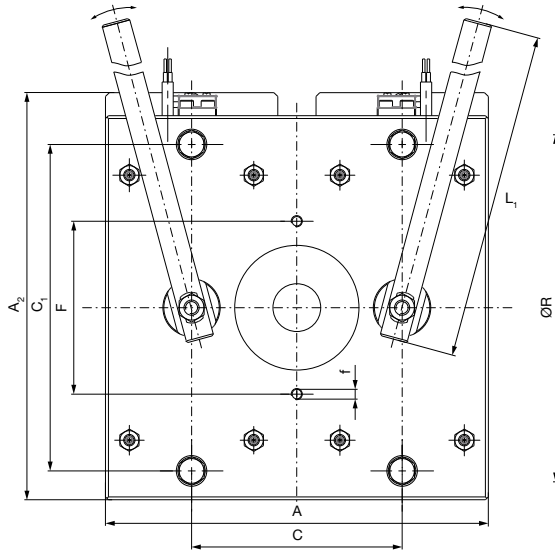
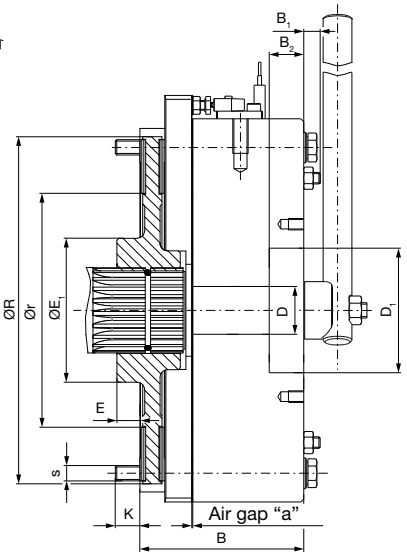
## ROBA®-twinstop® Type 8012._ _ _ _3

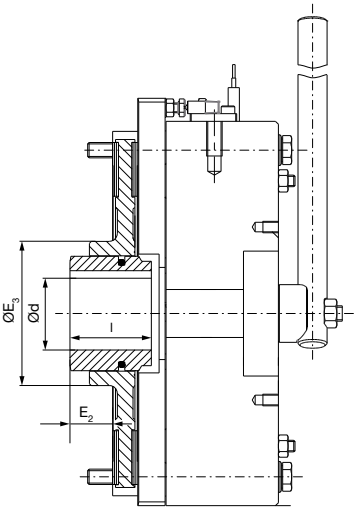
## Sizes 125 up to 225




Design with rotating hand release manually actuated




Design for splined motor shaft




Hub design

| Dimensions | Size | | | |
|---|---|---|---|---|
| | 125 | 180 | 225 | |
| Nominal braking torque | 2 x 125 | 2 x 180 | 2 x 225 | 2 x 250 |
| $A^{+4}$ | 200 | 200 | 200 | 200 |
| $A_2^{+2}$ | 212 | 237 | 267 | 267 |
| B | 85,6 | 92,6 | 97,6 | 97,6 |
| $B_1$ | 10 | 11 | 10 | 10 |
| $B_2$ | 18 | 15,5 | 20 | 20 |
| C | 110 | 110 | 110 | 110 |
| $C_1$ | 170 | 195 | 225 | 225 |
| DIN 5480 1) | 45 x 2 x 21 | 50 x 2 x 24 | 55 x 2 x 26 | 55 x 2 x 26 |
| $d_{min}$ * | 32 | 42 | 45 | 45 |
| $d_{max}$ | 37 | 45 | 53 | 52 |
| D | 25 | 25 | 25 | 25 |
| $D_1^{+0,1}$ | 65 | 65 | 65 | 65 |
| E | 12 | 13,5 | 10,5 | 14,5 |
| $E_1$ | 75 | 92 | 92 | 110 |
| $E_2$ | 22 | 22 | 20 | 20 |
| $E_3$ | 75 | 92 | 92 | 110 |
| F | 90 | 90 | 90 | 90 |
| $L_1$ | 233 | 233 | 273 | 273 |
| f | 2 x M6 (8 deep) | 2 x M6 (8 deep) | 2 x M6 (8 deep) | 2 x M6 (8 deep) |
| K | 13 | 16 | 15,5 | 15,5 |
| l | 42 | 46 | 50 | 50 |
| r | 122 | 145 | 145 | 180 |
| R | 181 | 196 | 196 | 222,5 |
| s | 4 x M8 | 4 x M8 | 4 x M10 | 4 x M10 |

1) Directly splined motor shaft
Type 8012._0 _ _3
other splines on request

*) **Attention**: In particular for small shaft diameters, you may be required to submit a strength verification for the shaft end to the TÜV (Technical Inspectorate)!

