### Inspection without system downtimes

A threaded hole allows fast inspection of the air gap without dismantling the brake or system stoppage.

### Motors with self-ventilation

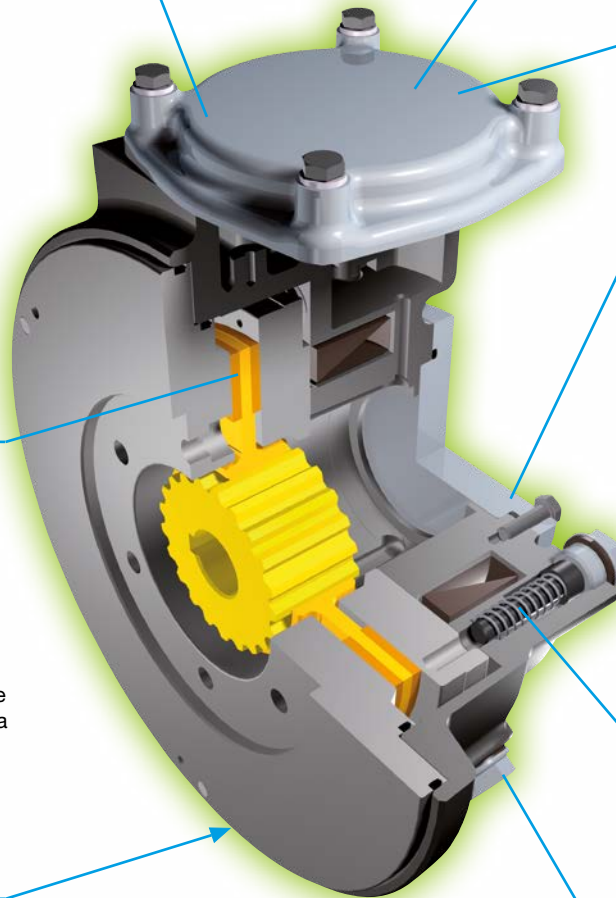
In order to assemble the ROBA-stop<sup>®</sup>-S onto motors with continuous shafts on the B-bearing side, the closed standard-cover on the brake rear side is exchanged for the open cover with integrated radial shaft sealing ring.

### Anti-condensation heating

This heating system prevents condensation water inside the brake. Its usage is especially recommended at temperatures under zero degrees Celsius or in high air humidity.

### Braking torque

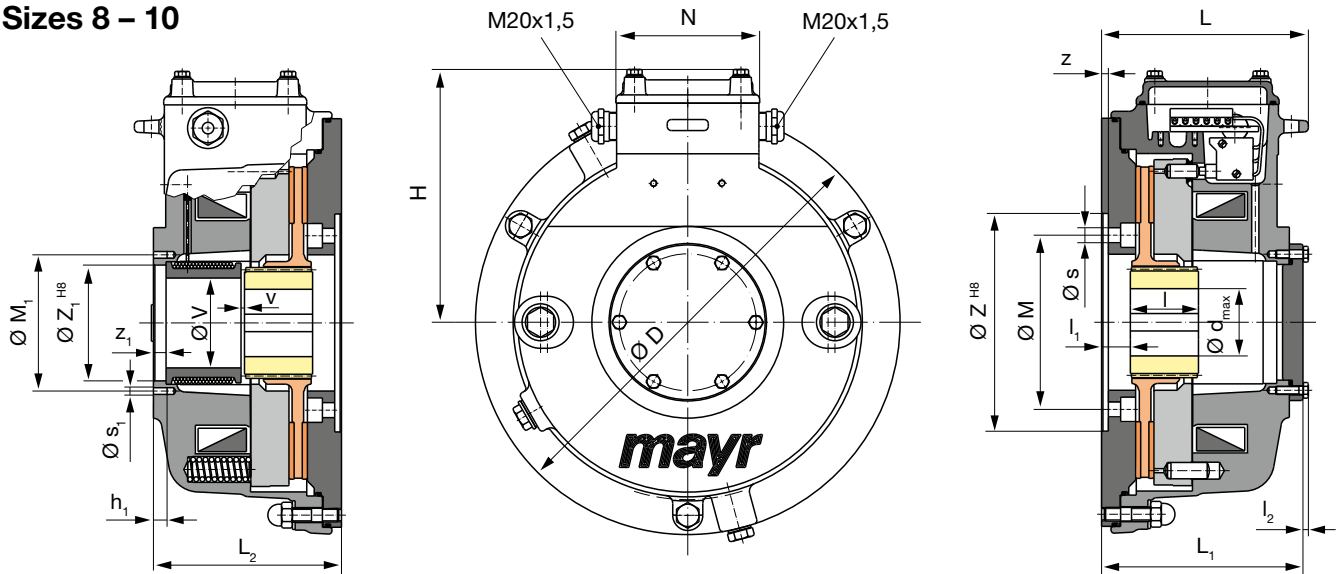
By changing the number of springs, the braking torque can be adapted to the customer's requirements.



## ROBA-stop® - S

Type 856.417.\_

Sizes 8 – 10



We reserve the right to make dimensional and constructional alterations.

Technical Data				Size		
				8	9	10
Braking torque <sup>1)</sup>	$M_N$	[Nm]		100	200	400
Electrical power	$P_{20}$	[W]		85	100	120
	ACH <sup>2)</sup>	[W]		15	15	21
Max. speed	$n_{max}$	[rpm]		3400	3000	3000
Tightening torque	Fixing screws	s	[Nm]	23	23	46
Weight	with flange plate		[kg]	19	26	42

Dimensions [mm]			Size		
			8	9	10
Bores	$\varnothing d_{min}^{3)}$	DIN 6885/1	25	25	25
	$\varnothing d_{max}^{3)}$	DIN 6885/1	45	47	57
	$\varnothing d_{max}^{3)}$	DIN 6885/3	-	50	60

1) Tolerance: + 40 % / - 20 %, other braking torques available on request

2) ACH = Anti-condensation heating, standard voltages [VAC]: 115; 230






3) Please observe the load on the shaft or key!

4) Standard voltages [VDC]: 24; 104; 180; 207

Permitted voltage tolerance:  $\pm 10\%$  acc. DIN IEC 60038

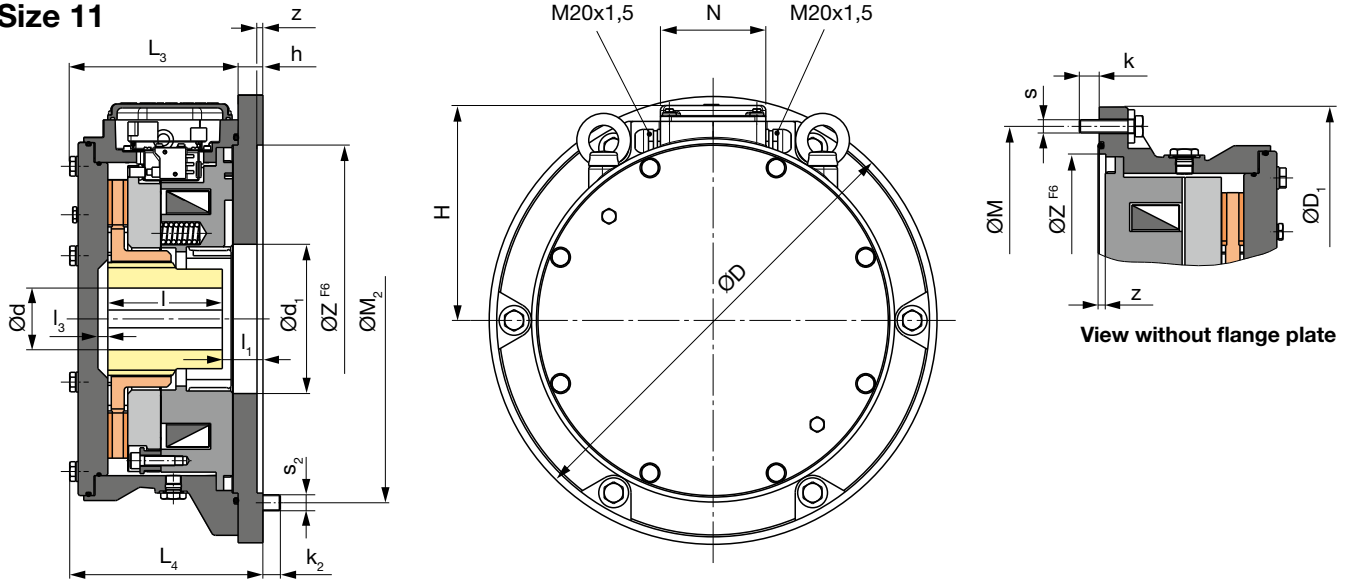
Size	ØD	H	h <sub>1</sub>	L	L <sub>1</sub>	L <sub>2</sub>	I <sup>3)</sup>	I <sub>1</sub>	I <sub>2</sub>	ØM	ØM <sub>1</sub>	N	s	s <sub>1</sub>	ØV	v	Z	Z <sub>1</sub>	z	z <sub>1</sub>
8	240	155	10	143,5	118	108	35	12	4	100	100	109	6 x Ø9	M6	46	6,5	130	85	5	5,5
9	270	167	10	138,5	128,5	118,5	35	18	4	110	100	109	8 x Ø9	M6	50	6,5	140	85	5	6
10	310	185	10	152,0	148	138	50	21 <sub>-10</sub>	4	128	100	109	8 x Ø11	M6	66	2,0 <sup>+10</sup>	160	85	5	9

### Order Number

— / 8 5 6 . 4 1 7 . — / — / — / —									
    									
Size 8 9 10	Terminal box:				with terminal	1	Voltage <sup>4)</sup> [VDC]	Bore	Keyway
					with half-wave rectifier	4	± 10 %	Ø d <sup>H7</sup>	acc.
					with bridge rectifier	5	24	(Dimensions	DIN 6885/1
							104	page 21)	DIN 6885/3
							180		
Options:				- Anti-condensation heating		207			
				- Microswitch for wear monitoring					
				- Other Types available on request					

Example: 9 / 856.417.4 / 104 / 30 / 6885/1

**ROBA-stop®- S**  
**Type 856.41 \_ \_**  
**Size 11**



We reserve the right to make dimensional and constructional alterations.

Technical Data			Size 11
Braking torque <sup>1)</sup>	M <sub>N</sub>	[Nm]	800
Electrical power	P <sub>20</sub>	[W]	268
	ACH <sup>2)</sup>	[W]	on request
Max. speed	n <sub>max</sub>	[rpm]	3000
Tightening torque	s	[Nm]	61
	s <sub>2</sub>	[Nm]	122
Weight	with flange plate	[kg]	95
	without flange plate	[kg]	86

Dimensions [mm]		Size 11
Bores	Ød <sub>min</sub> <sup>3)</sup>	DIN 6885/1 55
	Ød <sub>max</sub> <sup>3)</sup>	DIN 6885/1 75

1) Tolerance: + 40 % / - 20 %, other braking torques available on request  
2) ACH = Anti-Condensation heating, standard voltages [VAC]: 115; 230

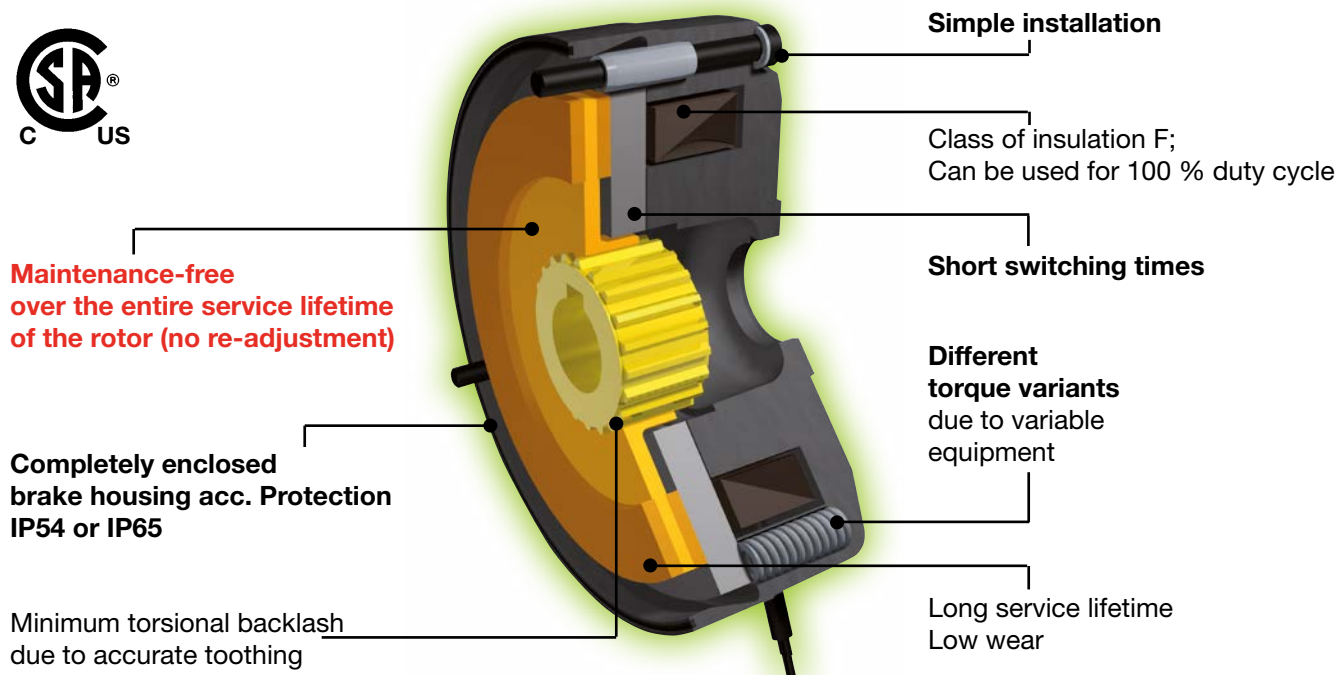
3) Please observe the load on the shaft or key!  
4) Standard voltages [VDC]: 104; 180; 207  
Permitted voltage tolerance: ± 10 % acc. DIN IEC 60038

