

Installation and Operational Instructions for ROBA®-duplostop® Type RSR 8010. _ _ _ _ Size 1500

(B.8010.1.EN)

Please read these Operational Instructions carefully and follow them accordingly!

Ignoring these Instructions can lead to lethal accidents, malfunctions, brake failure and damage to other parts.

These Installation and Operational Instructions (I + O) are part of the brake delivery.

Please keep them handy and near to the brake at all times.

Contents:

- Page 1:** - Contents
- Page 2:** - Safety and Guideline Signs
- Certification
- Guidelines on EU Directives
- Page 3:** - Safety Regulations
- Page 4:** - Safety Regulations
- Page 5:** - Safety Regulations
- Page 6:** - Brake Illustrations for Design without Hand Release
- Page 7:** - Brake Illustrations for Design with Hand Release
- Parts List
- Page 8:** - Technical Data
- Page 9:** - Switching Times
- Page 10:** - Torque-Time Diagram
- Application
- Design
- Function
- Scope of Delivery / State of Delivery
- Adjustment
- Page 11:** - Installation Conditions
- Installation
- Page 12:** - Hand Release
- Braking Torque
- Noise Damping
- Page 13:** - Release Monitoring
- Page 14:** - Electrical Connection and Wiring
- Page 15:** - Brake Inspection (Customer-side after Mounting)
- Dual Circuit Brake Functional Inspection
- Page 16:** - Maintenance
- Information on the Components
- Cleaning the Brake
- Page 17:** - Disposal
- Malfunctions / Breakdowns

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Safety and Guideline Signs

DANGER



Immediate and impending danger, which can lead to severe physical injuries or to death.

CAUTION



Danger of injury to personnel and damage to machines.



Please Observe!
Guidelines on important points.

Certification

EU Type Examination Certificate (Elevator Directive): EU-BD 766



Guidelines on the Declaration of Conformity

A conformity evaluation has been carried out for the product (electromagnetic safety brake) in terms of the EU Low Voltage Directive 2014/35/EU. The Declaration of Conformity is laid out in writing in a separate document and can be requested if required.

Guidelines on the EMC Directive (2014/30/EU)

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 EU Directive on the Restriction of the Use of Certain Hazardous Substances in Electrical and Electronic Equipment

The electromagnetic brake as well as the rectifiers / microswitches / proximity switches required for control / self-monitoring fulfil the requirements laid down in the EU Directive 2011/65/EU (RoHS) (Restriction on the Use of Certain Hazardous Substances, such as lead (0.1 %), mercury (0.1 %), cadmium (0.01 %), hexavalent chromium (0.1 %), polybrominated biphenyls (PBB) (0.1 %), polybrominated diphenylethers (PBDE) (0.1 %)). In addition, the substances listed in the delegated Directive 2015/863 EU – 22 July 2019, Di(2-ethylhexyl)phthalate (DEHP) (0.1 %), butylbenzylphthalate (BBP) (0.1 %), dibutylphthalate (DBP) (0.1 %) and diisobutylphthalate (DIBP) (0.1 %) are also not included.

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 2014/34/EU.

Safety Regulations

These Safety Regulations are user hints only and may not be complete!

General Guidelines

DANGER



Danger of death!
Do not touch voltage-carrying lines and components.

Brakes may generate further risks, among other things:



Hand injuries



Danger of seizure



Contact with hot surfaces



Magnetic fields

Severe injury to people and damage to objects may result if:

- ☐ the electromagnetic brake is used incorrectly.
- ☐ the electromagnetic brake is modified.
- ☐ the relevant standards for safety and / or installation conditions are ignored.

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 specialist personnel are allowed to work on the components.

They must be familiar with the dimensioning, transport, installation, inspection of the brake equipment, initial operation, maintenance and disposal according to the relevant standards and regulations.



Before product installation and initial operation, please read the Installation and Operational Instructions carefully and observe the Safety Regulations. Incorrect operation can cause injury or damage. At the time these Installation and Operational Instructions go to print, the electromagnetic brakes accord with the known technical specifications and are operationally safe at the time of delivery.

- ☐ Technical data and specifications (Type tags and documentation) must be followed.
- ☐ The correct connection voltage must be connected according to the Type tag and wiring guidelines.
- ☐ Check electrical components for signs of damage before putting them into operation. Never bring them into contact with water or other fluids.
- ☐ Please observe the EN 60204-1 requirements for electrical connection when using in machines.



Only carry out installation, maintenance and repairs in a de-energised, disengaged state and secure the system against inadvertent switch-on.

Guidelines for Electromagnetic Compatibility (EMC)

In accordance with the EMC directives 2014/30/EU, 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.

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, bedding-in condition / conditioning of the brake linings 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.
- ☐ Use of the brake in extreme environmental conditions or outdoors, directly exposed to the weather, is not permitted.
- ☐ The brakes are designed for a relative duty cycle of 60 %. A duty cycle > 60 % leads to higher temperatures, which cause premature ageing of the noise damping and therefore lead to an increase in switching noises. Furthermore, the switch function of the release monitoring can be impaired. The max. permitted switching frequency is 240 1/h. These values are valid for intermittent periodic duty S3 60 %. The permitted surface temperature on the brake flange must not exceed 80 °C at a max. ambient temperature of 40 °C. For higher requirements on the friction work in case of EMERGENCY STOP or at temperatures of up to 90 °C on the brake flange, special friction materials and noise damping are to be used (see Type key).
- ☐ The braking torque is dependent on the current bedding-in condition of the brake. Bedding in / conditioning of the friction linings is necessary.
- ☐ 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.



Please ensure that the brake is clean and oil-free, as both brake circuits have an effect on the same linings. In particular in gear applications, special sealing measures, among other precautions, may be necessary!

- ☐ The surfaces of the outer components have been phosphated manufacturer-side to form a basic corrosion protection. The surface is rough-sawn and unprocessed (rolled material).

CAUTION



The rotors may rust up and seize up in corrosive ambient conditions and / or after longer downtimes.
The user is responsible for taking appropriate countermeasures.

Safety Regulations

These Safety Regulations are user hints only and may not be complete!

Dimensioning

Attention!

When dimensioning the brake, please take into consideration whether a load torque is present when selecting the protection.

- ☐ Load torques reduce the deceleration torque available.
- ☐ Load torques may increase the output speed:
 - during a possible processing time in the controls
 - during the brake downtime

When calculating the friction work, please observe that the brake nominal torque is subject to a tolerance.

