

# ROBA<sup>®</sup>-twinstop<sup>®</sup>

The perfect elevator brake  
for compact drives



The  
**No. 1**  
for elevator  
brakes



*The reliable double brake acc. EN 81*

- *Maximum safety due to redundancy*
- *Extremely short design*
- *Virtually silent due to mayr<sup>®</sup> noise damping*
- *Cost-effective*
- *Easy installation*

[www.mayr.de](http://www.mayr.de)

P.8012.V03.GB

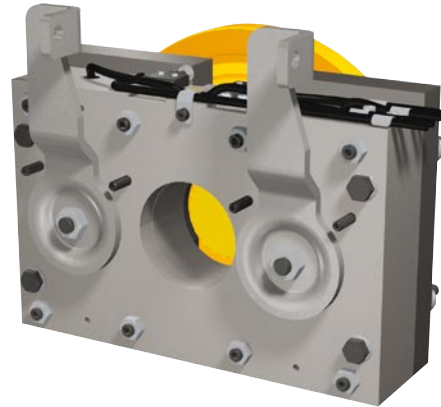
**mayr<sup>®</sup>**  
your reliable partner

**ROBA®-twinstop®**

**The doubled safety brake for elevator drives and stage technology**

*Performance Characteristics*

- **Maximum safety due to two independent brakes acc. EN81**
- **Also suitable as protection against excessive upwards speeds when fitted with release monitoring (prototype inspection applied for ABV 845)**
- **Exceptionally short design**
- **Cost-effective, redundant elevator brake**
- **Brakes can be individually subjected to an electrical inspection**
- **Mounting the encoder does not lengthen the construction or add further parts**
- **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 rotating hand release for Bowden cable is a possible option (hand release lever on request)**



Rotating hand release for Bowden cable  
Type 8012.\_\_\_2\_3

**Design**

The ROBA®-twinstop® consists of a compact brake block with two independent brake circuits which is fixed to the motor using four screws. In comparison to brake systems with brakes, which are positioned behind each other, it has an extremely short construction length. Even the addition of a compact encoder does not alter this length, as it is located in the central bore (Dimension D).

**Function**

The redundant electromagnetic safety brake ROBA®-twinstop® is spring applied. If the power is switched off, or on power failure / EMERGENCY STOP, the brake ensures reliable and secure stops in any position.

**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®-twinstop® with a release monitoring per brake circuit for functional checks on both brakes should our customers require it. This provides maximum safety for both the system and the personnel.

**Maintenance-free**

The ROBA®-twinstop® 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 service lifetime.

**Virtually silent**

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

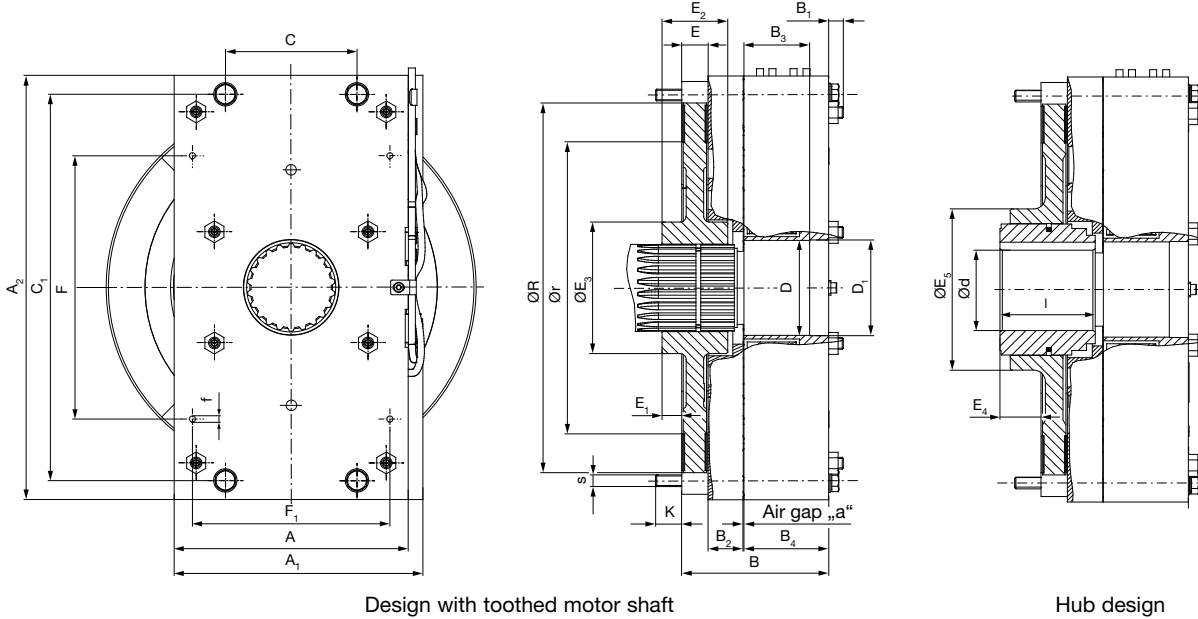
**Order number**

	Basic Type	0	0	Basic Type		
		1	1	With release monitoring		
	with rotating hand release for Bowden cable <sup>5) 7)</sup>	2	2	With wear monitoring <sup>5)</sup>		
			3	With release and wear monitoring <sup>5)</sup>		
▼ ▼						
___ / 8	0	1	2	.	___	___
▲		▲	▲			3 / ___ / ___
<b>Sizes</b>	Nominal braking torque 100 % <sup>7)</sup>	0	0	Basic Type for toothed motor shaft	Braking torque (see Techn. Data page 3)	Coil voltage <sup>8)</sup> 24, 104, 180, 207 [V DC]
<b>150</b>	Braking torque increased <sup>7)</sup>	1	1	With hub		
<b>up to 350</b>	Braking torque increased with overexcitation <sup>5) 7)</sup>	2				
	Braking torque reduced <sup>7)</sup>	3				