Ø D <sub>1</sub>	Ø D	Ø D <sub>1</sub>	H	h	k	k <sub>2</sub>	L <sub>3</sub>	L <sub>4</sub>	I <sup>3)</sup>	I <sub>1</sub>	I <sub>3</sub>	Ø M	Ø M <sub>2</sub>	N	s	s <sub>2</sub>	Z	z
150	450	435	217	25	24	17,5	169,1	194,1	115	40,8	10	400	400	106	6 x M12	8 x M16	350	6

**Order Number**

11	/	8	5	6	.	4	1	_	.	_	/	_	/	_	/	_
Size 11																
		<b>Additional Parts:</b>														
		Without additional parts				3										
		Flange plate				5										
		Flange plate + wear monitoring				6										
		Wear monitoring				8										
		<b>Options:</b>														
		- Anti-condensation heating														
		- Tacho attachment possibility														
		- Other Types available on request														

## ROBA-stop®-M the robust, cost-effective motor brake



### Designs

- ❑ **ROBA-stop®-M standard brake**  
As a working brake it brakes off movement, and positions at the required point.
- ❑ **ROBA-stop®-M holding brake**  
Holds drives safely in position when they are not running and brakes off movement on EMERGENCY STOP.

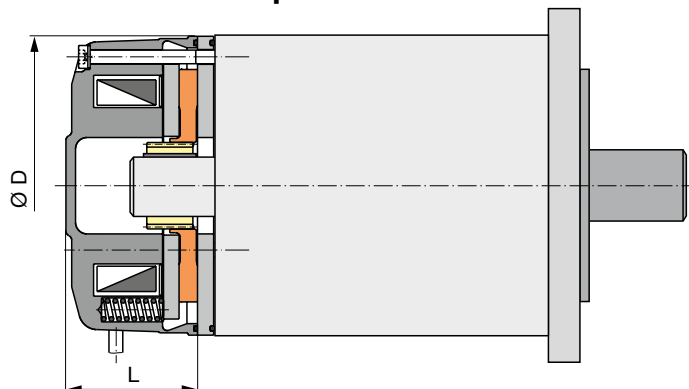


On request ROBA-stop®-M safety brakes can also be delivered with UL approval.



ROBA-stop®-M safety brakes are also available in ATEX design according to the directive 94/9 EC (ATEX 95).  
(Please contact the manufacturer separately for this).

### Installation Example



ROBA-stop®-M safety brake on the B-bearing side of an electromotor. The design with flange plate is used if there is no suitable counterfriction surface for the brake linings available motor-side.

Technical Data and Dimensions			Size										
			2	4	8	16	32	60	100	150	250	500	1000
Braking torque	Standard brake <sup>1)</sup>	$M_N$ [Nm]	2	4	8	16	32	60	100	150	250	500	1000
	Holding brake <sup>2)</sup>	$M_N$ [Nm]	4	8	16	32	64	100	180	250	450	800	1600
Shaft Ø	Standard brake	[mm]	8-15	10-15	11-20	14-25	19-30	22-35	24-45	30-50	40-60	50-80	75-90
	Holding brake	[mm]	8-15	10-15	11-20	14-25	19-30	22-35	24-45	30-50	40-55	50-75	75-90
Brake	Outer Ø	ØD [mm]	76	87	103	128	148	168	200	221	258	310	382
	Length	L [mm]	39	41,5	45,2	55,7	61,7	72,5	84	97	116	114	135

1) Tolerance +30 % / -10 %

2) Tolerance +40 % / -20 %



For detailed technical data and dimensions, please see catalogue: **ROBA-stop®-M K.891.V\_ \_ \_**



## ROBA-stop® – Short Description Installation

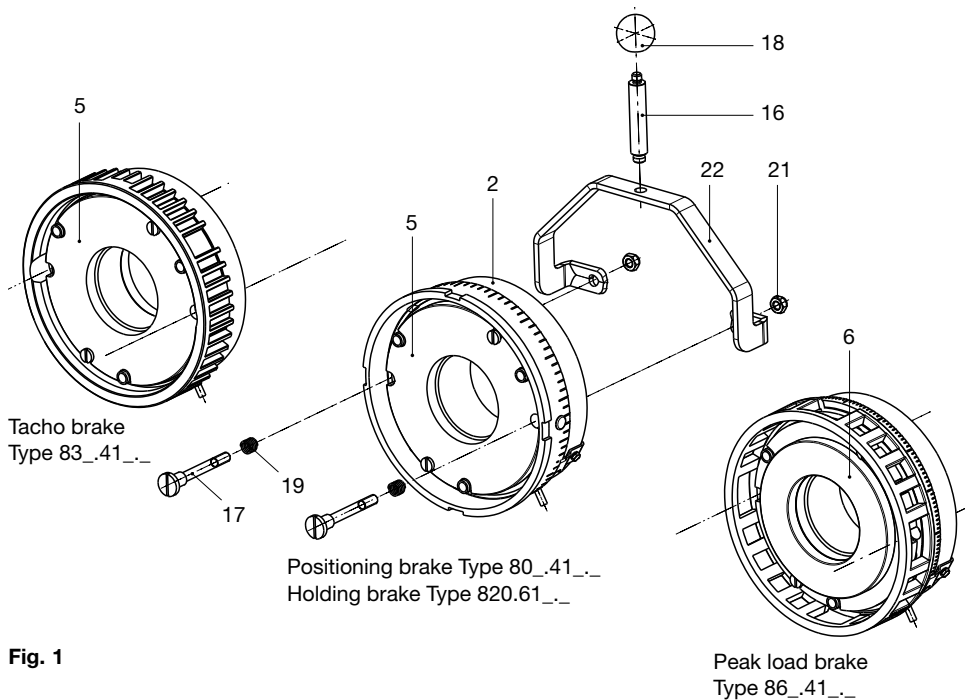


Fig. 1

### Parts List

(Only use *mayr®* original parts)

- |    |                                |
|----|--------------------------------|
| 1  | Hub                            |
| 2  | Coil carrier                   |
| 5  | Armature disk                  |
| 6  | Fast-acting peak-load armature |
| 11 | Brake spring                   |
| 13 | Fixing screw                   |
| 14 | Set screw                      |
| 29 | Flange plate                   |
| 30 | Cover plate                    |
| 31 | Distance ring                  |
| 35 | Rotor                          |
| 58 | Lock washer                    |

### Hand release

- |    |                      |
|----|----------------------|
| 16 | Threaded bolt        |
| 17 | Restoring bolt       |
| 18 | Spherical button     |
| 19 | Restoring spring     |
| 21 | Locking nut          |
| 22 | Hand release bracket |

### Installation Conditions

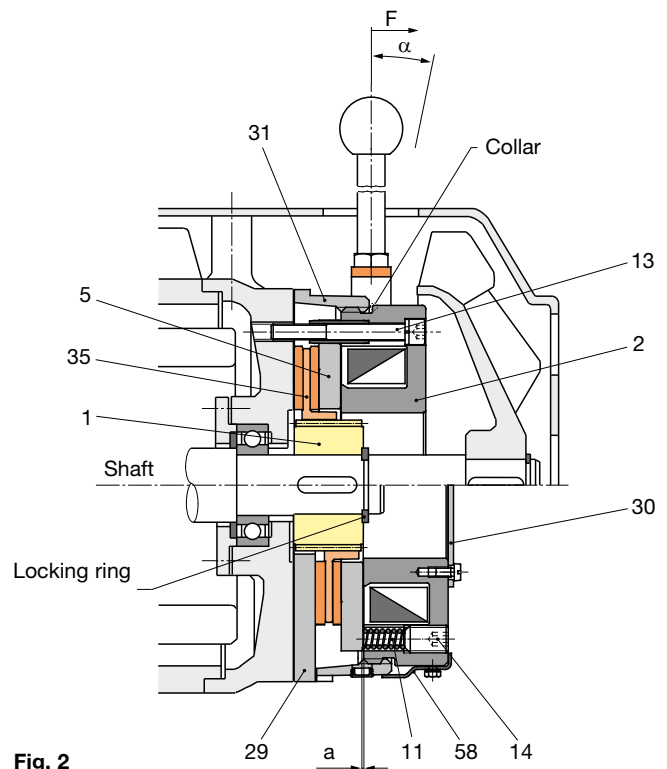
- The eccentricity of the shaft end in relation to the mounting pitch circle must not exceed 0,2 mm (on brakes sizes 3 – 6) and on larger brakes, 0,4 mm.
- The positional tolerance of the threads for the cap screws (13, Fig. 2) must not exceed 0,2 mm.
- The axial run-out deviation of the screw-on surface to the shaft must not exceed the permitted axial run-out tolerance acc. DIN 42955. The reference diameter is the pitch circle diameter for securement of the brakes. Larger deviations can lead to a drop in torque, to continuous grinding of the rotor and to overheating.
- The rotor and brake surfaces must be oil and grease-free.
- A suitable counter friction surface made of steel or grey cast iron must be provided for the rotor (35). Sharp-edged interruptions on the friction surfaces must be avoided. If no suitable counter friction surface is available, our flange plate (29, Fig. 2, lower half) can be used.

### Short Description

Please find a detailed installation description in the Installation and Operational Instructions for the product (also on [www.mayr.com](http://www.mayr.com)).

ROBA-stop® brakes are particularly easy to install:

- Mount the hub (1) onto the shaft and secure it axially (e.g. using a locking ring).
  - Recommended tolerance for the shaft-hub connection H7 / k6.
  - Avoid too tight hub-shaft connections (particularly on maximum bores). They lead to the rotor (35) jamming on the hub (1) and therefore to brake malfunctions.
- Push the rotor (35) onto the toothed hub (1) by hand.
- Attach the brake onto the motor bearing shield or the machine wall using the fixing screws (13) to the tightening torque  $T_A$  (acc. Table 1, page 25).



Installation is possible vertically or horizontally.

In the design with a mounted cover plate (30, Fig. 2, lower half), the brake is completely enclosed and corresponds to Protection IP54.

## ROBA-stop® – Short Description Installation

### Braking Torque

#### Definition

The braking torque stated in the Technical Data is the torque effective in the shaft train on slipping brakes, with a sliding speed of 1 m/s referring to the mean friction radius (acc. DIN VDE 0580).

Please observe on using the brake for different applications that braking torque deviations of up to approx. + 40 % / - 20 % can occur (if necessary, please contact the manufacturers).

The load torque on the machine should be max. 50 % of the given braking torque.

#### Adjustment

The ROBA-stop® brakes are set manufacturer-side to the braking torque stipulated on order. By turning the set screws (14, Fig. 2, page 24) to the left, the braking torque is reduced. By turning them to the right, the braking torque is increased.

When adjusting the braking torque, all set screws (14, Fig. 2, page 24) must be adjusted evenly.

If the braking torque is to be decreased to a larger extent, some springs (11, Fig. 2, page 24) must be removed. To do this, it is necessary to remove two springs which lie opposite to each other, to guarantee an even load on the armature disk (5).

Please order the respective Adjustment Diagrams from the manufacturer if changing the braking torque customer-side.

### Hand Release Installation

The hand release is to be installed and set according to the Instructions.

When adjusting the locking nuts (21, Fig. 3), please observe that the restoring bolts (17) limit the armature disk (5) stroke in the direction of the brake.



The restoring bolts (17) may only be tightened using the locking nuts (21) so much that at least the adjustment dimension "x" acc. Table 1 and Fig. 3 remains between the armature disk (5) and the coil carrier (2). While doing this, please adjust both restoring bolts (17) evenly!

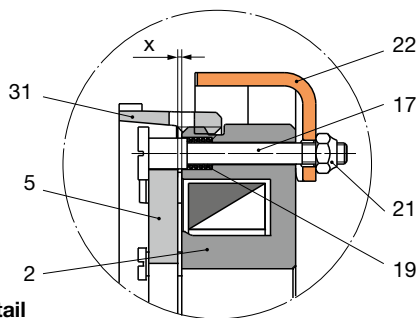


Fig. 3: Detail

### Air Gap Adjustment

The working air gap between the armature disk (5) and the coil carrier (2) is set manufacturer-side to the nominal dimension "a", Fig. 2, page 24 and Table 1, page 25.