Climate Conditions

The electromagnetic brake is suitable for applications with an ambient temperature of between -5 °C and +40 °C.

CAUTION



Reduction in braking torque possible

Condensation can form on the brake and cause a loss in braking torque:

- ☐ due to fast changes in temperature
- ☐ at temperatures of around or under freezing point

The user is responsible for taking appropriate countermeasures (e.g. forced convection, heating, drain screw).

CAUTION



Brake malfunction possible

Condensation can form on the brake and cause malfunctions:

- ☐ at temperatures around or under freezing point, the brake can freeze over and not release any more.

The user is responsible for taking appropriate countermeasures (e.g. forced convection, heating, drain screw).

The system function must be checked by the user after longer downtimes.



At high temperatures and in high humidity or with occurring dampness, the rotor can seize up to the armature disk or the bearing shield / the flange plate after longer downtimes.

CAUTION



Temperatures of over 80 °C on the brake mounting flange can have a negative effect on the switching times, the braking torque levels and the noise damping behaviour.

Intended Use

This safety brake is intended for use in electrically operated elevators and goods elevators. Furthermore, this brake can be used as a braking device acting on the traction sheave or the shaft of the traction sheave, as part of the protection device against overspeed for the car moving in upwards direction and as a braking element against unintended car movement.

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!

Class of Insulation F (+155 °C)

The insulation components on the magnetic coils are manufactured at least to class of insulation F (+155 °C).

Protection

(mechanical) IP10: Protection against large body surfaces and large foreign bodies > 50 mm in diameter. No protection against water.

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

Brake Storage

- ☐ Store the brakes in a horizontal position, in dry rooms and dust and vibration-free.
- ☐ Relative air humidity < 50 %.
- ☐ Temperature without major fluctuations within a range from -5 °C up to +40 °C.
- ☐ Do not store in direct sunlight or UV light.
- ☐ Do not store aggressive, corrosive substances (solvents / acids / lyes / salts / oils / etc.) near to the brakes.

For longer storage of more than 2 years, special measures are required (please contact the manufacturer).

Storage acc. DIN EN 60721-3-1 (including the limitations / additions described above): 1K3; 1Z1; 1B1; 1C2; 1S3; 1M1

Handling

Before installation, the brake must be inspected and found to be in proper condition.

The brake protection must be inspected both **once attachment has taken place** as well as **after longer system downtimes**, in order to prevent the drive starting up against possibly seized linings.

Safety Regulations

These Safety Regulations are user hints only and may not be complete!

User-implemented Protective Measures:

- ☐ Please cover moving parts to protect **against injury through seizure**.
- ☐ Place a cover on the magnetic part to protect **against injury through high temperatures**.
- ☐ **Protection circuit:** When using DC-side switching, the coil must be protected by a suitable protection circuit according to VDE 0580, which is integrated in *mayr*®-rectifiers. To protect the switching contact from consumption when using DC-side switching, additional protective measures 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*®-spark quenching unit, half-wave and bridge rectifiers), although this may of course then alter the switching times.
- ☐ Take precautions **against freeze-up of the friction surfaces** in high humidity and at low temperatures.

EN ISO 12100

Safety of machinery – General principles for design - Risk assessment and risk reduction

DIN EN 61000-6-4
EN 12016

Interference emission
Interference immunity (for elevators, escalators and moving walkways)

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.
- the brakes are handled or operated incorrectly.


Standards, Directives and Regulations Used and To Be Applied

DIN VDE 0580	Electromagnetic devices and components, general specifications
2014/35/EU	Low Voltage Directive
CSA C22.2 No. 14-2010	Industrial Control Equipment
UL 508 (Edition 17)	Industrial Control Equipment
2014/33/EU	Elevator Directive
EN 81-20	Safety rules for the construction and installation of lifts – Part 20: Passenger and goods passenger lifts
EN 81-50	Safety rules for the construction and installation of lifts - Examinations and tests – Part 50: Design rules, calculations, examinations and tests of lift components


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!

CE Identification

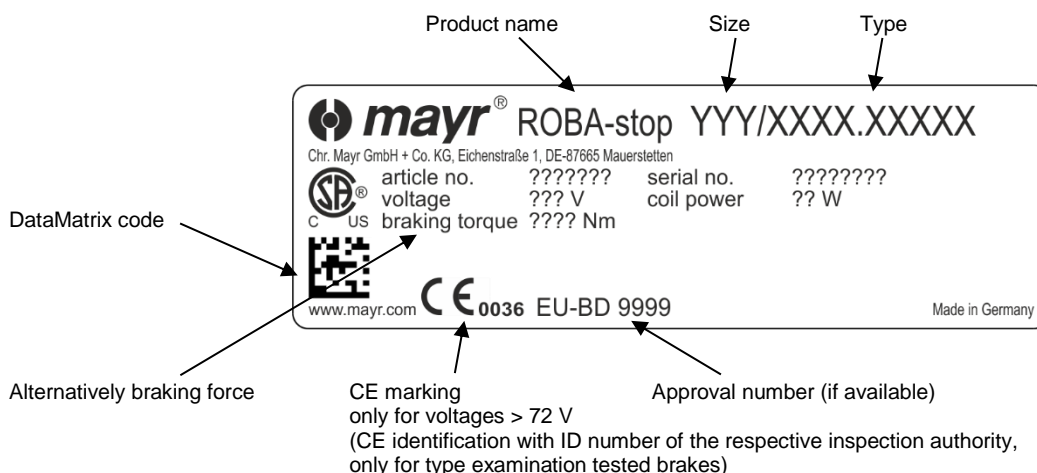
 according to the Low Voltage Directive 2014/35/EU and the Elevator Directive 2014/33/EU

Conformity Markings

 in terms of the Canadian and American approval

Identification

mayr® components are clearly marked and described on the Type tag:



Installation and Operational Instructions for ROBA®-duplostop® Type RSR 8010._____ Size 1500

(B.8010.1.EN)

