



*your reliable partner*



**ROBA®-guidestop**



## Expert know-how in development and design

As the technological leader, *mayr*® power transmission focuses on continuous further development. Today, highly qualified engineers and technicians work on tomorrow's innovations using the most up-to-date tools. The many years of experience and countless tests in the Development and Testing Department at the Mauerstetten Headquarters form the basis of conscientious lifetime dimensioning.

The values upheld by our traditional, family-run company also include long-term stability and independence as well as a good reputation and satisfied customers.

Therefore, we place emphasis on:

- Tested product quality,
- Optimum customer service,
- Comprehensive know-how,
- Global presence,
- Successful innovations and
- Effective cost management

## Tested quality and reliability

*mayr*® brakes and clutches/couplings are subject to meticulous quality inspections. These include quality assurance measures during the design process as well as a comprehensive final inspection. Only the best, tested quality leaves our place of manufacture. All products are rigorously tested on calibrated test stands, and adjusted precisely to the requested values. An electronic database in which the measured values are archived together with the associated serial numbers guarantees 100 % traceability. On request, we confirm the product characteristics with a test protocol.

The certification of our quality management according to DIN EN ISO 9001:2015 confirms the quality-consciousness of our colleagues at every level of the company.

## Specialists in power transmission for more than a century

*mayr*® power transmission is one of the most traditional and yet most innovative companies in the field of power transmission. From modest beginnings in the year 1897, the family enterprise has developed to become the world market leader. Worldwide, the company employs approximately 1200 people.

### An unsurpassed standard product range

*mayr*® power transmission offers an extensive range of variants of torque limiters, safety brakes, backlash-free shaft misalignment compensation couplings and high-quality DC drives. Numerous renowned machine manufacturers trust in solutions by *mayr*® power transmission.

### Represented worldwide

With eight subsidiaries in Germany, sales offices in the USA, France, Great Britain, Italy, Singapore and Switzerland as well as 36 additional country representatives, *mayr*® is available in all important industrial areas, guaranteeing optimum customer service around the globe.

## Strongly positioned

*mayr*® sets standards in power transmission with economically viable solutions. For maximum competitiveness of your machines and systems, we always aim for the best possible cost efficiency, starting with the development of your clutch/coupling or brake, right up to delivery of the finished and inspected product. For cost-efficient production, our factories in Poland and China represent the perfect supplement to the headquarters in Germany.

## Never compromise on safety

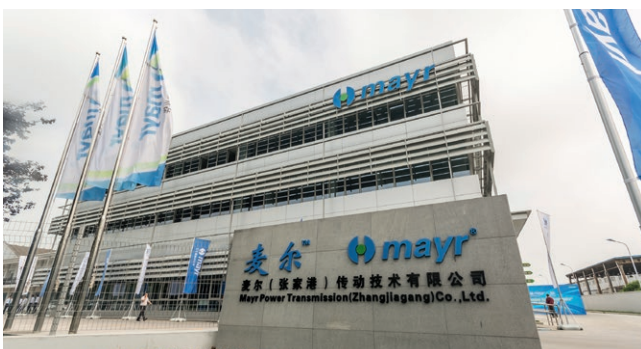
We make no compromises where safety is concerned. Only top products of a perfect quality guarantee that no people are injured or machines damaged in case of malfunctions, collisions and other hazardous situations. The safety of your employees and machines is our motivation to always provide the best and most reliable clutches, couplings or brakes.

*mayr*® power transmission holds numerous ground-breaking patents, and is the global market or technological leader for

- application-optimised **safety brakes**, for example for passenger elevators, stage technology and gravity-loaded axes
- **torque limiters** to protect against expensive overload damage and production losses and
- backlash-free **servo couplings**.