However, as the rotor (35) wears down, the air gap "a" increases. The nominal air gap can be re-established by turning the threaded distance ring (31).

#### Re-adjustment

1. Remove a sealing plug of the threaded distance ring (31). Measure the air gap before adjustment in de-energised conditions using a feeler gauge. The difference from the measured air gap to the nominal air gap "a" acc. Table 1 must be re-adjusted.

2. Loosen the fixing screws (13) and the lock washer (58).

3. Turn the threaded distance ring (31) anti-clockwise (facing direction towards the rear side of the brake).

Turning the distance ring (31) **one graduation line** on the engraved scale equals:

- an air gap re-adjustment of **0,05 mm**  
on Sizes 3 to 6 for Types 80\_41\_ / 820.61\_ ,  
on Sizes 7 to 11 for Types 86\_41\_ ,
- an air gap re-adjustment of **0,1 mm**  
on Sizes 7 to 11 for Types 80\_41\_ / 820.61\_

4. Tighten the fixing screws (13) (tightening torques acc. Table 1) and attach the lock washer (58).

5. Check the air gap, nominal air gap "a" acc. Table 1 must be given.

Re-adjustment can be repeated until the threaded distance ring (31) lies against the coil carrier (2) collar, Fig. 2, page 24. This contact prevents unpermitted wear on the rotor (35). Replace the rotor (35) if re-adjustment is no longer possible.

### Maintenance

At specific intervals, the air gap between the armature disk and the coil carrier must be inspected and re-adjusted.

When the rotor has reached the maximum permitted degree of wear, it must be replaced.

Please make sure that on replacement the friction surfaces and brake linings are oil and grease-free.

Apart from this, the brake is maintenance-free.

Technical Data – Installation			Size									
			2	3	4	5	6	7	8	9	10	11
Nominal air gap	a	[mm]	0,15	0,2	0,2	0,25	0,25	0,35	0,35	0,4	0,4	0,5
Adjustment dimension	x	[mm]	0,8	1,0	1,1	1,2	1,6	1,4	1,5	1,5	2,0	-
Actuation angle	$\alpha$	[°]	10	15	15	11	11	8	7	7	15	-
Hand release												
Release force	F	[N]	10	17	30	50	80	160	200	350	350	-
Tightening torque	$T_A$	[Nm]	3	3	3	6	8	8	10	10	10	40
Fixing screws item 13												

Table 1

# ROBA-stop® – Brake Dimensioning

## Brake Size Selection

### 1. Brake selection

$$M_{NA} = \frac{9550 \times P}{n} \quad [\text{Nm}]$$

$$M_{\text{erf.}} = M_{NA} \times K \leq M_N \quad [\text{Nm}]$$

$$t_v = \frac{J \times n}{9,55 \times M_v} \quad [\text{s}]$$

$$J_1 = J_2 \times \left( \frac{n_2}{n_1} \right)^2 \quad [\text{kgm}^2]$$

$$M_v = M_N + (-) \times M_L \quad (M_L \leq 0,5 \times M_N) \quad [\text{Nm}]$$

### 2. Inspection of thermic load

$$Q_r = \frac{J \times n^2}{182,4} \times \frac{M_N}{M_v} \quad [\text{J}]$$

The permitted friction work (switching work)  $Q_{r \text{ zul.}}$  or  $Q_{rs \text{ zul.}}$  per braking for the specified switching frequency can be taken from the friction-power diagrams (pages 28 – 30).

If the friction work (switching work) per braking is known, the max. switching frequency can also be taken from the friction-power diagrams (pages 28 – 30).

### 3. Lifetime calculation

$$Z_{0,1} = \frac{Q_{r 0,1}}{Q_r} \quad [-]$$

$$Z_N = Z_{0,1} \times V_N \quad [-]$$

$$Z_g = Z_{0,1} \times V_g \quad [-]$$

### Key:

J	[kgm <sup>2</sup> ]	Mass moment of inertia
J <sub>1</sub>	[kgm <sup>2</sup> ]	Reduced mass moment of inertia
K	[-]	Safety factor (1 – 3 x according to conditions)
M <sub>NA</sub>	[Nm]	Nominal torque on drive
M <sub>erf.</sub>	[Nm]	Required braking torque
M <sub>v</sub>	[Nm]	Deceleration torque
M <sub>L</sub>	[Nm]	Load torque on system
		* sign in brackets (-) is valid if load is braked during downward
M <sub>N</sub>	[Nm]	Nominal torque (Technical Data pages 7 – 22)
n	[rpm]	Speed
P	[kW]	Input power
t <sub>v</sub>	[s]	Braking action
Q <sub>r</sub>	[J]	Friction work present per braking
Q <sub>r 0,1</sub>	[J]	Friction work per 0,1 mm wear (Table 2)
Q <sub>r ges.</sub>	[J]	Friction work up to rotor replacement (Table 2)
Q <sub>r zul.</sub>	[J]	Permitted friction work per braking (Diagrams 1, 3–6)
Q <sub>rs zul.</sub>	[J]	Perm. friction work per braking on peak load (Diagram 2)
Q <sub>N</sub>	[-]	Friction work up to re-adjustment (Table 2)
V <sub>N</sub>	[-]	Wear factor up to re-adjustment (Table 2)
V <sub>g</sub>	[-]	Wear factor for total wear (Table 2)
z	[braking/min.]	Number of brakings per minute
Z <sub>N</sub>	[-]	Number of brakings up to re-adjustment
Z <sub>0,1</sub>	[-]	Number of brakings up to 0,1 mm wear
Z <sub>g</sub>	[-]	Total number of brakings



Due to operating parameters such as sliding speed, pressing or temperature the **wear values** can only be considered **guideline values**.

Friction Work / Wear Factor				Size									
				2	3	4	5	6	7	8	9	10	11
Friction Work per 0,1 mm wear	ROBA-stop® - positioning brake	Q <sub>r 0,1</sub>	[10 <sup>6</sup> J]	6,0	7,0	11,0	17,9	29,4	33,3	46,6	57,5	76,9	111
	ROBA-stop® - tacho brake	Q <sub>r 0,1</sub>	[10 <sup>6</sup> J]	-	7,0	11,0	17,9	29,4	33,3	46,6	57,5	76,9	111
	ROBA-stop® - peak load brake	Q <sub>r 0,1</sub>	[10 <sup>6</sup> J]	-	-	-	-	-	33,3	46,6	57,5	76,9	111
	ROBA-stop®-tacho peak load brake	Q <sub>r 0,1</sub>	[10 <sup>6</sup> J]	-	-	-	-	-	33,3	46,6	57,5	76,9	111
	ROBA-stop®-sealed	Q <sub>r 0,1</sub>	[10 <sup>6</sup> J]	-	7,0	11,0	17,9	29,4	-	-	-	-	-
	ROBA-stop®-S	Q <sub>r 0,1</sub>	[10 <sup>6</sup> J]	-	-	-	-	-	-	44	54,5	70	95
Wear factor V <sub>N</sub> Friction work Q <sub>N</sub> up to re-adjustment	ROBA-stop® - positioning brake	V <sub>N</sub>	[-]	-	1,5	2	4,5	5	5	5	5	5	9
	ROBA-stop® - peak load brake	V <sub>N</sub>	[-]	-	-	-	-	-	5	5	5	5	9
	ROBA-stop®-sealed	V <sub>N</sub>	[-]	-	1,5	2	4,5	5	-	-	-	-	-
	ROBA-stop®-S	Q <sub>N</sub>	[10 <sup>6</sup> J]	-	-	-	-	-	-	132	272	420	475
Wear factor V <sub>g</sub> Friction work Q <sub>r ges.</sub> up to rotor replacement (for total wear)	ROBA-stop® - positioning brake	V <sub>g</sub>	[-]	2,5	15	16,5	18	19,54	21	22,5	30	36	39
	ROBA-stop® - tacho brake	V <sub>g</sub>	[-]	-	2,5	3,5	4,5	5,5	6	6,5	9	12	13
	ROBA-stop® - peak load brake	V <sub>g</sub>	[-]	-	-	-	-	-	21	22,5	30	36	39
	ROBA-stop®-tacho peak load brake	V <sub>g</sub>	[-]	-	-	-	-	-	6	6,5	9	12	13
	ROBA-stop®-sealed	V <sub>g</sub>	[-]	-	15	16,5	18	19,54	-	-	-	-	-
	ROBA-stop®-S	Q <sub>r ges.</sub>	[10 <sup>6</sup> J]	-	-	-	-	-	-	308	545	770	1900

Table 2: Wear values (guideline values for n = 1500 rpm and mean friction work)

## ROBA-stop® – Calculation Example

### Data

#### Electric motor

Input power	$P = 3 \text{ kW}$
Drive speed	$n_1 = 1400 \text{ rpm}$
Mass moments of inertia:	
Motor	$J_M = 0,0068 \text{ kgm}^2$
V-belt disk	$J_K = 0,0035 \text{ kgm}^2$

#### Working machine

Load torque	$M_{L,2} = 50 \text{ Nm}$
Speed	$n_2 = 370 \text{ rpm}$
Mass moment of inertia	$J_2 = 0,3 \text{ kgm}^2$
Number of brakings per minute	$z = 5 \text{ brakings/min}$

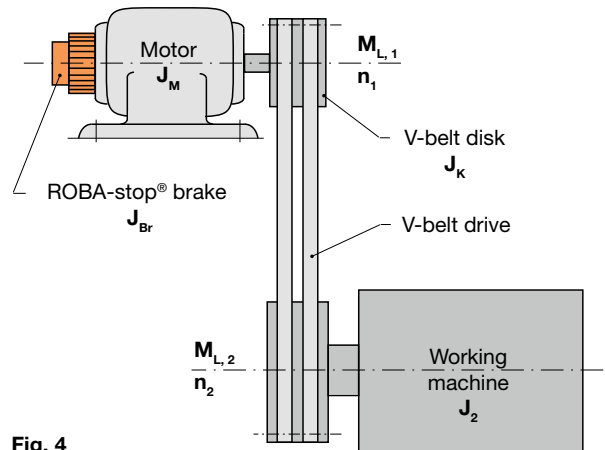


Fig. 4

### 1. Brake selection

Nominal torque on drive:  $M_{NA} = \frac{9550 \times 3}{1400} = 20,5 \text{ [Nm]}$

Required braking torque:  $M_{\text{eff.}} = 20,5 \times K \leq M_N \text{ [Nm]}$

**ROBA-stop®- positioning brake Size 6 with  $M_N = 26 \text{ Nm}$  is selected.**

$M_N$  see Tech. Data, page 8

Transmission:  $i = \frac{n_1}{n_2} = \frac{1400}{370} = 3,8 \text{ [-]}$

Calculation of the load torque  $M_{L,1}$  referring to the motor shaft:  $M_{L,1} = \frac{M_{L,2}}{i} = \frac{50}{3,8} = 13,1 \text{ [Nm]}$

Deceleration torque:  $M_v = M_N + (-) \times M_{L,1} = 26 - 13,1 = 12,9 \text{ [Nm]}$

\* The load torque  $M_{L,1}$  has an accelerating effect

The mass moment of inertia referring to the motor shaft:  $J_{\text{red.}} = J_M + J_{Br} + J_K + J_2 \times \left(\frac{n_2}{n_1}\right)^2 \text{ [kgm}^2\text{]}$

$J_{Br}$  see Table 3, page 27

$J_{\text{red.}} = 0,0068 + 0,000199 + 0,0035 + 0,3 \times \left(\frac{370}{1400}\right)^2 = 0,031 \text{ [kgm}^2\text{]}$

From this, the braking time can be calculated:  $t_v = \frac{J \times n}{9,55 \times M_v} = \frac{0,031 \times 1400}{9,55 \times 12,9} = 0,35 \text{ [s]}$

**Please Observe:**  $t_v$  [s] refers only to the friction time of the brake. The switching times are to be taken into consideration.

see Switching Times page 31, Table 4

### 2. Inspection of thermic load

Friction work per braking:  $Q_r = \frac{J \times n^2}{182,4} \times \frac{M_N}{M_v} = \frac{0,031 \times 1400^2}{182,4} \times \frac{26}{12,9} = 671 \text{ [J]}$

$Q_{r,zul.}$  see Diagram 1, page 28

$Q_{r,zul.} = 1500 \text{ J}$

with  $z = 5 \text{ brakings/min}$   
(switching frequency = 300/h)

The thermic load is permitted.

### 3. Lifetime calculation

$Z_{0,1} = \frac{Q_{r,0,1}}{Q_r} = \frac{29,4 \times 10^6}{671} = 43 \text{ 815 brakings up to 0,1 mm wear}$

$Q_{r,0,1}$  see Table 2, page 26

$Z_N = Z_{0,1} \times V_N = 43 \text{ 815} \times 5 = 219 \text{ 075 brakings up to re-adjustment}$

$V_N$  see Table 2, page 26

$Z_g = Z_{0,1} \times V_g = 43 \text{ 815} \times 19,54 = 856 \text{ 145 brakings up to total wear}$

$V_g$  see Table 2, page 26

$\frac{856 \text{ 145 brakings}}{5 \text{ brakings/min}} = 171 \text{ 229 min.} = 2 \text{ 854 hours}$

The rotor must be replaced after 2 854 operating hours.