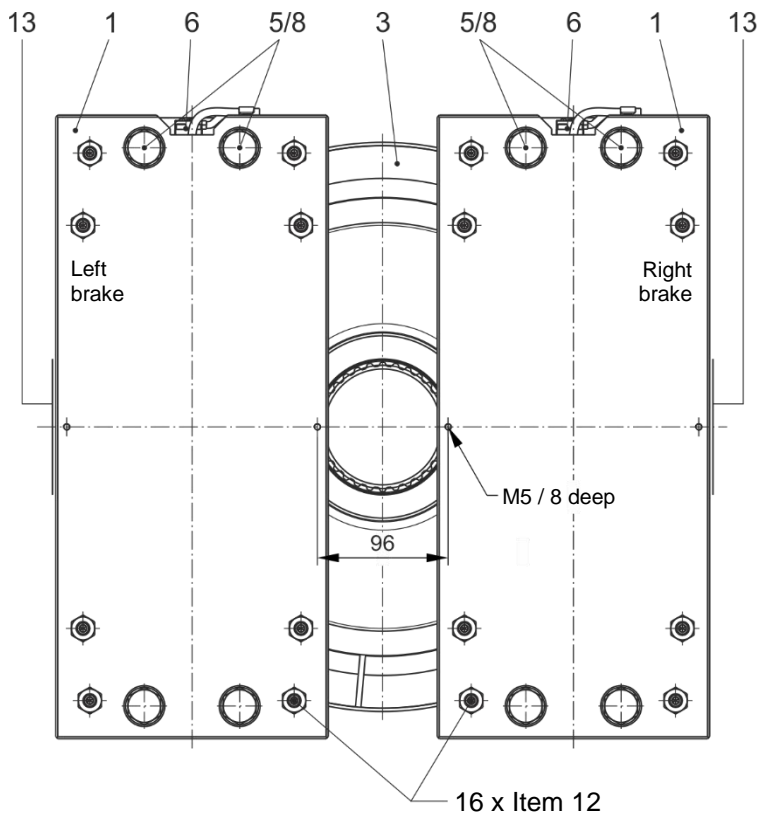


Fig. 1

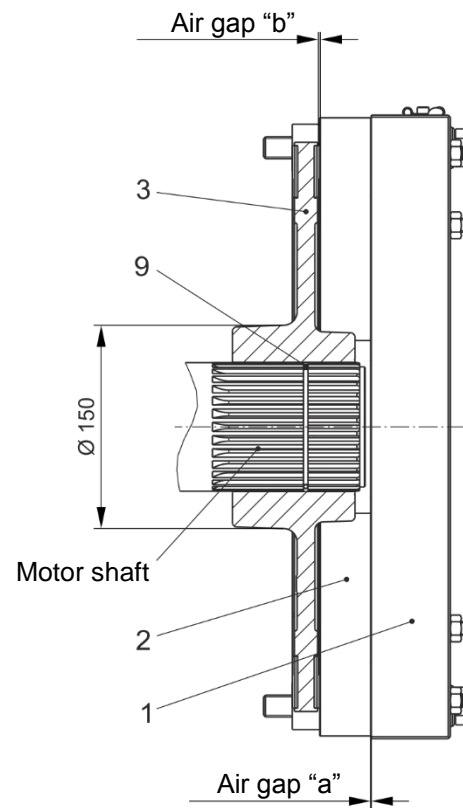


Fig. 2

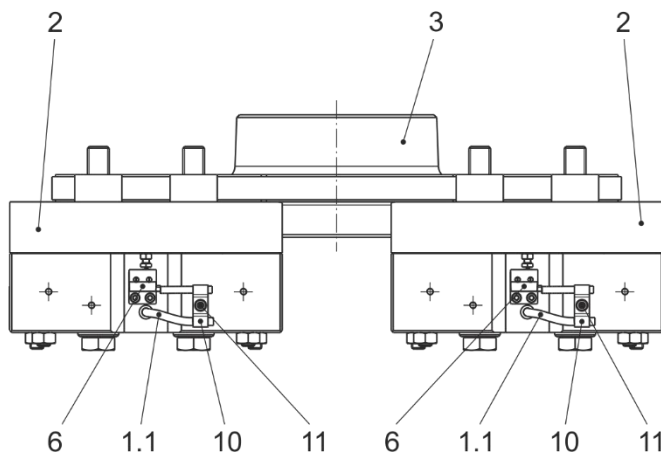


Fig. 3

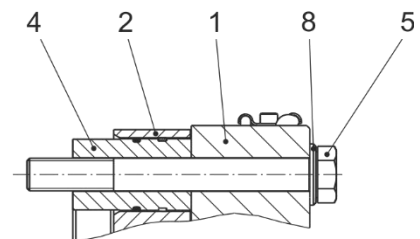


Fig. 4

Installation and Operational Instructions for ROBA®-duplostop® Type RSR 8010._____ Size 1500

(B.8010.1.EN)

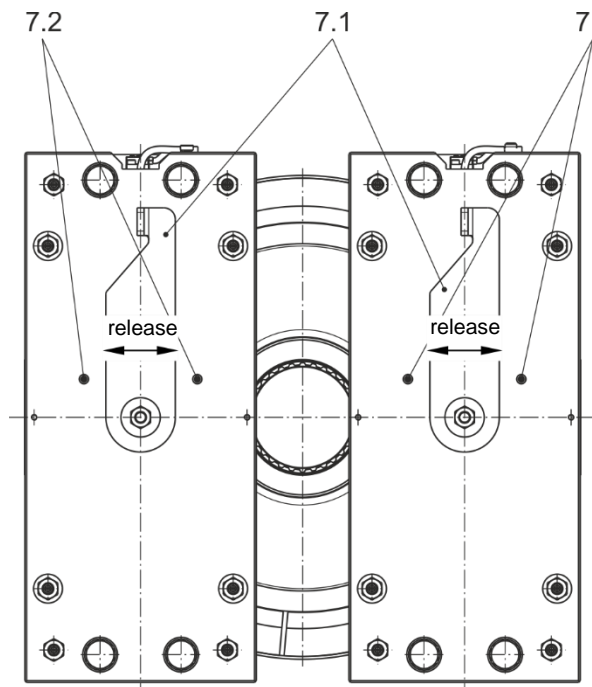


Fig. 5 (Hand release for Bowden cable)

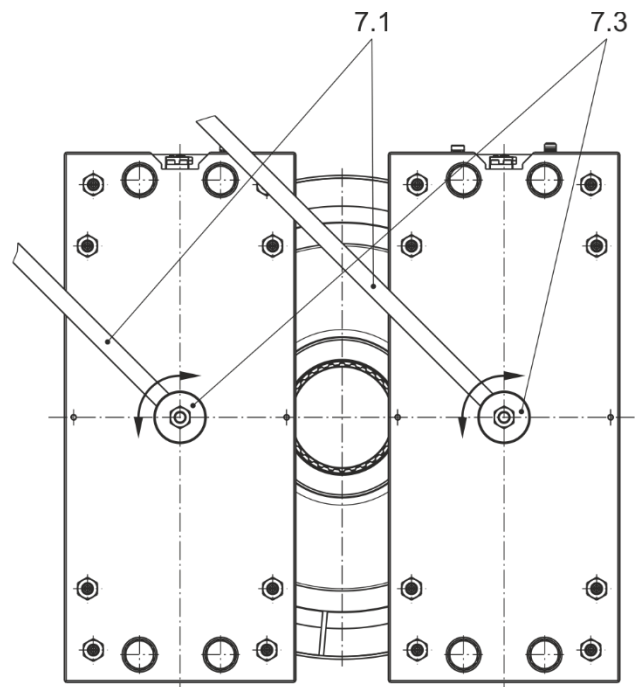


Fig. 6 (Hand release with hand release lever)

