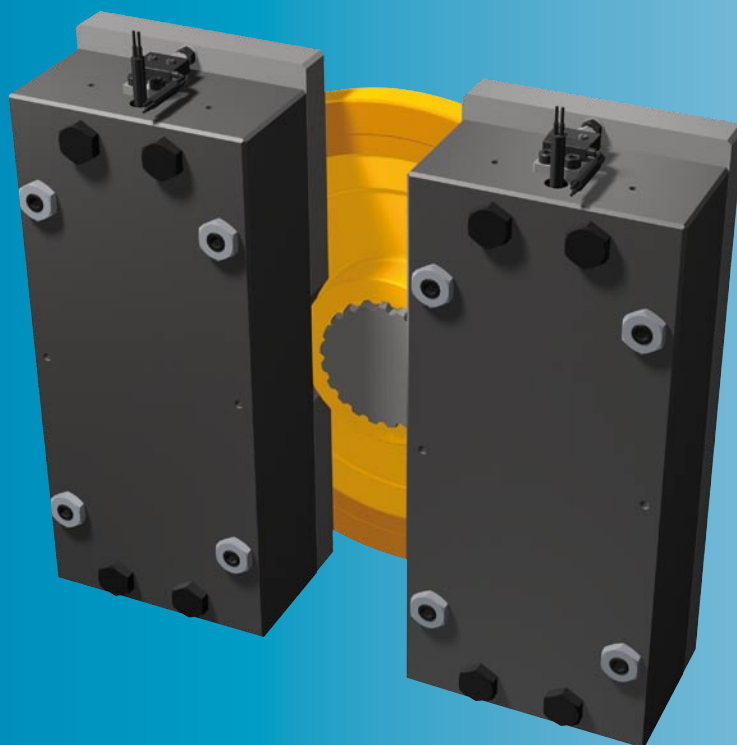


ROBA[®]-duplostop[®]

The perfect elevator brake
for compact drives



The
No. 1
for elevator
brakes



***The reliable double brake
acc. EN 81 and BGV C1***

- ***Highest safety due to redundant system***
- ***Very short construction length***
- ***Virtually silent due to mayr[®] noise damping***
- ***Cost-effective***
- ***Easy installation***

www.mayr[®].de

P.8010.V05.GB

mayr[®]
your reliable partner

ROBA®-duplostop® the doubled safety brake for elevator drives

Performance Characteristics

- Highest safety system of two independent brakes according to EN 81
- Also licensed as protection against excessive upward speeds when fitted with release monitoring (prototype-inspected ABV 766/2)
- Exceptionally short construction
- Cost-effective redundant elevator brake
- Brakes can be individually switched and inspected
- Mounting the encoder does not lengthen the construction
- Installation of microswitches for function monitoring possible
- Easy installation
- No air gap adjustment necessary
- Virtually silent due to patented *mayr*® noise damping
- Brake release via hand release is a possible option

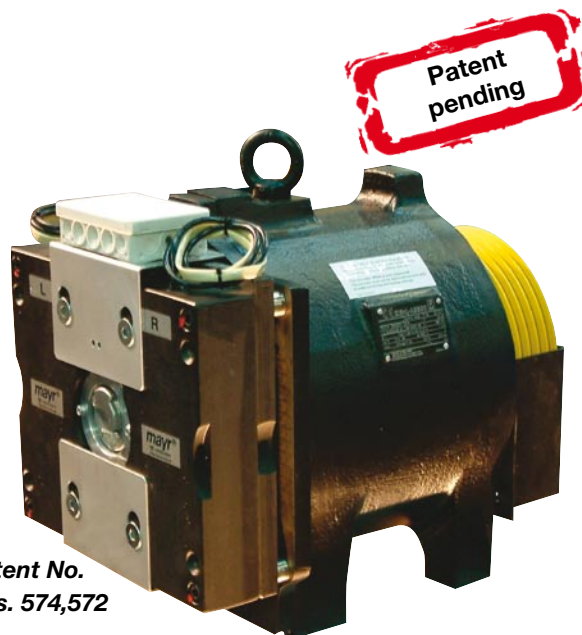
Design

The ROBA®-duplostop® consists of two individual, rectangular brakes which are positioned next to each other. In comparison to brake systems with brakes which are positioned behind each other, they have an extremely short construction length. Even the addition of a compact encoder does not alter this length, as it is neatly positioned between the two brakes. The surfaces of the brakes are phosphated as a standard; this is also recommended for the motor bearing signs.

Function

Both the electromagnetic safety brakes for the ROBA®-duplostop® are spring applied. If the power is switched off, or on power failure/ EMERGENCY STOP, the brakes ensure reliable and secure stops in any position. This means that the brakes are intended predominantly for the static application as holding brakes.

Patent No.
Des. 574,572



Simple Installation

The compact design ensures easy handling and installation. The working air gap is pre-adjusted and requires no further adjustment. This effectively prevents malfunctions which could otherwise be caused by operational and adjustment mistakes.