### Mass Moment of Inertia

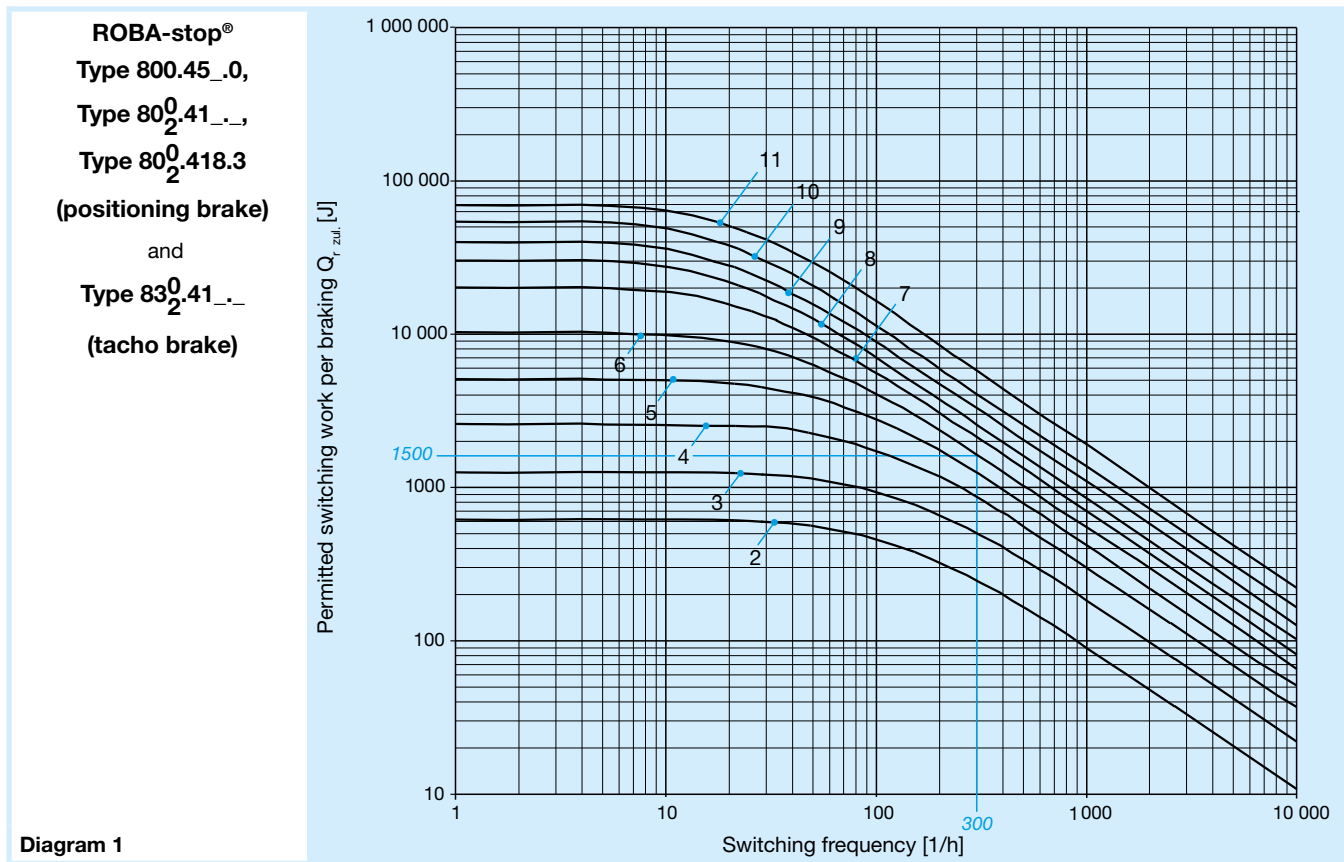
Rotor + hub with  $d_{\text{max}}$

		Size										
		2	3	4	5	6	7	8	9	10	11	
ROBA-stop®- positioning brake	Types 800.45_0 / 80_41_...	J <sub>R+H</sub> [10 <sup>-4</sup> kgm <sup>2</sup> ]	0,045	0,077	0,23	0,68	1,99	4,02	13,2	24,2	56,4	242
ROBA-stop® - holding brake	Types 820.61_...	J <sub>R+H</sub> [10 <sup>-4</sup> kgm <sup>2</sup> ]	-	0,077	0,23	0,68	1,99	4,02	13,2	24,2	56,4	242
ROBA-stop® - tacho brake	Types 83_41_...	J <sub>R+H</sub> [10 <sup>-4</sup> kgm <sup>2</sup> ]	-	0,077	0,23	0,68	1,99	4,02	13,2	24,2	56,4	242
ROBA-stop® - peak load brake	Types 863.41_... / 866.41_...	J <sub>R+H</sub> [10 <sup>-4</sup> kgm <sup>2</sup> ]	-	-	-	-	-	4,02	13,2	24,2	56,4	242
ROBA-stop®-tacho peak load brake	Types 883.41_...	J <sub>R+H</sub> [10 <sup>-4</sup> kgm <sup>2</sup> ]	-	-	-	-	-	4,02	13,2	24,2	56,4	242
ROBA-stop®-sealed	Types 800.418.3	J <sub>R+H</sub> [10 <sup>-4</sup> kgm <sup>2</sup> ]	-	0,077	0,23	0,68	1,99	-	-	-	-	-
ROBA-stop®-S	Types 856.41_...	J <sub>R+H</sub> [10 <sup>-4</sup> kgm <sup>2</sup> ]	-	-	-	-	-	-	17,9	33,7	84,8	360,6

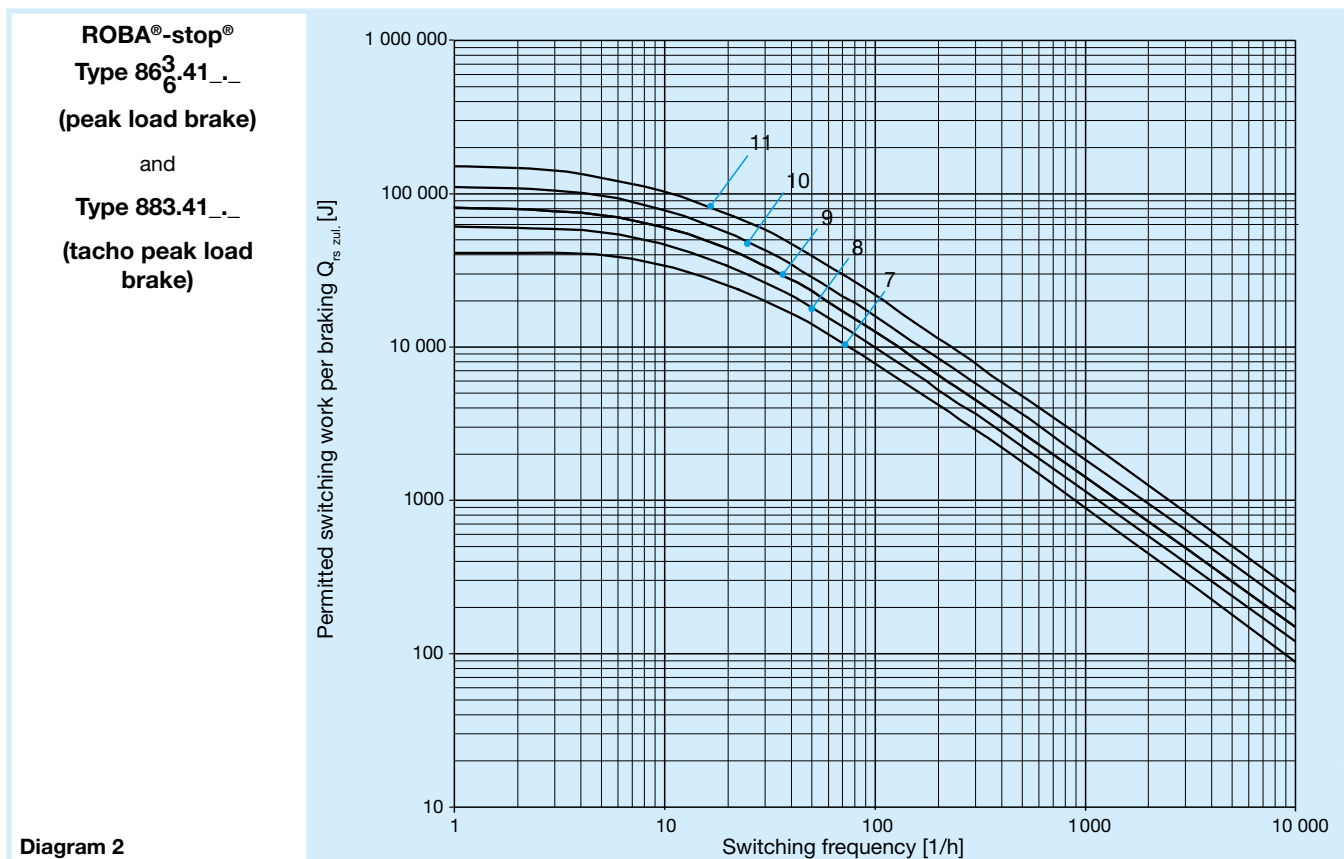
Table 3

## ROBA-stop<sup>®</sup> – Friction Power Diagrams

### ROBA-stop<sup>®</sup>-positioning brake / ROBA-stop<sup>®</sup>-tacho brake



### ROBA-stop<sup>®</sup>-peak load brake / ROBA-stop<sup>®</sup>-tacho peak load brake





## ROBA-stop<sup>®</sup> – Friction Power Diagrams

### ROBA-stop<sup>®</sup>-holding brake

#### ROBA<sup>®</sup>-stop<sup>®</sup>-S

##### Type 820.61\_\_

n = 1500 rpm  
for Sizes 3 to 6  
  
n = 750 rpm  
for Sizes 7 to 11

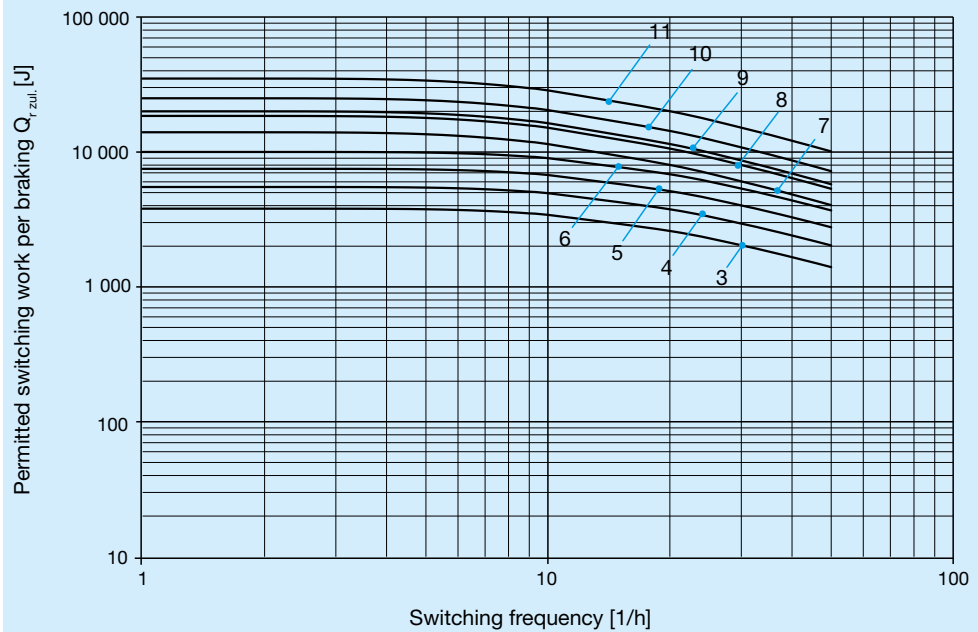


Diagram 3

### ROBA-stop<sup>®</sup>-S Sizes 8 – 10

#### ROBA<sup>®</sup>-stop<sup>®</sup>-S

##### Type 856.417\_\_

n = 1750 rpm  
for Sizes 8 to 10

Brake: 100 % duty cycle  
Mounting brake without heat  
dissipation  
Ambient temperature: 60 °C

**For higher speeds than  
1750 rpm (Sizes 8 – 10):**  
Please contact the  
manufacturers for  
information on the  
permitted friction work  $Q_{r,zul}$ .