Parts List (Only use mayr® original parts)

Item	Name	Pcs.
1	Coil carrier assembly (incl. magnetic coil)	2
1.1	Connection cable 2-wire / terminal coil blue/brown	2
2	Armature disk	2
3	Rotor assembly	1
4	Distance bolt	8
5	Hexagon head screw M16 x 140	8
6	Release monitoring assembly	2
6.1	Microswitch incl. adaptor plate (Fig. 8, page 13)	2
6.2	Cap screw M4 x 8 (Fig. 8, page 13)	4
6.3	Hexagon nut M5 (Fig. 8, page 13)	2
6.4	Hexagon head screw M5 x 18 (Fig. 8, page 13)	2
6.5	Spring washer A5 (Fig. 8, page 13)	2
7	Hand release assembly (dependent on Type)	2
7.1	Hand release lever	2
7.2	Spring pin	4
7.3	Connection piece	2
8	Washer	8
9	O-ring Ø 82 x 3 (not included in the standard scope of delivery)	2
10	Cable clamp	2
11	Cap screw M5 x 10	2
12	Noise damping	16
13	Type tag (on the side of the coil carriers)	2

Installation and Operational Instructions for ROBA®-duplostop® Type RSR 8010. _ _ _ _ _ Size 1500

(B.8010.1.EN)

Table 1: Technical Data

Max. nominal braking torque ¹⁾ :	1700 Nm
Min. nominal braking torque ¹⁾ :	1200 Nm
Nominal voltages U _N with respective (inductivity)	24 V DC (2 x ___ H) 104 V DC (2 x 46 H) 180 V DC (2 x ___ H) 207 V DC (2 x 160 H)
Nominal power P _N at 20 °C	2 x 165 W
Max. trigger speed	400 rpm
Protection (coil/casting compound)	IP54
Protection (mechanical)	IP10
Protection (microswitch)	IP67
Duty cycle with 240 switchings per hour	max. 60 %
Rotor thickness, new condition	20 _{-0.05} mm
Nominal air gap ²⁾ "a" braked	0.45 mm
Maximum air gap ³⁾ "a" for rotor replacement	0.9 mm
Inspection air gap "b" on released brake	min. 0.25 mm
Inspected max. friction work ⁴⁾ on EMERGENCY STOP / 300 rpm (both brake circuits brake)	85000 J
Tightening torque hexagon head screw (Item 5)	183 Nm
Release force per brake circuit for design with Bowden cable hand release and for a braking torque of 1700 Nm	530 N
Release angle for design with Bowden cable hand release	approx. 21 °
Release force per brake circuit for design with lever hand release and for a braking torque of 1700 Nm	160 N
Release angle for design with lever hand release	approx. 30°
Mass without hand release (7)	137 kg
Ambient temperature	-5 °C to +40 °C



- ¹⁾ The braking torque (nominal 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.
- ²⁾ Measured in the armature disk (2) area, centre, vertical centre axis.
- ³⁾ Once the maximum air gap has been reached, the rotors must be replaced. However, the brake already becomes louder at an air gap > "a" +0.2 mm.
- ⁴⁾ Max. 3 movements one after the other with a 5-minute break each time.

At temperatures of around or under freezing point, condensation can strongly reduce the braking torque. The user is responsible for taking appropriate countermeasures. The customer is responsible for providing a protective cover against contamination caused by construction sites.

DANGER



The tension ability of the brake increases, above all when operating with reduced torques and / or in operation with overexcitation.
Due to the brake noise behaviour and for safety reasons, the rotor (3) must however be replaced at the latest when the air gap reaches 0.9 mm (see section on Maintenance, page 16).
If there is still a risk of the device wearing down to an air gap of 0.9 mm unnoticed, we recommend mounting a wear monitoring device (option dependent on Type / on request).
When the air gap "a" > 2 mm (design with hand release) or "a" > 3.0 mm (design without hand release), the armature disk (2) will lie against the mechanical contacts, which causes a sudden drop in braking torque to 0 Nm and a risk of load crashes.

Installation and Operational Instructions for ROBA®-duplostop® Type RSR 8010. _ _ _ _ Size 1500

(B.8010.1.EN)

Table 2: Switching Times [ms]

Nominal braking torque	Attraction t_2	Drop-out t_0 DC	Drop-out $t_{50}^{5)}$ DC	Drop-out $t_{90}^{5)}$ DC	Drop-out t_{11} AC	Drop-out $t_{11}^{6)}$ AC
1700 Nm	630	40	120	210	360	1100
1200 Nm	350	75	160	270	540	1600



⁵⁾ Referring to the nominal braking torque

⁶⁾ Referring to the effective braking torque

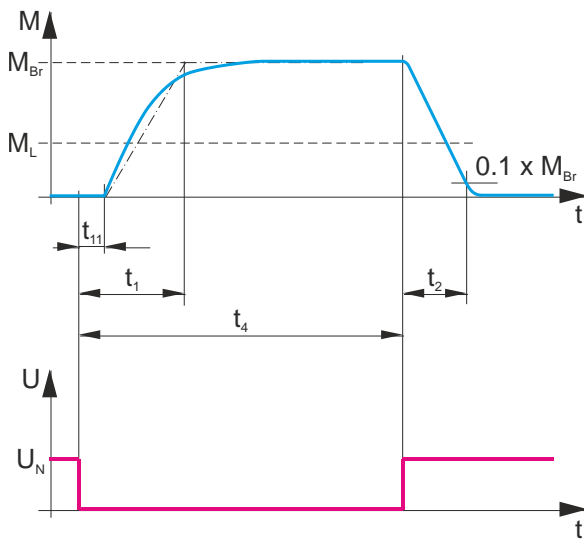
The stated switching times can only be achieved using the respective correct electrical wiring. This also refers to the protection circuit for brake control and the response delay times of all control components. If the brake is operated using overexcitation, the respective switch-on and switch-off times for overexcitation must be taken into account (inadvertent movements of the elevator cage).