We reserve the right to make dimensional and constructional alterations.

| Technical Data | | | | Size | | | |
|---|---|---|---|---|---|---|---|
| | | | | 125 | 180 | 225 | |
| Nominal braking torque | Type 8012.0_ _ _3 | $M_{nom}$ | [Nm] | 2 x 125 | 2 x 180 | 2 x 225 | 2 x 250 |
| reduced braking torques up to: | Type 8012.3_ _ _3 | M | [Nm] | 2 x 90 | 2 x 140 | 2 x 170 | - |
| Electrical nominal power | Type 8012.0_ _ _3 | $P_{20}$ | [W] | 2 x 64 | 2 x 69 | 2 x 81 | 2 x 81 |
| Weight (without hub) | | | [kg] | 21,6 | 24,5 | 29,7 | 30,3 |
| Maximum speed in the application range elevator | | $n_{max}$ | [rpm] | 800 | 600 | 600 | 500 |
| Nominal air gap (Tolerance +0,15/-0,05) | | a | [mm] | 0,45 | | | |



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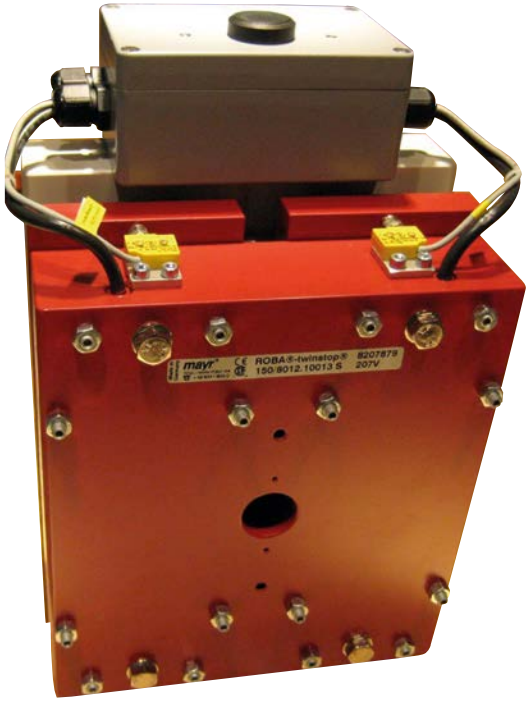
## Release monitoring function

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



## Usable also as wear monitoring

In almost all applications, the inductive proximity switch is used for release monitoring. However, it can also be used as a wear monitoring device.

## Maximum reliability

As there are no mechanical parts involved, the lifetime of this new, contactless release monitoring system is not dependent on the switching frequency. The system is **magnetic field** resistant and works **absolutely reliably** and **wear-free**. It is also resistant to impacts and vibrations, as there are no movable parts, and the electronics are completely encapsulated.

## Same installation dimensions – Differences in electrical connection

### Compatible and interchangeable

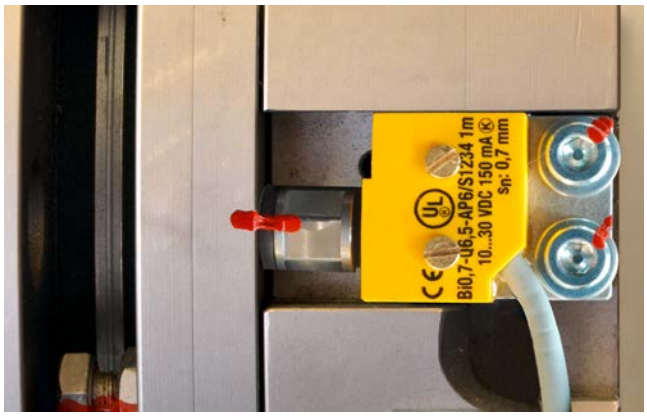
The contactless release monitoring has exactly the same installation dimensions as the microswitch design. Both systems are interchangeable.

The detail pictures below show a ROBA-stop®-silenzio® with proximity switch release monitoring (left) and microswitch release monitoring (right).

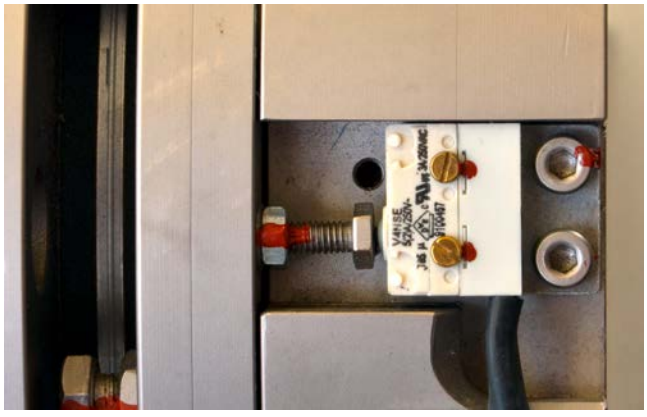
### Electrical Connection

The **release monitoring with microswitch** requires only two lines as NC or NO contact. Only when used as a change-over contact, three lines are necessary.

The **contactless release monitoring** always requires three lines – one each for the voltage




**Contactless release monitoring with inductive proximity switches**



**Release Monitoring with Microswitch**



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