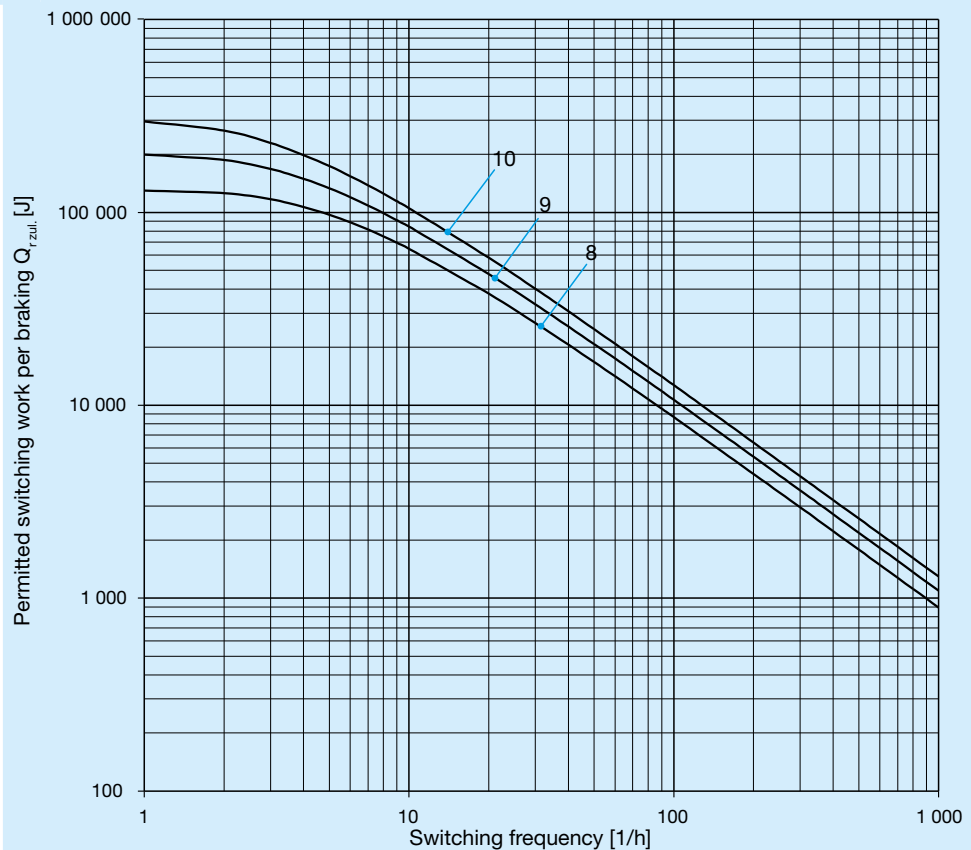


Diagram 4

## ROBA-stop<sup>®</sup> – Friction Power Diagrams

### ROBA-stop<sup>®</sup> - S Size 11

#### ROBA-stop<sup>®</sup>-S

##### Type 856.41\_.\_

$n = 1000 \text{ rpm}$   
for Size 11

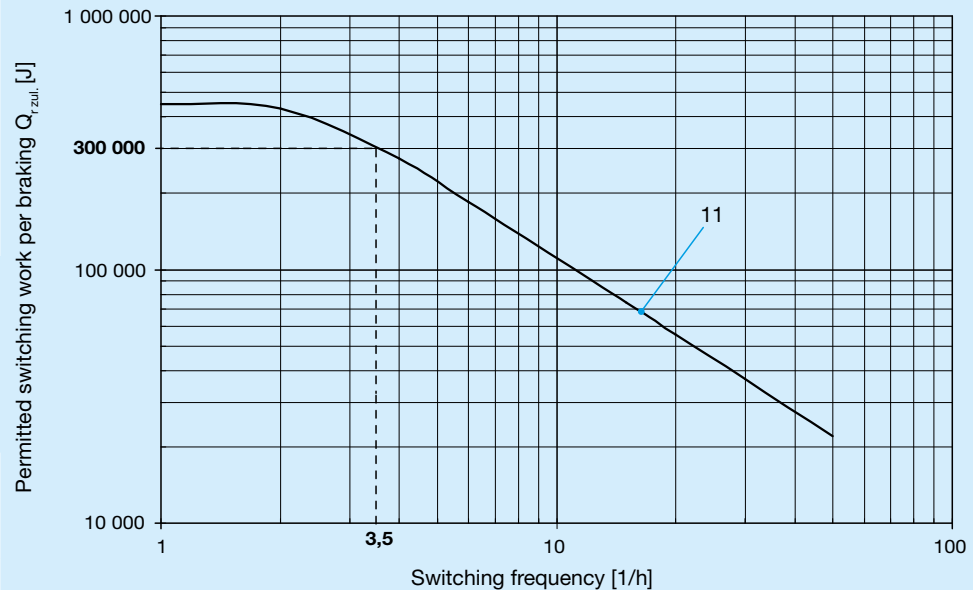
Brake: 100 % duty cycle

Mounting brake without heat  
dissipation

#### For higher speeds than 1000 rpm (Size 11):

At higher speeds,  
the friction work reduces  
acc. diagram 5  
(see also design example,  
below).

Diagram 4



#### ROBA-stop<sup>®</sup>-S

##### Type 856.41\_.\_

Size 11

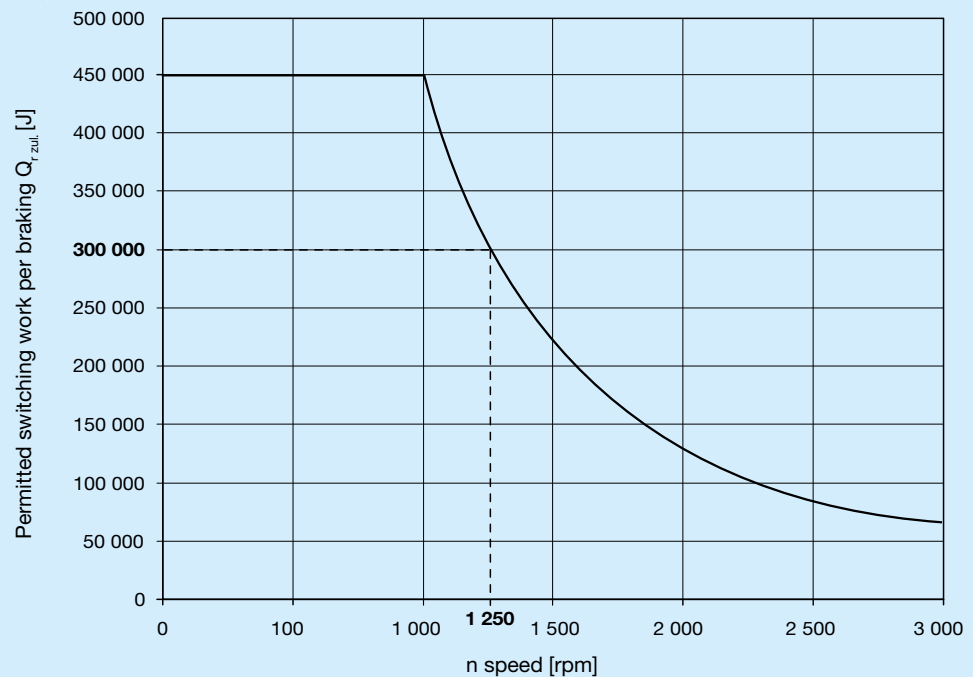


Diagram 5

#### Design example for a speed of 1250 rpm:

Permitted friction work  $Q_{rzul}$  for 1250 rpm from diagram 5: 300 000 J.

This value limits the permitted friction work  $Q_{rzul}$  acc. diagram 4 for low switching frequencies (here up to 3,5 switchings per hour).

The permitted friction work  $Q_{rzul}$  reduces acc. diagram 4 with higher switching frequencies.

## ROBA-stop® – Switching Times / Electrical Connection

### Switching Times

These values stated in the Tables 4 and 5 are mean values which refer to the nominal air gap and the nominal torque on a warm brake. The brake switching times are influenced by the temperature, by the type of quenching circuit and by the air gap between the armature disk and the coil carrier, which depends on the wear status of the linings.

Switching Times		Brake with standard armature disk	Size									
			2	3	4	5	6	7	8	9	10	11
Nominal torque		$M_N$ [Nm]	1,1	3	6	12	26	50	100	200	400	800
Connection time	DC-side switching	$t_1$ [ms]	13	20	26	46	78	100	200	250	400	500
	AC-side switching	$t_1$ [ms]	80	120	200	260	650	700	1000	1300	3000	3100
Separation time		$t_2$ [ms]	20	25	30	40	60	80	100	150	200	300

Table 4

Switching Times		Brake with fast acting armature disk	Size									
			2	3	4	5	6	7	8	9	10	11
Nominal torque		$M_N$ [Nm]	-	3	6	12	26	50	100	200	400	800
Connection time	DC-side switching	$t_1$ [ms]	-	13	20	26	33	50	80	120	250	350
	AC-side switching	$t_1$ [ms]	-	90	100	200	330	310	600	800	1800	2000
Separation time		$t_2$ [ms]	-	30	35	50	70	85	110	170	230	350

Table 5

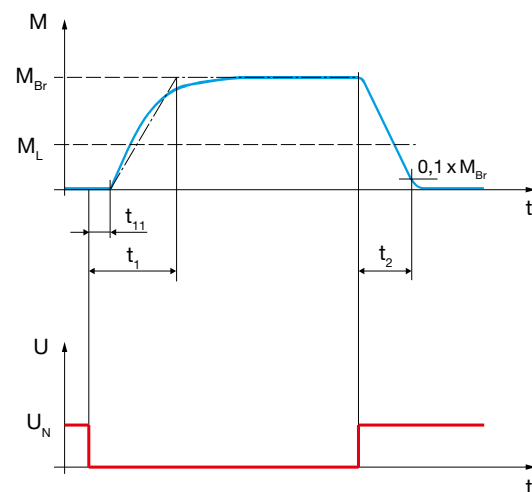


Diagram 7: Torque-Time Diagram

#### Key:

- $M_{Br}$  = Braking torque
- $M_L$  = Load torque
- $t_1$  = Connection time
- $t_{11}$  = Response delay on connection
- $t_2$  = Separation time
- $U_N$  = Coil nominal voltage

#### Explanation of terms:

The **braking torque** (switching torque) is the **torque effective** in the shaft train on slipping brakes, with a sliding speed of 1 m/s referring to the mean friction radius (acc. DIN VDE 0580).

The **transmittable torque** is the largest torque, with which the closed brake can be loaded without slipping occurring.

### Electrical Connection and Wiring

DC current is necessary for operation of the brake. The coil voltage is indicated on the Type tag as well as on the brake body and is designed according to the DIN IEC 60038 ( $\pm 10\%$  tolerance). Operation can take place with alternating voltage using a rectifier or another suitable DC power supply. The connection possibilities can vary dependent on the brake equipment. Please follow the exact connections according to the Wiring Diagram.

The manufacturer and the user must observe the applicable regulations and standards (e.g. DIN EN 60204-1 and DIN VDE 0580). Their observance must be guaranteed and double-checked!

#### Earthing Connection

The brake is designed for Protection Class I. This protection covers not only the basic insulation, but also the connection of all conductive parts to the protective conductor (PE) on the fixed installation. If the basic insulation fails, no contact voltage will remain. Please carry out a standardised inspection of the protective conductor connections to all contactable metal parts!

#### Device Fuses

To protect against damage from short circuits, please add suitable device fuses to the mains cable.

#### Switching Behaviour

The reliable operational behaviour of a brake is to a large extent dependent on the switching mode used. Furthermore, the switching times are influenced by the temperature and the air gap between the armature disk and the coil carrier (dependent on the wear condition of the linings).

## Magnetic Field Build-up

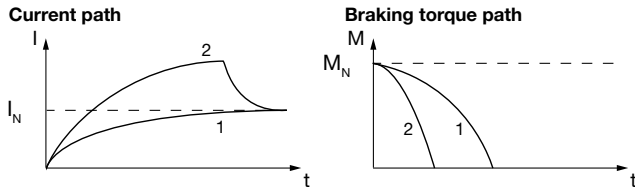
When the voltage is switched on, a magnetic field is built up in the brake coil, which attracts the armature disk to the coil carrier and releases the brake.

### • Field Build-up with Normal Excitation

If the magnetic coil is energised with nominal voltage, the coil current does not immediately reach its nominal value. The coil inductivity causes the current to increase slowly as an exponential function. Accordingly, the build-up of the magnetic field takes place more slowly and the braking torque drop (curve 1, Fig. below) is also delayed.

### • Field Build-up with Overexcitation

A quicker drop in braking torque is achieved if the coil is temporarily placed under a higher voltage than the nominal voltage, as the current then increases more quickly. Once the brake is released, it needs to be switched over to the nominal voltage (curve 2, Fig. below). The relationship between overexcitation and separation time  $t_2$  is roughly indirectly proportional. This means that, using overexcitation voltage  $U_O$  (= doubled nominal voltage  $U_N$ ), the separation time  $t_2$  for release of the brake is halved. The ROBA<sup>®</sup>-switch fast acting rectifier works on this principle.



Operation with overexcitation requires an inspection of :

- the required overexcitation time \*
- as well as the RMS coil capacity \*\* with a cycle frequency higher than 1 cycle per minute.

#### \* Overexcitation time $t_o$

Increased wear, and therefore an increasing air gap as well as coil heating lengthen the separation times  $t_2$  for the brake. For this reason, at least double the separation time  $t_2$  at nominal voltage must be selected as overexcitation time  $t_o$  on each brake size

#### \*\* RMS coil capacity P



$$P \leq P_N$$

The coil capacity P must not be larger than  $P_N$ . Otherwise the coil may fail due to thermic overload.