The use of varistors for spark quenching increases the DC-side switching times.

Installation and Operational Instructions for ROBA®-duplostop® Type RSR 8010. _ _ _ _ Size 1500

(B.8010.1.EN)

Torque-Time Diagram



Key

- M_{Br} = Braking torque
- M_L = Load torque
- t_1 = Connection time
- t_{11} = Response delay on connection
($\triangleq t_0$ acc. Type Examination Certificate)
- t_2 = Separation time
- t_4 = Slip time + t_{11}
- U_N = Coil nominal voltage

Application

- ☐ ROBA®-duplostop® for use as a holding brake with occasional EMERGENCY STOP braking actions
- ☐ The max. permitted speed and friction work (see Technical Data, Table 1) must be observed.

Design

The ROBA®-duplostop® is a spring applied, electromagnetically releasing dual circuit safety brake - a component in terms of DIN VDE 0580.

It is designed for installation into gearless elevator machinery for use as a holding brake with occasional EMERGENCY STOP braking actions.

On dimensioning, the braking torque, the speed as well as the permitted friction work in case of EMERGENCY STOP need to be taken into consideration for safe holding of the load torque and safe compliance with the required braking distance.

Furthermore, the ROBA®-duplostop® can be used as a braking device acting on the shaft of the traction sheave, as part of the protection device against overspeed for the car moving in upwards direction and as a braking element against unintended car movement.

Please also observe the Annex in the EU Type Examination Certificate.

In order to guarantee the maximum braking distance while both brakes act, an inspection of the protection device including all control and brake times (detector / control / brake) is necessary. The respective standards, regulations and directives must be observed.

Function

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

Spring applied function:

In de-energised condition, thrust springs press against the armature disks (2). The rotor (3) with the friction linings is therefore held between the armature disks (2) and the machine screw-on surface.

The motor shaft is braked via the rotor (3).

Electromagnetic function:

Due to the magnetic force of the coils in the coil carriers (1), the armature disks (2) are attracted against the spring pressure to the coil carrier (1).

The brake is thereby released and the shaft can rotate freely.

Safety brake function:

The ROBA®-duplostop® brakes reliably and safely in the event of a power switch-off, a power failure or an EMERGENCY STOP.

Scope of Delivery / State of Delivery

The brake bodies are completely pre-assembled with coil carrier (1), armature disks (2), distance bolts (4), hand release (option dependent on Type) and adjusted microswitches (option dependent on Type).

Included loose in delivery are:

- Rotor (3)
- Hexagon head screws M16 x 140 (Item 5; 8 pieces)
- Washer (Item 8; 8 pieces)
- Hand release lever (Item 7.1, 2 pieces on design with lever hand release)

Please check the scope of delivery according to the Parts List as well as the state of delivery immediately after receiving the goods.

mayr® will take no responsibility for belated complaints.

Please report transport damage immediately to the deliverer.

Please report incomplete delivery and obvious defects immediately to the manufacturer.

Adjustment



The brakes are equipped manufacturer-side with the respective springs for the braking torque stated on the Type tag (13). Adjustment is not necessary. Adaptions or modifications are not permitted as a rule. This rule also applies to the manufacturer-side adjusted noise damping. The microswitches are also adjusted manufacturer-side. Despite great care during the manufacturer-side adjustment, re-adjustment might be necessary after installation due to transportation and handling. Furthermore, such switches cannot be considered fail-safe. Please also observe the section 'Release Monitoring'.

Installation and Operational Instructions for ROBA®-duplostop® Type RSR 8010. _ _ _ _ Size 1500

(B.8010.1.EN)

Installation Conditions

- ❑ The eccentricity of the shaft end in relation to the fixing holes must not exceed 0.3 mm.
- ❑ The positional tolerance of the threads for the hexagon head screws (5) must not exceed 0.3 mm.
- ❑ The axial run-out deviation of the screw-on surface to the shaft must not exceed the permitted axial run-out tolerance of **0.063 mm** in the area of the friction surface. Measuring procedure acc. DIN 42955. Larger deviations can lead to a drop in torque, to continuous grinding of the rotor (3) and to overheating.
- ❑ The splined motor shaft should be designed according to the information given in the applicable assembly drawing. The O-ring groove must be inserted before the shaft is splined. The O-ring groove must be free of burrs.



The dimensions stated in the assembly drawing are manufacturer-side recommendations based on experiences from the field of application. The alignment mechanism and the vibration behaviour of the rotor (3) must be checked for rubbing noises and rattling, which might be caused by the engine control. The inspection must be carried out customer-side in the combination elevator machine / control under load.

- ❑ The mounting dimensions and the tapped holes s with depth $K + 2 \text{ mm}$ (K = screw projection) according to the applicable assembly drawing must be given (Fig. 7).
- ❑ A suitable counter friction surface (steel or cast iron) must be used. Sharp-edged interruptions on the friction surfaces must be avoided. Recommended surface quality in the area of the friction surface $Ra = 0.8 - 1.6 \text{ }\mu\text{m}$. The mounting surface must be turned. The surface must be bare or FE-phosphated (layer thickness approx. $0.5 \text{ }\mu\text{m}$) without oil. If corrosion protection is applied, the device must be inspected for possible effects on the braking torque. **In particular customer-side mounting surfaces made of grey cast iron are to be rubbed down additionally with sandpaper (grain ≈ 60 to 100).**
- ❑ The rotor and brake surfaces must be oil and grease-free.
- ❑ The O-ring (9) must be lightly greased.
- ❑ The toothings of the motor shaft and the rotor (3) must not be oiled or greased.
- ❑ Please abstain from using cleaning agents containing solvents, as they could affect the friction material.

Installation (Figs. 1 - 7)

1. Insert the O-ring (Item 9) $\varnothing 82 \times 3$ with NBR 70 material (provided by customer), lightly greased, into the motor shaft groove. Please use a grease based on mineral oil, NLGI Class 2, with a basic oil viscosity of $220 \text{ mm}^2/\text{s}$ at $40 \text{ }^\circ\text{C}$.
2. Push the rotor (3) over the O-ring (9) onto the motor shaft by hand using light pressure.



Please make sure that the installation position of the rotor (3) is correct! The rotor collar $\varnothing 150$ faces towards the machine wall, see Fig. 2.

The rotor toothing must lie over the entire length of the motor shaft.