Function Monitoring

We are happy to equip the ROBA®-duplostop® with release monitoring for functional checks on both brakes should our customers require it. This provides the highest level of safety for both people and the system.

Maintenance-free

The ROBA®-duplostop® is mainly maintenance-free. The maintenance work consists only of friction lining inspections. These friction linings are exceptionally wear-resistant and achieve, therefore, a particularly long life-time.

Virtually silent

ROBA®-duplostop® brakes switch extremely quietly due to the patented *mayr*® noise damping system.

TÜV (Technical Inspectorate) Certification

The brakes are prototype-inspected by the Southern German Technical Inspectorate (TÜV) for their effect as a brake assembly on the drive sheave shaft and as part of the protective assembly against excessive upward-moving cage speeds.

License number: ABV 766/2

Order Example

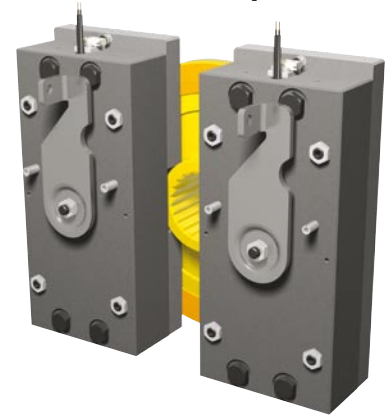
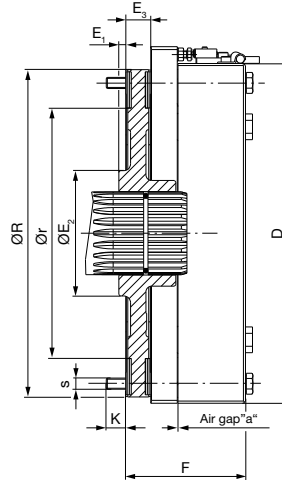
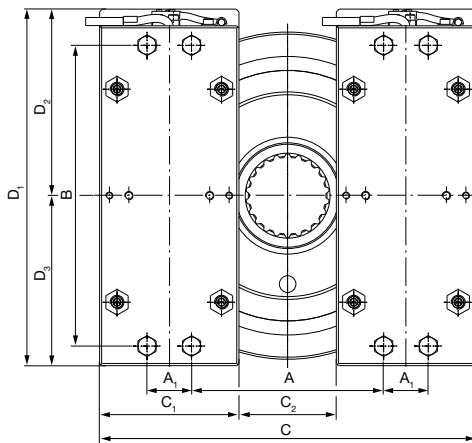
Basic Type		0	0	Basic Type	
With rotating hand release for Bowden cable		2	1	With release monitoring	
			2	With wear monitoring	
			3	With release and wear monitoring	
▽▽					
— / 8 0 1 0 . — — — — 3 / — / —					
▲▲▲▲▲					
Sizes 200 up to 1000	Nominal braking torque 100 %	0	0	Basic Type	Braking torque (see Technical Data page 3)
	Braking torque increased ¹⁾	1	1	Flange plate ²⁾	
	Braking torque reduced	2			
			Connection cable		
					Coil voltage ³⁾ 24, 104, 180, 207 [V DC]

Example: 200 / 8010.20233 / 2 x 150 Nm / 207 V DC

1) Operation with overexcitation (1,5 to 2 x the nominal voltage) necessary. 2) On request. 3) We recommend connection to smooth DC voltage or a *mayr*® bridge rectifier.

ROBA®-duplostop® Type 8010._ _ _ 3

Sizes 200 up to 1000


Rotating hand release
Type 8010._ _ 2_3

Dimensions		Size							
		200	400		600		800	1000	
			short	long	short	long			
Splined shaft * DIN 5480 Ø d _B x m x z	Type 8010. ⁰ ₂ _ _ _ 3	60 x 2,5 x 22	67 x 3 x 21	72 x 3 x 22	72 x 3 x 22	-	82 x 3 x 26	90 x 3 x 28	
	Type 8010.1 _ _ _ 3	60 x 2,5 x 22	67 x 3 x 21	72 x 3 x 22	72 x 3 x 22	82 x 3 x 26	90 x 3 x 28	98 x 4 x 23	
* Design with toothed hub available on request		-	-	-	-	-	-	-	-
A	variable on request	138	153	128	165	190	169	175	
A ₁		32	42	42	50	50	56	60	
B		216	238	258	264	300	300	342	
C	variable on request	270	315	290	355	380	375	395	
C ₁		100	120	120	140	140	150	160	
C ₂	variable on request	70	75	50	75	100	75	75	
D		244	268	290	298	334	336	380	
D ₁		256	280	303	311	347	349	393	
D ₂		134	146	157	162	180	181	203	
D ₃		122	134	146	149	167	168	190	
E ₁	Type 8010. ⁰ ₂ _ _ _ 3	5	17	17	25	-	20	22,5	
	Type 8010.1 _ _ _ 3	5	17	21	25	21	20	22,5	
E ₂		90	90	90	110	132	124	132	
E ₃		18	18	18	18	20	20	20	
F	Type 8010. ⁰ ₂ _ _ _ 3	86,1	96,1	101,1	101,1	-	108,1	108,1	
	Type 8010.1 _ _ _ 3	91,1	96,1	101,1	101,1	108,1	108,1	108,1	
K	Type 8010. ⁰ ₂ _ 0 _ 3	14	14	19	19	-	22	22	
	Type 8010.1 _ 0 _ 3	19	14	19	19	22	22	22	
r		180	200	200	220	250	250	280	
R		235	253	253	281	315	315	348	
s		8 x M8	8 x M10	8 x M10	8 x M12	8 x M12	8 x M12	8 x M16	