#### Calculations:

P [W] RMS coil capacity dependent on switching frequency, overexcitation, reduction in capacity and duty cycle

$$P = \frac{P_O \times t_o + P_H \times t_H}{T}$$

$P_N$  [W] Coil nominal capacity (catalogue values, Type tag)

$P_O$  [W] Coil capacity on overexcitation

$$P_O = \left( \frac{U_O}{U_N} \right)^2 \times P_N$$

$P_H$  [W] Coil capacity at reduced capacity

$$P_H = \left( \frac{U_H}{U_N} \right)^2 \times P_N$$

$t_o$  [s] Overexcitation time

$t_H$  [s] Time of operation with reduction in capacity

$t_{off}$  [s] Time without voltage

$t_{on}$  [s] Time with voltage ( $t_o + t_H$ )

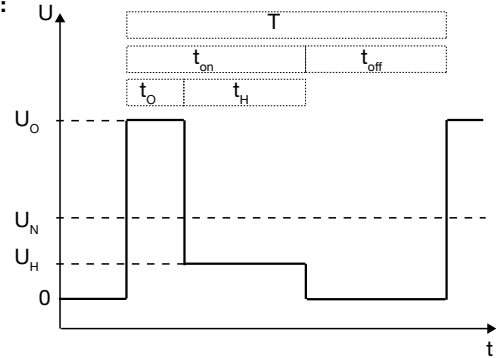
T [s] Total time ( $t_o + t_H + t_{off}$ )

$U_O$  [V] Overexcitation voltage (bridge voltage)

$U_H$  [V] Holding voltage (half-wave voltage)

$U_N$  [V] Coil nominal voltage

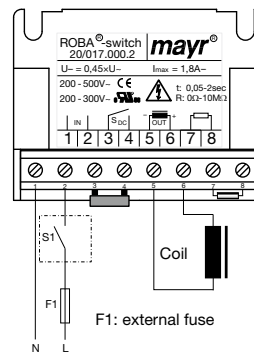
#### Time Diagram:



For brakes, which do not require overexcitation, the holding voltage  $U_H$  may be lower than the nominal voltage  $U_N$ , e.g. on power reduction to reduce the coil temperature.

## Magnetic Field Removal

### • AC-side Switching

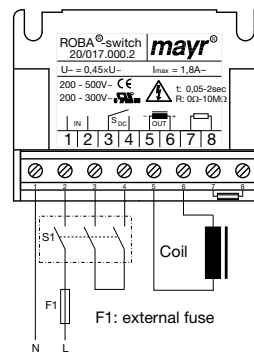


The power circuit is interrupted in front of the rectifier. The magnetic field slowly reduces. This delays the rise in braking torque.

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

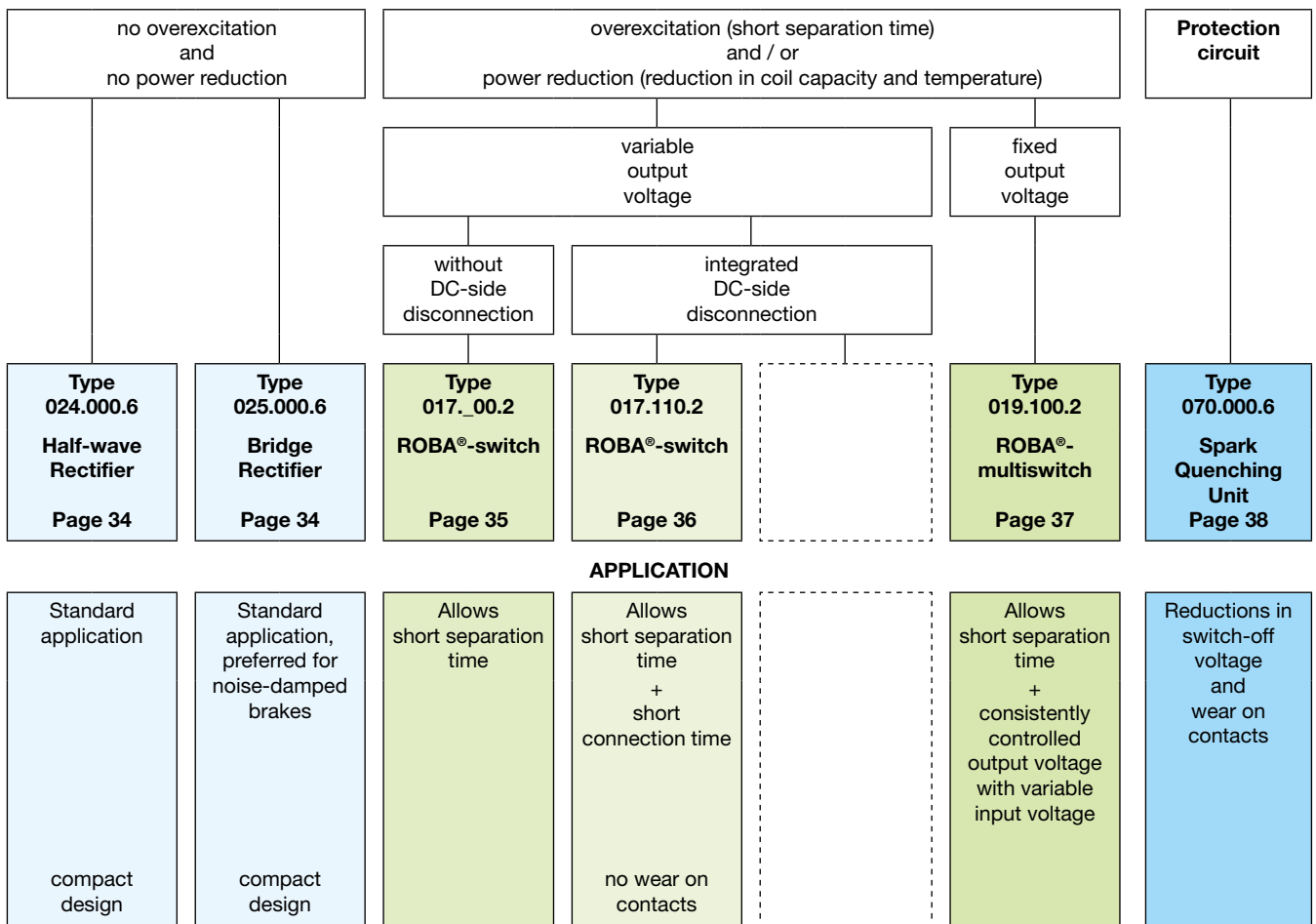
When switching DC-side, high voltage peaks are produced in the coil, which can lead to wear on the contacts from sparks and to destruction of the insulation.

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<sup>®</sup>-rectifiers. To protect the switching contact from consumption when using DC-side switching, additional protective measures are 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<sup>®</sup>-spark quenching unit), although this may of course then alter the switching times.

## Electrical Accessories – Functions of the DC Voltage Modules

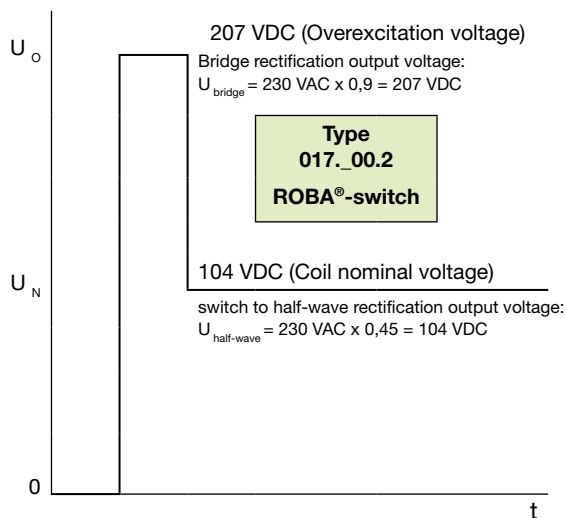


### Example 1

Available: mains voltage 230 VAC  
 Wanted: short separation time (overexcitation)  
 Required: supply module / coil nominal voltage

#### Solution:

- The supply modules are available: Type 017.\_00.2 (example, below), Type 017.110.2 oder Type 019.100.2
- Coil nominal voltage: 104 VDC

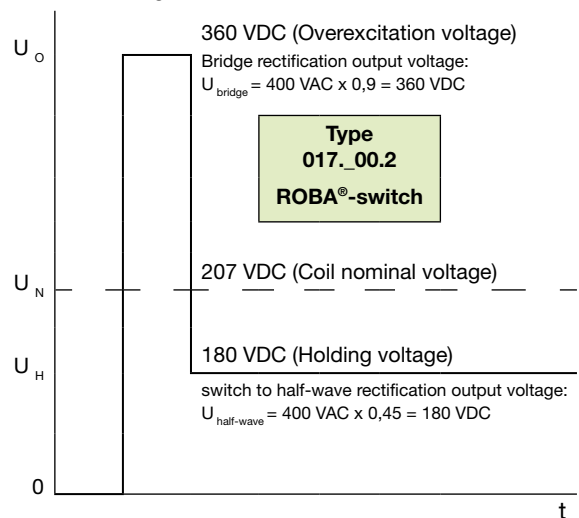


### Example 2

Available: mains voltage 400 VAC  
 Wanted: short separation time (overexcitation) and low coil temperature (reduction in capacity)  
 Required: supply module / coil nominal voltage

#### Solution:

- The supply modules are available: Type 017.\_00.2 (example, below), Type 017.110.2 oder Type 019.100.2
- Coil nominal voltage: 207 VDC



## Half-wave and bridge rectifiers Type 02\_000.6



### Application

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

### Function

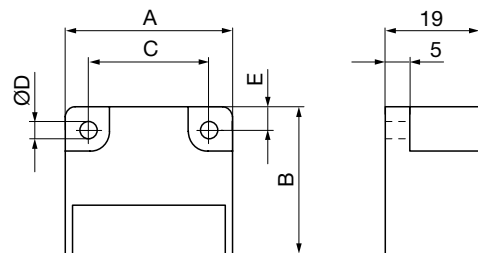
The AC input voltage (VAC) is rectified (VDC) in order to operate DC voltage units. Also, voltage peaks, which occur when switching off inductive loads and which may cause damage to insulation and contacts, are limited and the contact load reduced.

### Electrical Connection (Terminals)

- 1 + 2 Input voltage
- 3 + 4 Connection for an external switch for DC-side switching
- 5 + 6 Coil
- 7 – 10 Free nc terminals (only for Size 2)



### Dimensions (mm)



Size	A	B	C	ØD	E
1	34	30	25	3,5	4,5
2	54	30	44	4,5	5,0
3/4	64	30	54	4,5	5,0

**Accessories:** Mounting bracket set for 35 mm rail acc. EN 60715: Artikel-Nr. 1803201.

### Order Number

—	/	0	2	—	.	0	0	0	.	6
△				△						
<b>Sizes</b>				<b>4</b>						
<b>1 to 4</b>				<b>5</b>						

### Technical Data

Calculation output voltage					VDC = VAC x 0,9		VDC = VAC x 0,45			
Type					1/025	2/025	1/024	2/024	3/024	4/024
Max. input voltage		± 10 %	U <sub>AC</sub>	[VAC]	230	230	400	400	500	600
Max. output voltage			U <sub>DC</sub>	[VDC]	207	207	180	180	225	270
Output current		≤ 50 °C	I <sub>RMS</sub>	[A]	2,5	2,5	3,0	4,0	4,0	4,0
		max. 85 °C	I <sub>RMS</sub>	[A]	1,7	1,7	1,8	2,4	2,4	2,4
Max. coil nominal capacity at	U <sub>AC</sub> = 115 VAC	≤ 50 °C	P <sub>N</sub>	[W]	260	260	-	-	-	-
		up to 85 °C	P <sub>N</sub>	[W]	177	177	-	-	-	-
	U <sub>AC</sub> = 230 VAC	≤ 50 °C	P <sub>N</sub>	[W]	517	517	312	416	416	416
		up to 85 °C	P <sub>N</sub>	[W]	352	352	187	250	250	250
	U <sub>AC</sub> = 400 VAC	≤ 50 °C	P <sub>N</sub>	[W]	-	-	540	720	720	720
		up to 85 °C	P <sub>N</sub>	[W]	-	-	324	432	432	432
	U <sub>AC</sub> = 500 VAC	≤ 50 °C	P <sub>N</sub>	[W]	-	-	-	-	900	900
		up to 85 °C	P <sub>N</sub>	[W]	-	-	-	-	540	540
	U <sub>AC</sub> = 600 VAC	≤ 50 °C	P <sub>N</sub>	[W]	-	-	-	-	-	1080
		up to 85 °C	P <sub>N</sub>	[W]	-	-	-	-	-	648
Peak reverse voltage				[V]	1600	1600	2000	1600	2000	2000
Rated insulation voltage			U <sub>RMS</sub>	[V <sub>RMS</sub> ]	320	320	500	500	630	630
Pollution degree (insulation coordination)					1	1	1	1	1	1
Device Fuses					To be included in the input voltage line.					
Recommended microfuse switching capacity H The microfuse corresponds to the max. possible connection capacity. If fuses are used corresponding to the actual capacities, the permitted limit integral I²t must be observed on selection.					FF 3,15 A	FF 3,15 A	FF 4 A	FF 5 A	FF 5 A	FF 5 A
Permitted limit integral			I²t	[A²s]	40	40	50	100	50	50
Protection					IP65 components, encapsulated / IP20 terminals					
Terminals					Cross-section 0,14 – 1,5 mm² (AWG 26-14)					
Ambient temperature				[°C]	- 25 up to + 85					
Storage temperature				[°C]	- 40 up to + 85					
Conformity markings					UL, CE	UL, CE	UL, CE	UL, CE	UL, CE	CE
Installation conditions					The installation position can be user-defined. Please ensure sufficient heat dissipation and air convection! Do not install near to sources of intense heat!					