Make sure that the toothing moves easily.

Do not damage the O-ring (9).

3. Evenly attach the left brake body with hexagon head screws (Item 5; 4 pieces) and washers (Item 8; 4 pieces) placed under them (we recommend that you secure the screws using Loctite 243).

Tighten the hexagon head screws (5) using a torque wrench and observe the tightening torque of 183 Nm. Repeat the procedure with the brake body on the right side.

4. **Check air gap "a" (Fig. 2)**

Air gap: $0.45 \text{ mm} \leq "a" \leq 0.65 \text{ mm}$

This air gap must be given in the armature disk (2) area, centre, vertical centre axis next to the microswitch (6.1).

5. Connect the brake electrically.

6. **Check air gap "b" $> 0.25 \text{ mm}$ in energised state on the rotor (3) (Fig. 2).**

The inspection air gap must be given.

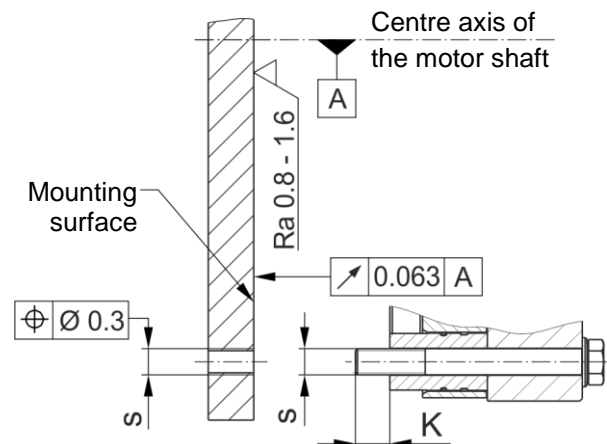


Fig. 7

Installation and Operational Instructions for ROBA®-duplostop® Type RSR 8010. _ _ _ _ Size 1500

(B.8010.1.EN)

Hand Release

(Option dependent on Type for mechanical release of both brake circuits individually using a Bowden cable or by hand)

The hand release is set manufacturer-side ready for installation.

The brake is released by moving both hand release levers simultaneously (7.1), see Figs. 5 and 6. The rotational direction is irrelevant here.

The armature disks (2) are attracted to the coil carriers (1); the rotor (3) is then free and the brake is released.

DANGER



Operate the hand release carefully.
Any existing loads are put into motion when the hand release is actuated.
Please see Table 1 for the required release force.

Guidelines on the hand release for Bowden cable (Fig. 5)



Do not push the hand release lever (7.1) up to the stop pins (spring pins Item 7.2), but carefully only to the point, at which the traction sheave or the car starts moving.

The stop pins are only used to prevent blockage of the hand release.

A substantially increased force acting on the hand release lever (7.1) may lead to component destruction.

Bowden cable designs must be designed with an end stop for the Bowden cable lever as soon as release of the brake is residual torque-free.

In addition, a suitable return spring must be installed on customer Bowden cable designs in order to align friction forces in the Bowden cable.

Guidelines on the hand release with hand release lever (Fig. 6)



For manual brake release, both hand release levers (7.1) must be inserted into the connection pieces (7.3), e.g. as shown in Fig. 6.

Possible insertion positions 4 x 90°.

Push the hand release lever (7.1) carefully only to the point, at which the traction sheave or the car starts moving.

A substantially increased force acting on the hand release lever (7.1) may lead to component destruction.

After carrying out the release procedure, both hand release levers (7.1) must be removed from the connection pieces (7.3).

Braking Torque

The (nominal) braking 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.

The brake is loaded statically when used as a service brake and loaded dynamically in EMERGENCY STOP operation (part of the brake equipment against overspeed or inadvertent movement of the elevator cage). Respectively, there are different speed values for the friction material, which in practice also leads to different friction values and therefore braking torques.

Amongst other things, the braking torque is dependent on the respective quality / condition of the friction surfaces (conditioning). Therefore, bedding in of the brake linings on newly installed brakes or on rotor replacement when mounted onto the motor is required, taking into account the permitted loads. The following applies as a reference value for the bedding in of new brake linings. The load in new condition may not be more than 50 % of the max. permitted friction work (see Table 1). This process is to be carried out at reduced speed, approx. 30 % of the operating speed.

If the bedding in should take place under works-specific conditions, we ask you to contact us, so that we can provide the appropriate parameters.

Friction materials develop their optimum effect only under speed at the appropriate contact pressure, as continuous regeneration of the friction surface then takes place (torque consistency). Permanent grinding of the rotor can lead to overheating / damage to the brake linings, and therefore to a drop in braking torque.

Furthermore, friction materials are subject to ageing, which is also influenced, among other things, by higher temperatures and other ambient influences. We recommend regular inspection of the braking torque (1 x per year) including the respective dynamic braking actions as a refresher.

Noise Damping (Item 12 / Fig. 1)



The noise damping was set and adjusted manufacturer-side. However, this component is subject to ageing dependent on the application or operating conditions (torque adjustment, switching frequency, ambient conditions, system vibrations etc.). Replacing the damping element is only permitted at the mayr® site of manufacture.

Installation and Operational Instructions for ROBA®-duplostop® Type RSR 8010. _ _ _ _ Size 1500

(B.8010.1.EN)

Release Monitoring (6)

ROBA®-duplostop® brakes are delivered with manufacturer-side installed and adjusted release monitoring devices.

One microswitch (6.1) per brake circuit emits a signal for every brake signal condition change:

"Brake opened" or "brake closed"

On initial operation:

Connection as NC contact (black and blue strands).

The customer is responsible for a signal evaluation of both conditions.

From the point at which the brake is energised, a time span of three times the separation time must pass before the microswitch signal on the release monitoring is evaluated.