Technical Data			Size							
			200	400		600		800	1000	
				short	long	short	long			
Nominal braking torque Type 8010.0 _ _ _ 3	M _{nom}	[Nm]	2 x 200	2 x 420	2 x 450	2 x 600	-	2 x 850	2 x 1050	
Increased braking torque ¹⁾ Type 8010.1 _ _ _ 3	M	[Nm]	2 x 250	-	2 x 550	2 x 700	2 x 800	2 x 950	2 x 1200	
			2 x 280	-	2 x 600	-	-	-	-	
Reduced braking torque Type 8010.2 _ _ _ 3	M	[Nm]	2 x 100	2 x 210	2 x 375	2 x 500	-	2 x 650	2 x 920	
	M	[Nm]	2 x 150	2 x 270	-	-	-	-	-	
	M	[Nm]	-	2 x 350	-	-	-	-	-	
Electrical nominal power Type 8010.0 _ _ _ 3	P ₂₀	[W]	2 x 74	2 x 93	2 x 92	2 x 86	2 x 96	2 x 118	2 x 121	
Weight		[kg]	27	36,6	43,5	51,6	61,9	66,5	83	
Speed	max. speed	n _{max}	1200	1000	1000	800	800	600	500	
	inspected max. speed in the elevator area as a prototype- inspected brake	n	810	710	1000	500	500	400	400	
Nominal air gap (Tolerance +0,20 -0,05)	a	[mm]	0,45							

Braking torque tolerance 0 % / +60 %.

We reserve the right to make dimensional and constructional alterations.



Headquarters

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



mayr®

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

Jägerstrasse 4
 64739 Höchst
 Tel.: 0 61 63/48 88
 Fax: 0 61 63/46 47

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.
 Z.A.L. du Minopole
 BP 16
 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.: 0 49/8 79 10 20
 Fax: 0 49/8 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
 Tobelackerstrasse 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

Transmission Australia Pty. Ltd.
 22 Corporate Ave,
 3178 Rowville, Victoria
 Australien
 Tel.: 0 39/7 55 44 44
 Fax: 0 39/7 55 44 11
 info@transaus.com.au

China

Mayr Shanghai
 Representative Office
 Room 506, No. 1007,
 Zhongshan South No. 2 Road
 200030 Shanghai, VR China
 Tel.: 0 21/64 57 39 52
 Fax: 0 21/64 57 56 21
 sales@mayr.com.cn

India

National Engineering
 Company (NENCO)
 J-225, M.I.D.C.
 Bhosari Pune 411026
 Tel.: 0 20/27 47 45 29
 Fax: 0 20/27 47 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

South Africa

Torque Transfer
 Private Bag 9
 Elandsfontein 1406
 Tel.: 0 11/3 45 80 00
 Fax: 0 11/9 74 05 24
 torque@bearings.co.za

South Korea

Mayr Korea Co. Ltd.
 no. 302, 3rd floor, Kyoungnam
 Taxi Mutual Aid Association Hall,
 209-3, Myoung-Seo Dong,
 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. 162, Hsin sheng Road,
 Taishan Hsiang,
 Taipei County 243, Taiwan R.O.C.
 Tel.: 02/29 03 09 39
 Fax: 02/29 03 06 36
 steve@zfgta.com.tw

Machine tools

Applications in China
 Dynamic Power Transmission Co., Ltd.
 Block 5th, No. 1699, Songze Road,
 Xujiang Industrial Zone
 201702 Shanghai, China
 Tel.: 021/59883978
 Fax: 021/59883979
 dtcshanghai@online.sh.cn

26/07/2010 SC

More representatives:

Austria, Benelux States, Brazil, Canada, Czech Republic, Denmark, Finland, Greece, Hongkong, Hungary, Indonesia, Israel, Malaysia, New Zealand, Norway, Philippines, Poland, Romania, Russia, Slovakia, Slovenia, Spain, Sweden, Thailand, Turkey

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

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