## ROBA®-switch Type 017.\_00.2

### Application

ROBA®-switch fast acting rectifiers are used to connect DC consumers to alternating voltage supplies, for example electromagnet 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 units are used for operation at an input voltage of between 100 and 500 VAC, dependent on 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 ( $R_{ext}$ ).

### Electrical Connection (Terminals)

- 1 + 2 Input voltage (fitted protective varistor)
- 3 + 4 Connection for external contact for DC-side switch-off
- 5 + 6 Output voltage (fitted protective varistor)
- 7 + 8  $R_{ext}$  for bridge rectification time adjustment

### Technical Data

Input voltage	see Table 1
Output voltage	see Table 1
Protection	IP65 components, IP20 terminals, IP10 $R_{ext}$
Terminal nom. cross-section	1,5 mm <sup>2</sup> (AWG 22-14)
Ambient temperature	- 25 °C up to + 70 °C
Storage temperature	- 40 °C up to + 70 °C

ROBA®-switch Sizes, Table 1

		Size			
		Type 017.000.2		Type 017.100.2	
		10	20	10	20
Input voltage ± 10 %	$U_{AC}$ [VAC]	100–250	200–500	100–250	200–500
Output voltage	$U_{bridge}$ [VDC]	90–225	180–450	90–225	180–450
	$U_{half-wave}$ [VDC]	45–113	90–225	45–113	90–225
Output current	at ≤ 45 °C $I_{RMS}$ [A]	2,0	1,8	3,0	2,0
	at max. 70 °C $I_{RMS}$ [A]	1,0	0,9	1,5	1,0
Conformity markings		CE	CE	CE	CE

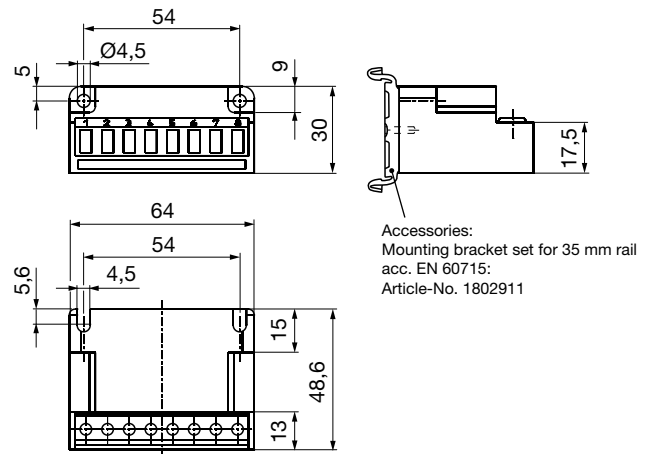
### Order Number

—	/	0	1	7	.	—	0	0	.	2
▲						▲				
Size						UL-approved				
10						0				up to 300 V
20						1				up to 500 V



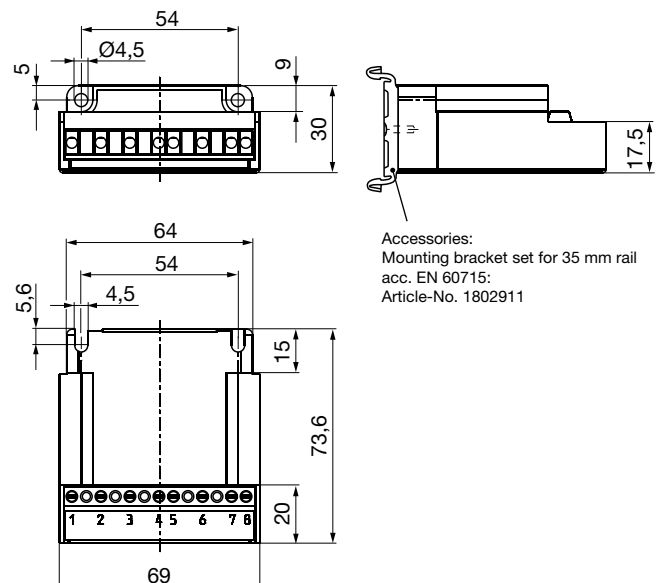
### Dimensions (mm)

Type 017.000.2



Accessories:  
Mounting bracket set for 35 mm rail  
acc. EN 60715:  
Article-No. 1802911

Type 017.100.2



Accessories:  
Mounting bracket set for 35 mm rail  
acc. EN 60715:  
Article-No. 1802911

## ROBA<sup>®</sup>-switch Type 017.110.2



### Application

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

#### Fast acting rectifier ROBA<sup>®</sup>-switch 017.110.2

- Integrated DC-side disconnection (shorter connection time  $t_i$ )
- Consumer operation with overexcitation or power reduction
- Input voltage: 100 – 500 VAC
- Maximum output current  $I_{RMS}$ : 1,5 A
- UL-approved



The ROBA<sup>®</sup>-switch with integrated DC-side disconnection is not suitable for being the only safety disconnection in applications!



### Function

The ROBA<sup>®</sup>-switch units are used for operation at an input voltage of between 100 and 500 VAC, dependent on 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 ( $R_{ext}$ ).

Apart from this, the ROBA<sup>®</sup>-switch has an integrated DC-side disconnection. In contrast to the usual DC-side disconnection, no further protective measures or external components are required. The DC-side disconnection is activated in standard mode (terminals 3 and 4 are not wired) and causes short switching times on the electromagnetic consumer.

The integrated DC-side disconnection is deactivated by fitting a bridge between the terminals 3 and 4. The coil is deenergised via the freewheeling diode. This has the advantages of softer braking and a lower switching noise. However, this substantially lengthens the switching times (approx. 6 – 10x).

### Electrical Connection (Terminals)

- 1 + 2 Input voltage (fitted protective varistor)
- 3 + 4 Switching between DC- and AC-side disconnection
- 5 + 6 Output voltage (fitted protective varistor)
- 7 + 8  $R_{ext}$  for bridge rectification time adjustment

### Technical Data

Input voltage	see Table 1
Output voltage	see Table 1
Protection	IP65 components, IP20 terminals, IP10 $R_{ext}$
Terminal nom. cross-section	1,5 mm <sup>2</sup> (AWG 22-14)
Ambient temperature	- 25 °C up to + 70 °C
Storage temperature	- 40 °C up to + 70 °C

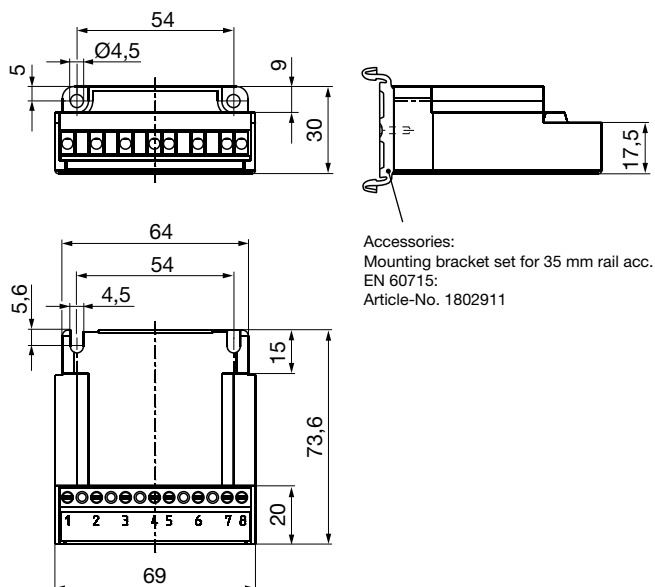
### Order Number

— / 0 1 7 . 1 1 0 . 2



Size  
10  
20

### Dimensions (mm)



ROBA<sup>®</sup>-switch Sizes, Table 1

			Size	
			10	20
Input voltage $\pm 10\%$	$U_{AC}$	[VAC]	100 – 250	200 – 500
Output voltage	$U_{bridge}$	[VDC]	90 – 225	180 – 450
	$U_{half-wave}$	[VDC]	45 – 113	90 – 225
Output current at $\leq 45\text{ °C}$ at max. 70 °C	$I_{RMS}$	[A]	1,5	1,5
	$I_{RMS}$	[A]	0,75	0,75
Conformity markings				

## ROBA®-multiswitch Type 019.100.2

### Application

ROBA®-multiswitch 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®-multiswitch 019.100.2

- Consistently controlled output voltage in the entire input voltage range
- Consumer operation with overexcitation or power reduction
- Input voltage: 100 – 500 VAC
- Maximum output current  $I_{RMS}$ : 2 A
- UL-approved



ROBA®-multiswitch units are not suitable for all applications, e.g. use of the ROBA®-multiswitch when operating noise-damped brakes is not possible without taking additional measures. The product's suitability should be checked before use.

### Function

The ROBA®-multiswitch units are used for operation at an input voltage of between 100 and 500 VAC, dependent on size. After switch-on, they emit the rectified bridge voltage for 50 ms and then control the 90 or 180 VDC overexcitation voltages. After the overexcitation time, they control the 52 or 104 VDC holding voltages. The overexcitation time can be adjusted via a DIP switch to 150 ms, 450 ms, 1 s, 1,5 s and 2 s.

On special designs, deviating values are possible for each design.

### Electrical Connection (Terminals)

- 1 + 2 Input voltage (fitted protective varistor)
- 3 + 4 Connection for external contact for DC-side switch-off
- 5 + 6 Output voltage (fitted protective varistor)

### Technical Data

Input voltage	see Table 1
Output voltage	see Table 1
Protection	IP65 components, IP20 terminals
Terminal nom. cross-section	1,5 mm <sup>2</sup> (AWG 22-14)
Ambient temperature	- 25 °C up to + 70 °C
Storage temperature	- 40 °C up to + 70 °C

### Order Number

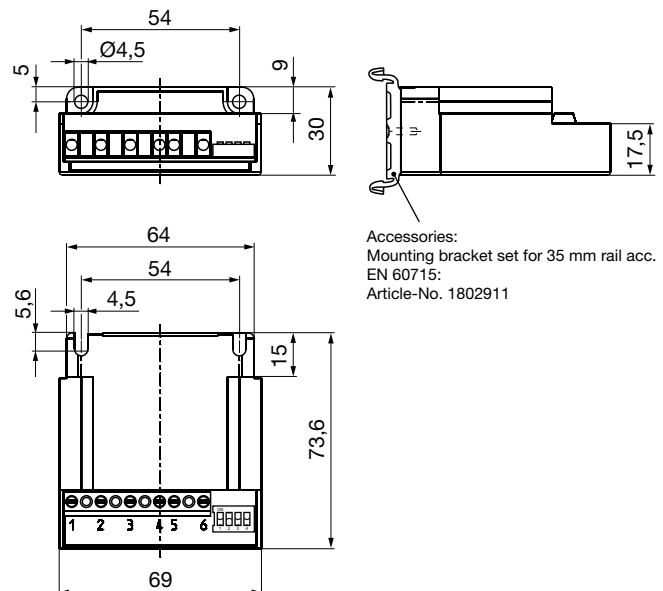
— / 0 1 9 . 1 0 0 . 2



Size  
10  
20



### Dimensions (mm)



ROBA®-multiswitch Sizes, Table 1

				Size	
				10	20
Input voltage *	± 10 % acc. EN 50160	$U_i$	[VAC]	100 – 275	200 – 500
	Frequency		[Hz]	50 – 60	50 – 60
Output voltage *	± 10 %	$U_o$	[VDC]	90	180
	± 10 %	$U_H$	[VDC]	52	104
Output current *	at ≤ 45 °C	$I_{RMS}$	[A]	2,0	2,0
	at max. 70 °C	$I_{RMS}$	[A]	1,0	1,0
Conformity markings				CE UL US	CE UL US

\* On special designs, deviating values are possible.  
The values stated on the Type tag are decisive.