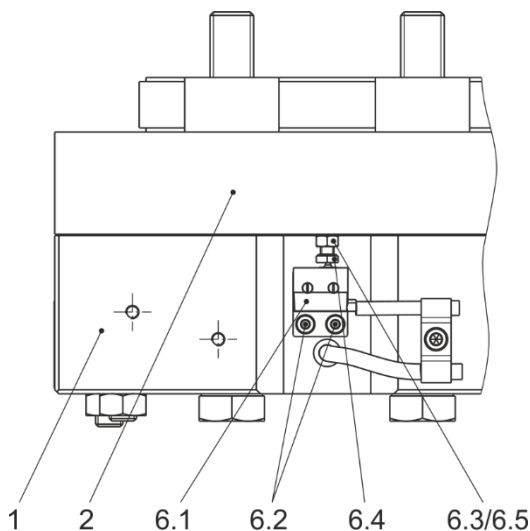
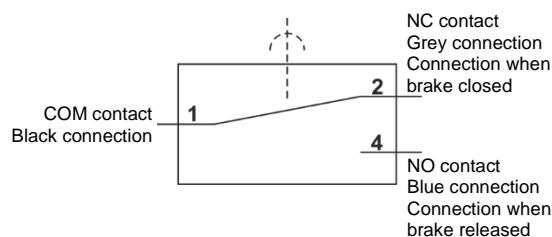


Fig. 8

Function

When the magnetic coils are energised in the coil carriers (1), the armature disks (2) are attracted to the coil carrier (1), the microswitches (6.1) emit a signal and the brake is released.

Wiring Diagram of the Microswitch (6.1):



Re-adjustment is possible via the hexagon head screws (6.4) and the hexagon nuts (6.3).

If this proves necessary, please contact the manufacturers.

Microswitch Specification

Characteristic values for measurement:	250 V~ / 3 A
Minimum switching power:	12 V, 10 mA DC-12
Recommended switching power: for maximum lifetime and reliability	24 V, 10...50 mA DC-12 DC-13 with freewheeling diode!

Usage category acc. IEC 60947-5-1:
DC-12 (resistance load), DC-13 (inductive load)

Customer-side Inspection after Mounting onto the Elevator Machinery

The customer-side contact is an NO contact.

Please inspect the release monitoring on both circuits:

Brake de-energised → Signal "OFF"

Brake energised → Signal "ON"



Microswitches cannot be guaranteed fail-safe. Therefore, please ensure appropriate access for replacement or adjustment. The switching contacts are designed so that they can be used for both small switching powers and medium ones. However, after switching a medium switching power, small switching powers are no longer reliably possible. In order to switch inductive, capacitive and non-linear loads, please use the appropriate protection circuit to protect against electric arcs and unpermitted loads!



If a replacement or new adjustment of the microswitch (6.1) is required by the customer, separate adjustment instructions stating the article or serial number of the respective brake can be requested from the manufacturer.

Installation and Operational Instructions for ROBA®-duplostop® Type RSR 8010. _ _ _ _ _ Size 1500

(B.8010.1.EN)

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 must take place via DC voltage with a low ripple content, e.g. via a bridge rectifier or with another suitable DC 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.

Supply Voltage Requirements



In order to minimise noise development of the released brake, it must only be operated via DC voltage with low ripple content. AC current operation can take place using a bridge rectifier or another suitable DC power supply. Supplies

whose output voltages have a high ripple content (e.g. a half-wave rectifier, a switch-mode mains adaptor, ...) are not suitable for operation of the brake.

Earthing Connection

The brake is designed for Protection Class I. This protection covers therefore 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

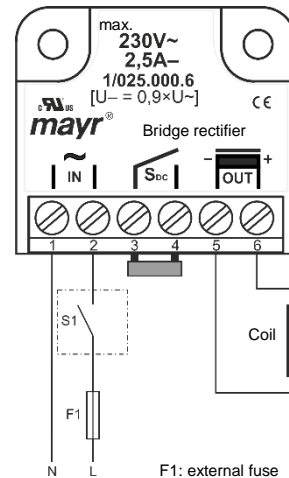
The reliable operational behaviour of a brake is to a large extent dependent on the switching mode used. Furthermore, the switching times are influenced by the temperature and the air gap between the armature disk and the coil carrier (dependent on the wear condition of the linings).

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.

Magnetic Field Removal

AC-side Switching

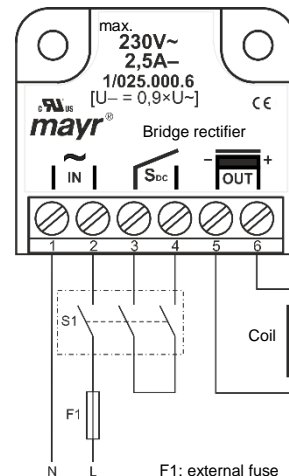


The power circuit is interrupted in front of the rectifier. The magnetic field slowly reduces. This delays the rise in braking torque.

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 lead to wear on the contacts from sparks and to destruction of the insulation.

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

Protection Circuit

When using DC-side switching, the coil must be protected by a suitable protection circuit according to VDE 0580, which is integrated in Mayr®-rectifiers. To protect the switching contact from consumption when using DC-side switching, additional protective measures 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®-spark quenching unit, half-wave and bridge rectifiers), although this may of course then alter the switching times.

Brake Inspection

(Customer-side after Mounting onto the Elevator Machinery)

- ❑ **Inspection of the individual air gaps (Fig. 2)**
Air gaps "a" of both brake circuits (brake de-energised):
air gap $0.45 \text{ mm} \leq "a" \leq 0.65 \text{ mm}$.
This air gap must be given in the armature disk (2) area,
centre, vertical centre axis next to the microswitch (6.1)
(Fig. 1).
Air gaps "b" of both brake circuits (brake energised):
air gap "b" $> 0.25 \text{ mm}$.
- ❑ **Braking torque inspection:**
Please compare the requested braking torque with the
torque stated on the Type tag.
- ❑ **Release function inspection**
By energising the brake via battery operation, to guarantee
emergency escape for passengers during a power failure or
manually using the hand release.
- ❑ **Switch function inspection of the release monitoring
(NO contact)**
Brake de-energised → Signal "OFF"
Brake energised → Signal "ON"
- ❑ **Hand release functional inspection (dependent on
Type)**

Dual Circuit Brake Functional Inspection

The ROBA®-duplostop® brake is equipped with a double safety
(redundant) braking system.

This means that, should one brake circuit fail, the braking effect
is still maintained.



Should the elevator begin to move after release
of one brake circuit or should it fail to react to
the braking procedure, the energised coil must
be switched off immediately!

The dual circuit braking function is not
guaranteed.

Shut down the elevator, lower and secure the
load, remove and inspect the brake.

Please observe the installation guidelines of
the elevator manufacturer as well as the
accident prevention regulations.

The individual circuit inspection is carried out by energising the
individual circuits. The braking effect sufficient for the retardation
of the elevator cage, which is loaded with nominal load and
moving downwards at nominal speed, must be maintained
(please observe the permitted friction work acc. Technical data).

Inspection left brake circuit:

1. Energise the right and left brake circuits and put the drive
into operation.
2. De-energise the left brake circuit (= EMERGENCY STOP)
and inspect the stopping distance according to the elevator
regulations.
3. De-energise the right brake circuit.