2 **Example: 250 / 8012.00013 / 2 x 250 Nm / 207 V DC**

ROBA®-twinstop® Type 8012. \_ \_ \_ 3

Sizes 150 up to 350



Design with toothed motor shaft

Hub design

Dimensions	Size			
	150	200	250	350
A	160	160	160	200
A <sub>1</sub>	170	170	170	210
A <sub>2</sub>	250	290	290	300
B	90,6	90,6	100,6	100,6
B <sub>1</sub>	12	12	12	12
B <sub>2</sub>	24,1	24,1	24,1	24,1
B <sub>3</sub>	35	35	45	45
B <sub>4</sub>	48	48	58	58
C	94	90	90	120
C <sub>1</sub>	224	264	264	272
DIN 5480 <sup>1)</sup>	60 x 2,5 x 22	60 x 2,5 x 22	65 x 3 x 20	65 x 3 x 20 **
d <sub>preferred bore</sub> <sup>*)</sup>	40	56	56	56
d <sub>max</sub>	55	60	60	60
D	65	65	65	65
D <sub>1</sub>	65,5	65,5	65,5	65,5
E	18	18	18	18
E <sub>1</sub>	5	5	13,5	17
E <sub>2</sub>	38	41	45	52
E <sub>3</sub>	90	90	110	110
E <sub>4</sub>	21	28	28	28
E <sub>5</sub>	90	110	110	110
F	146	180	180	200
F <sub>1</sub>	135	135	135	185
f	4 x M5 (6 deep)	4 x M5 (8 deep)	4 x M5 (8 deep)	4 x M5 (8 deep)
K	18	18	18	17
l	50	65	65	65
r	180	180 / 200 <sup>2)</sup>	200	208
R	223	235 / 253 <sup>2)</sup>	253	273
s	4 x M8	4 x M8	4 x M8	4 x M10

- 1) Directly toothed motor shaft  
Type 8012.\_0\_ \_3
- 2) For design with hub Type 8012.\_1\_ \_3
- 3) Possible without overexcitation < 65 dB (A)
- 4) Operation with overexcitation required.  
Conditionally suitable for applications in elevator and stage technology - Please contact our manufacturing site if applicable!
- 5) Available on request
- 6) We recommend connection to smoothed DC voltage respectively a *mayr*®-bridge rectifier.
- 7) In connection with overexcitation and / or reduced braking torques and a fixed-installed mechanical release, use of a wear monitoring device may be necessary. - Please contact our manufacturing site if applicable.

<sup>\*)</sup> **Danger:** In particular for small shaft diameters, you may be required to submit a strength verification for the shaft end to the TÜV (Technical Inspectorate)!

<sup>\*\*)</sup> > 410 Nm toothings

Technical Data				Size			
				150	200	250	350
Nominal braking torque <sup>3)</sup>	Type 8012.0_ _ _ 3	M <sub>Nom</sub>	[Nm]	2 x 150	2 x 200	2 x 250	2 x 350
Increased braking torque without overexcitation	Type 8012.1_ _ _ 3	M	[Nm]	-	-	2 x 280	2 x 410
Increased braking torque with overexcitation <sup>4)</sup>	Type 8012.2_ _ _ 3	M	[Nm]	Available on request			
Reduced braking torque	Type 8012.3_ _ _ 3	M	[Nm]	2 x 120	2 x 160	2 x 230	2 x 300
		M	[Nm]	2 x 90	2 x 120	2 x 210	2 x 250
Electrical nominal power	Type 8012.0_ _ _ 3	P <sub>20</sub>	[W]	2 x 68	2 x 63	2 x 79	2 x 82
Weight (without hub)			[kg]	20,1	23,7	26,8	34,6
Maximal speed		n <sub>max</sub>	[rpm]	1000	1000	1000	1000
Nominal air gap (Tolerance + 0,2/-0,05)		a	[mm]	0,45			

## 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**<sup>®</sup>

## 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  
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

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 Power Transmission Co., Ltd.  
Shanghai Representative Office  
Room 2206, No. 888 Yishan Road  
200233 Shanghai, VR China  
Tel.: 0 21/64 32 01 60  
Fax: 0 21/64 57 56 21  
Trump.feng@mayr.de

### 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.  
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. 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,  
Xujing Industrial Zone  
201702 Shanghai, China  
Tel.: 021/59883978  
Fax: 021/59883979  
dtschanghai@online.sh.cn

### More representatives:

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