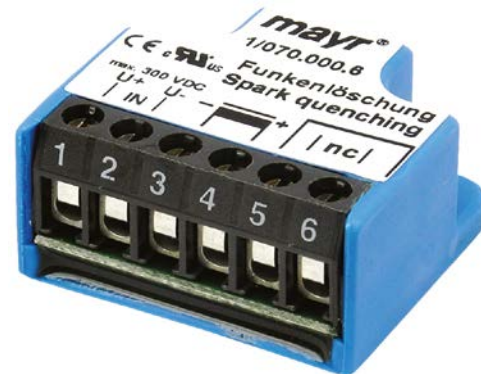
## Spark Quenching Unit Type 070.000.6



### Application

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

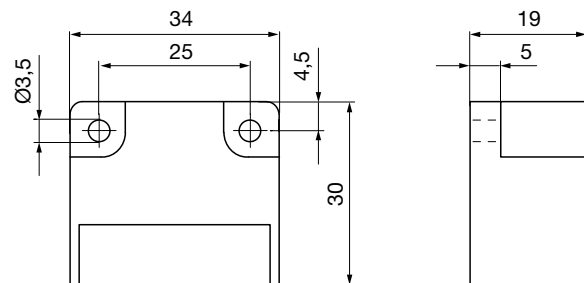
- Voltage limitation according to VDE 0580 2000-07, Item 4.6.
- Reduction of EMC-disturbance by voltage rise limitation, suppression of switching sparks.
- Reduction of brake engagement times by a factor of 2 – 4 compared to freewheeling diodes.



### 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.

### Dimensions (mm)



### Electrical Connection (Terminals)

- 1 (+) Input voltage
- 2 (-) Input voltage
- 3 (-) Coil
- 4 (+) Coil
- 5 Free nc terminal
- 6 Free nc terminal

### Technical Data

Input voltage	max. 300 VDC, max. 615 V <sub>peak</sub> (rectified voltage 400 VAC, 50 / 60 Hz)
Switch-off energy	max. 9 J / 2 ms
Power dissipation	max. 0,1 Watt
Rated voltage	
nc terminals	250 V
Protection	IP65 / IP20 terminals
Ambient temperature	- 25 °C up to + 85 °C
Storage temperature	- 40 °C up to + 85 °C
Max. conductor connection diameter	2,5 mm <sup>2</sup> / AWG 26-12
Max. terminal tightening torque	0,5 Nm

### Accessories

Mounting bracket set for 35 mm rail acc. EN 60715:  
Article-No. 1803201

### Order Number

— / 0 7 0 . 0 0 0 . 6



Size  
1

## ROBA-stop® – Guidelines



**Guidelines on the Declaration of Conformity:** A conformity evaluation has been carried out for the product (electromagnetic safety brake) in terms of the EC low voltage directive 2006/95/EC. The Declaration of Conformity is laid out in writing in a separate document and can be requested if required.

**Guidelines on the EMC Directive (2004/108/EC):** The product cannot be operated independently according to the EMC directive. Due to their passive state, brakes are also non-critical equipment according to the EMC. Only after integration of the product into an overall system can this be evaluated in terms of the EMC. For electronic equipment, the evaluation has been verified for the individual product in laboratory conditions, but not in the overall system.

**Guidelines on the Machinery Directive (2006/42/EC):** The product is a component for installation into machines according to the Machinery Directive 2006/42/EC. The brakes can fulfil the specifications for safety-related applications in coordination with other elements. The type and scope of the required measures result from the machine risk analysis. The brake then becomes a machine component and the machine manufacturer assesses the conformity of the safety device to the directive. It is forbidden to start use of the product until you have ensured that the machine accords with the regulations stated in the directive.

**Guidelines on the ATEX Directive:** Without a conformity evaluation, this product is not suitable for use in areas where there is a high danger of explosion. For application of this product in areas where there is a high danger of explosion, it must be classified and marked according to directive 94/9/EC.

### Safety Regulations

Brakes may generate several risks, among others:



During the risk assessment required when designing the machine or system, the dangers involved must be evaluated and removed by taking appropriate protective measures.

**To prevent injury or damage, only professionals and specialists are allowed to work on the devices.** They must be familiar with the dimensioning, transport, installation, initial operation, maintenance and disposal according to the relevant standards and regulations.

### Application Conditions



The catalogue values are guideline values which have been determined in test facilities. It may be necessary to carry out your own tests for the intended application.

When dimensioning the brakes, please remember that installation situations, braking torque fluctuations, permitted friction work, run-in behaviour and wear as well as general ambient conditions can all affect the given values. These factors should therefore be carefully assessed, and alignments made accordingly.

- ☐ Mounting dimensions and connection dimensions must be adjusted according to the size of the brake at the place of installation.
- ☐ The magnetic coils are designed for a relative duty cycle of 100%, if no other values are stated.
- ☐ The braking torque is dependent on the present run-in condition of the brake.
- ☐ The brakes are only designed for dry running. The torque is lost if the friction surfaces come into contact with oil, grease, water or similar substances or foreign bodies.
- ☐ Manufacturer-side corrosion protection of the metallic surfaces.
- ☐ The rotors may rust up and block in corrosive ambient conditions and/or after long periods of storage.

**Ambient Temperature: -20 °C up to +40 °C**

### Protection

**(mechanical) IP54:** When installed, dust-proof and protected against contact as well as against water spray from any direction (dependent on customer-side mounting method).

**(electrical) IP54:** Dust-proof and protected against contact as well as against water spray from any direction.

**IP67 (Type 856.41...):** Dust-proof and protected against contact as well as against temporary submersion under water.

### Earthing Connection

The brake is designed for Protection Class I. This protection covers not only the basic insulation, but also the connection of all conductive parts to the protective conductor (PE) on the fixed installation. If the basic insulation fails, no contact voltage will remain. Please carry out a standardised inspection of the protective conductor connections to all contactable metal parts!

### Intended Use

mayr®-brakes have been developed, manufactured and tested in compliance with the VDE 0580 standard and in accordance with the EU Low Voltage Directive as electromagnetic components. During installation, operation and maintenance of the product, the requirements for the standard must be observed. mayr®-brakes are for use in machines and systems and must only be used in the situations for which they are ordered and confirmed. Using them for any other purpose is not allowed.

### Guidelines for Electromagnetic Compatibility (EMC)

In accordance with the EMC directives 2004/108/EC, the individual components produce no emissions. However, functional components e.g. mains-side energisation of the brakes with rectifiers, phase demodulators, ROBA®-switch devices or similar controls can produce disturbance which lies above the allowed limit values.

For this reason it is important to read the Installation and Operational Instructions very carefully and to keep to the EMC directives.

### Standards, Directives and Regulations Used

VDE 0580	Electromagnetic devices and components, general specifications
2006/95/EC	Low voltage directive
CSA C22.2 No. 14-2010	Industrial Control Equipment
UL 508 (Edition 17)	Industrial Control Equipment
EN ISO 12100	Safety of machinery - General principles for design - Risk assessment and risk reduction
EN 61000-6-4	Interference emission
EN 61000-6-2	Interference immunity
EN 60204-1	Electrical equipment of machines

### Liability

- The information, guidelines and technical data in these documents were up to date at the time of printing. Demands on previously delivered brakes are not valid.
- Liability for damage and operational malfunctions will not be taken if: the Installation and Operational Instructions are ignored or neglected, the brakes are used inappropriately, the brakes are modified, the brakes are worked on unprofessionally and the brakes are handled or operated incorrectly.

### Guarantee

- The guarantee conditions correspond with the Chr. Mayr GmbH + Co. KG sales and delivery conditions.
- Mistakes or deficiencies are to be reported to mayr® at once!





## Headquarters

**Chr. Mayr GmbH + Co. KG**  
**Eichenstraße 1, D-87665 Mauerstetten**  
**Tel.: +49 83 41/8 04-0, Fax: +49 83 41/80 44 21**  
**www.mayr.com, E-Mail: info@mayr.com**



*your reliable partner*

### Service Germany

#### Baden-Württemberg

Esslinger Straße 7  
 70771 Leinfelden-Echterdingen  
 Tel.: 07 11/45 96 01 0  
 Fax: 07 11/45 96 01 10

#### Bavaria

Eichenstraße 1  
 87665 Mauerstetten  
 Tel.: 0 83 41/80 41 04  
 Fax: 0 83 41/80 44 23

#### Chemnitz

Bornaer Straße 205  
 09114 Chemnitz  
 Tel.: 03 71/4 74 18 96  
 Fax: 03 71/4 74 18 95

#### Franken

Unterer Markt 9  
 91217 Hersbruck  
 Tel.: 0 91 51/81 48 64  
 Fax: 0 91 51/81 62 45

#### Hagen

Im Langenstück 6  
 58093 Hagen  
 Tel.: 0 23 31/78 03 0  
 Fax: 0 23 31/78 03 25

#### Kamen

Lünener Straße 211  
 59174 Kamen  
 Tel.: 0 23 07/23 63 85  
 Fax: 0 23 07/24 26 74

#### North

Schiefer Brink 8  
 32699 Extertal  
 Tel.: 0 57 54/9 20 77  
 Fax: 0 57 54/9 20 78

#### Rhine-Main

Hans-Böckler-Straße 6  
 64823 Groß-Umstadt  
 Tel.: 0 60 78/7 82 53 37  
 Fax: 0 60 78/9 30 08 00

### Branch office

#### China

Mayr Zhangjiagang  
 Power Transmission Co., Ltd.  
 Changxing Road No. 16,  
 215600 Zhangjiagang  
 Tel.: 05 12/58 91-75 65  
 Fax: 05 12/58 91-75 66  
 info@mayr-ptc.cn

#### Great Britain

Mayr Transmissions Ltd.  
 Valley Road, Business Park  
 Keighley, BD21 4LZ  
 West Yorkshire  
 Tel.: 0 15 35/66 39 00  
 Fax: 0 15 35/66 32 61  
 sales@mayr.co.uk

#### France

Mayr France S.A.S.  
 Z.A.L. du Minopole  
 Rue Nungesser et Coli  
 62160 Bully-Les-Mines  
 Tel.: 03.21.72.91.91  
 Fax: 03.21.29.71.77  
 contact@mayr.fr

#### Italy

Mayr Italia S.r.l.  
 Viale Veneto, 3  
 35020 Saonara (PD)  
 Tel.: 0498/79 10 20  
 Fax: 0498/79 10 22  
 info@mayr-italia.it

#### Singapore

Mayr Transmission (S) PTE Ltd.  
 No. 8 Boon Lay Way Unit 03-06,  
 TradeHub 21  
 Singapore 609964  
 Tel.: 00 65/65 60 12 30  
 Fax: 00 65/65 60 10 00  
 info@mayr.com.sg

#### Switzerland

Mayr Kupplungen AG  
 Tobeläckerstraße 11  
 8212 Neuhausen am Rheinfall  
 Tel.: 0 52/6 74 08 70  
 Fax: 0 52/6 74 08 75  
 info@mayr.ch

#### USA

Mayr Corporation  
 4 North Street  
 Waldwick  
 NJ 07463  
 Tel.: 2 01/4 45-72 10  
 Fax: 2 01/4 45-80 19  
 info@mayrcorp.com

### Representatives

#### Australia

Regal Beloit Australia Pty Ltd.  
 19 Corporate Ave  
 03178 Rowville, Victoria  
 Australien  
 Tel.: 0 3/92 37 40 00  
 Fax: 0 3/92 37 40 80  
 salesAUvic@regalbeloit.com

#### India

National Engineering  
 Company (NENCO)  
 J-225, M.I.D.C.  
 Bhosari Pune 411026  
 Tel.: 0 20/27 13 00 29  
 Fax: 0 20/27 13 02 29  
 nenco@nenco.org

#### Japan

MATSUI Corporation  
 2-4-7 Azabudai  
 Minato-ku  
 Tokyo 106-8641  
 Tel.: 03/35 86-41 41  
 Fax: 03/32 24 24 10  
 k.goto@matsui-corp.co.jp

#### Netherlands

Groneman BV  
 Amarilstraat 11  
 7554 TV Hengelo OV  
 Tel.: 074/2 55 11 40  
 Fax: 074/2 55 11 09  
 aandrijftechniek@groneman.nl

#### Poland

Wamex Sp. z o.o.  
 ul. Pozaryskiego, 28  
 04-703 Warszawa  
 Tel.: 0 22/6 15 90 80  
 Fax: 0 22/8 15 61 80  
 wamex@wamex.com.pl

#### South Korea

Mayr Korea Co. Ltd.  
 Room No.1002, 10th floor,  
 Nex Zone, SK TECHNOPARK,  
 77-1, SungSan-Dong,  
 SungSan-Gu, Changwon, Korea  
 Tel.: 0 55/2 62-40 24  
 Fax: 0 55/2 62-40 25  
 info@mayrkorea.com

#### Taiwan

German Tech Auto Co., Ltd.  
 No. 28, Fenggong Zhong Road,  
 Shengang Dist.,  
 Taichung City 429, Taiwan R.O.C.  
 Tel.: 04/25 15 05 66  
 Fax: 04/25 15 24 13  
 abby@zfgta.com.tw

#### Czech Republic

BMC - TECH s.r.o.  
 Hvězdoslavova 29 b  
 62700 Brno  
 Tel.: 05/45 22 60 47  
 Fax: 05/45 22 60 48  
 info@bmc-tech.cz

### More representatives:

Austria, Belgium, Brazil, Canada, Denmark, Finland, Greece, Hongkong, Hungary, Indonesia, Israel, Luxembourg, Malaysia, New Zealand, Norway, Philippines, Romania, Russia, Slovakia, Slovenia, South Africa, Spain, Sweden, Thailand, Turkey

You can find the complete address for the representative responsible for your area under [www.mayr.com](http://www.mayr.com) in the internet.