Inspection right brake circuit:

1. Energise the right and left brake circuits and put the drive
into operation.
2. De-energise the right brake circuit (= EMERGENCY STOP)
and inspect the stopping distance according to the elevator
regulations.
3. De-energise the left brake circuit.

Inspection of both brake circuits:

Energise both brake circuits and put the drive into operation.
Trigger an EMERGENCY STOP and inspect the stopping
distance. The stopping distance must be much shorter than the
stopping distance for an individual circuit.

If the brake is used as part of the protection device against
unintended car movement, the functionality of the protection
device must be verified using the type examination (compliance
of the entire concept - detector/control/brake element - for the
elevator system).

The inspection proves that the brake element (both brake circuits
work together) releases correctly. Furthermore, it must be
confirmed that the travelled distance does not exceed the stated
value.

If the brake is normally released using overexcitation, brake
release during the inspection must be carried out via DC-side
switch-off from the overexcitation voltage.

Installation and Operational Instructions for ROBA®-duplostop® Type RSR 8010. _ _ _ _ Size 1500

(B.8010.1.EN)

Maintenance

ROBA®-duplostop® brakes are mainly maintenance-free. The friction lining pairing is robust and wear-resistant. This ensures a particularly long service lifetime of the brake.

However, the friction lining is subject to operational wear on frequent EMERGENCY STOP braking actions. Normally, such occurrences are recorded and saved by the elevator control, or they require the intervention of qualified personnel. When carrying out this maintenance work (especially when taking DIN EN 13015 Appendix A into account), the causes of the malfunction must be determined, assessed and removed by specialist personnel. Causal events such as the air gap can be checked and respective measures can be taken.

The brakes on the elevator system must be maintained and repaired by a **specialist employee**, taking into consideration the type and intensity of use of the system.

The following inspections / tests are to be conducted within the scope of the defined elevator maintenance interval during maintenance and repairs.

1. Visual inspection
 - Inspection of condition in accordance with the regulations
 - Brake rotor: in particular the exterior appearance of the brake surfaces
 - wear
 - free of oil / lubricants
 - sticking of linings
2. Tightening torque inspection of the fixing screws on the brakes. If the brake fixing screws are covered with sealing lacquer, a visual inspection for damage of the sealing is sufficient.
3. Inspection of the air gap – braked (both brake circuits)
4. Inspection of toothing backlash from the splined motor shaft to the rotor (3).
Max. permitted toothing backlash 0.5 °
5. Running noise (brake rotor) during operation
Attention: Permanent grinding of the rotor can lead to overheating / damage to the brake linings, and therefore to a drop in braking torque. If such indications are present, it is essential that the braking torque is checked and the rotor replaced if required independent of the inspection or the determined wear value!
6. Braking torque or delay inspection (individual brake circuits) at least once per year (within the scope of the maintenance / main inspection)



In order to inspect the wear condition of the rotor (3), please measure the air gap "a", see Fig. 2.
If the brake limit air gap (0.9 mm) has been reached, meaning that the friction linings are worn down, the braking torque is lost and the rotor (3) must be replaced.
Brake de-installation is carried out by following the instructions in the section Installation (page 11) backwards.

Replacing the Rotor (3)

Before Replacing the Rotor

- ☐ Clean the brake.



Please observe the section "Cleaning the Brake", see below.

- ☐ Measure the rotor thickness "new" (nominal dimension acc. Table 1).

Replace the rotor (3) by following the Brake Installation instructions backwards.

DANGER



The drive-brake must be load-free on hoist drives.
Otherwise there is a danger of load crashes!

Information on the Components

The **friction material** contains different inorganic and organic compounds, which are integrated into a system of hardened binding agents and fibres.

Possible hazards:

No potential dangers have been recognised so far when the brake is used according to its intended purpose. When grinding in the friction linings (new condition) and also in case of EMERGENCY STOP braking actions, functional wear can occur (wear on the friction linings); on open brake designs, fine dust can be emitted.

Classification: Hazardous property

Attention: H-classification: H372



Protective measures and rules of behaviour:

Do not inhale dusts.

Vacuum the dusts at the point of origin (tested suction devices, tested filters acc. DIN EN 60335-2-69 for dust classes H; maintenance of the suction devices and filter replacement at regular intervals).

If local dust suction is not possible or is insufficient, the entire work area must be ventilated using appropriate technology.

Additional information:

This friction lining (asbestos free) is not a dangerous product in terms of the EU Directive

Cleaning the Brake



Do not clean the brake using compressed air, brushes or similar devices!

- ☐ Wear safety gloves / safety goggles.
- ☐ Use a suction system or wet towels to clean off the brake dust.
- ☐ Do not inhale brake dust.
- ☐ In case of dust formation, a dust mask FFP 2 is recommended.

Installation and Operational Instructions for ROBA®-duplostop® Type RSR 8010. _ _ _ _ Size 1500

(B.8010.1.EN)

Disposal

Our electromagnetic brake components must be disposed of separately as they consist of different materials. Please also observe the relevant authority regulations. Code numbers may vary according to the disassembling process (metal, plastic and cables).

Electronic components

(Rectifier / ROBA®-switch / Switch):

Products which have not been disassembled can be disposed of under Code No. 160214 (mixed materials) or components under Code No. 160216, or can be disposed of by a certified disposal firm.

Brake bodies made of steel with coil/cable and all other steel components:

Steel scrap (Code No. 160117)

All aluminium components:

Non-ferrous metals (Code No. 160118)

Brake rotor (steel or aluminium pads with friction linings):

Brake linings (Code No. 160112)

Seals, O-rings, V-seals, elastomers, terminal boxes (PVC):

Plastic (Code No. 160119)

Malfunctions / Breakdowns:

Malfunction	Possible Causes	Solutions
Brake does not release	<input type="checkbox"/> Incorrect voltage on rectifier <input type="checkbox"/> Rectifier failure <input type="checkbox"/> Air gap too large (worn rotor) <input type="checkbox"/> Coil interrupted	<input type="checkbox"/> Apply correct voltage <input type="checkbox"/> Replace rectifier <input type="checkbox"/> Replace the rotor <input type="checkbox"/> Replace the brake
Release monitoring does not switch	<input type="checkbox"/> Brake does not release <input type="checkbox"/> Defective microswitch	<input type="checkbox"/> Solution as above <input type="checkbox"/> Replace the microswitch (manufacturer-side)