*mayr*® headquarters in Mauerstetten

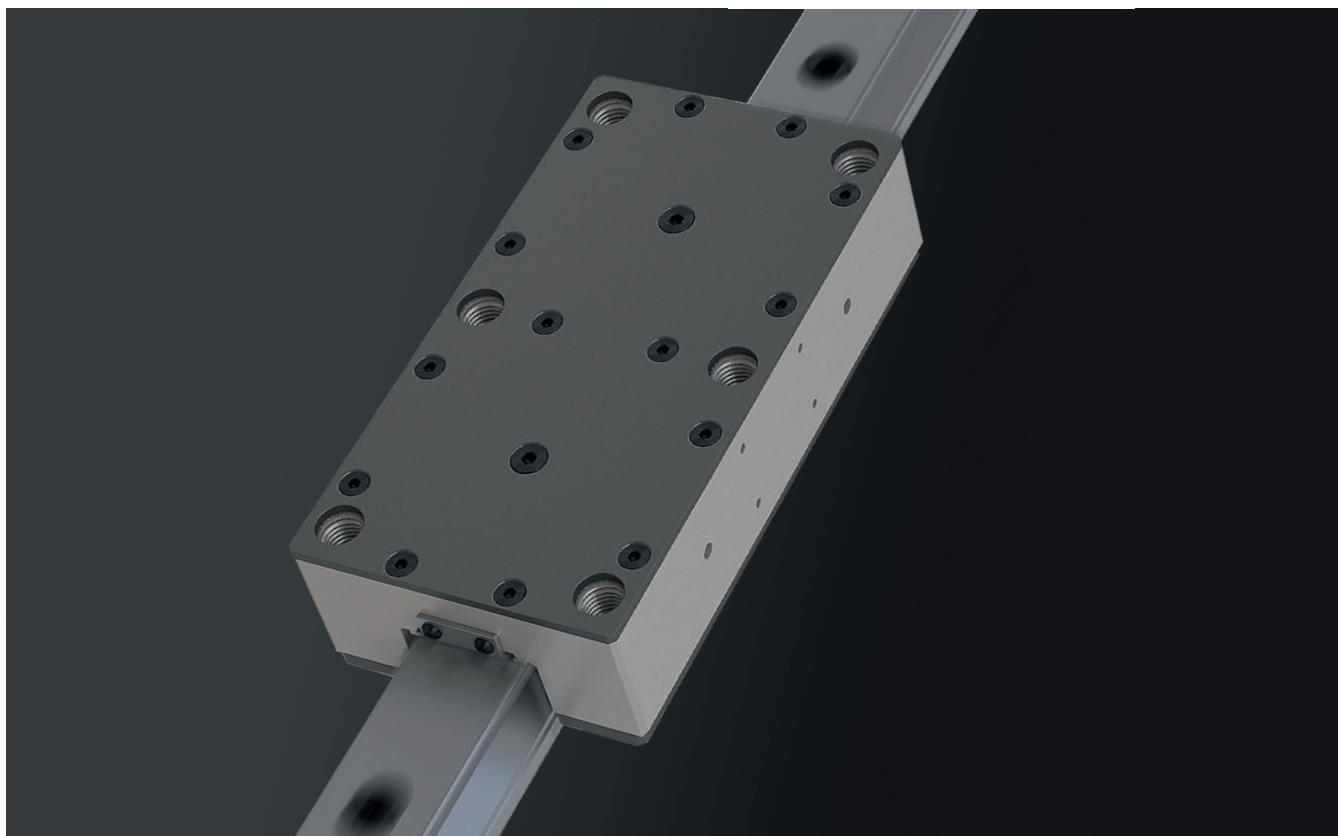


Subsidiary with Production — *mayr*® China



Subsidiary with Production — *mayr*® Poland





## Maximum functional safety

ROBA®-guidestop safety brakes operate according to the fail-safe principle. Pre-tensioned cup springs press the brake shoes onto the “waistline” of the profiled rail. The brake mechanism is designed for relatively large stroke paths and compensates for production tolerances in profiled rails without loss of braking force.

## Safety through direct clamping

ROBA®-guidestop safety brakes clamp directly onto the linear guide with an extremely high degree of rigidity. They are therefore directly mounted onto the masses which are to be braked or held. Drive elements between the motor and the moved mass, such as for example spindles, spindle nuts, shaft couplings or gears, can thus have no influence on safety.

## Perfect for vertical axes

Direct clamping onto the linear guide predestines the ROBA®-guidestop for application in gravity-loaded axes where hazard risks for people are to be minimised.

## High rigidity

ROBA®-guidestop safety brakes are more rigid than rod or band brakes by a factor of at least 3. Rotatory motor brakes withstand even less in comparison. They are usually subject to backlash, and furthermore every element between the brake and the carriage has a negative effect on rigidity.

## Relief for spindle and guide

ROBA®-guidestop takes on the load when the axis is stationary, for example during machining. In this phase, the drive motor can be switched off and removed from the control. This eliminates the control movements and is thus gentle on the ball screw spindle. The closed brake absorbs the axial forces. The lifetimes and maintenance intervals for the drive components are therefore increased.

## More accurate with higher cutting capacities

The backlash-free clamping additionally reinforces the NC axis. This increases process accuracy, increases the cutting capacities and provides advantages during heavy-duty machining. The machining generates less vibration and thus improves the surface quality of the workpiece.

## Switching condition monitoring

An integrated proximity switch emits a signal every time the brake condition changes.

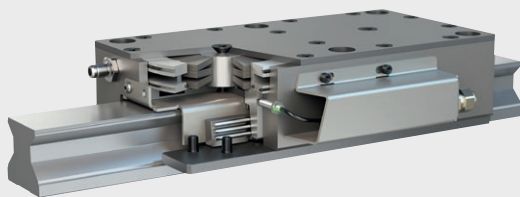
## ROBA<sup>®</sup>-guidestop profiled rail brakes

### decelerate reliably and safely – Clamp rigidly and backlash-free

- ☐ maximum safety due to fail-safe principle
- ☐ Type 3840, 3850/3852, power pack with two brake circuits for double holding force
- ☐ Type 3841, 3851/3853, cost-efficient solution for limited installation space
- ☐ safety and reliability thanks to direct, backlash-free clamping
- ☐ high degree of rigidity up to the full nominal holding force
- ☐ extremely high holding forces
- ☐ designed for standard linear guides
- ☐ with switching condition monitoring

#### Hydraulically actuated

Standard **or** short design



#### ROBA<sup>®</sup>-guidestop hydraulic

Type 384<sup>0</sup>/<sub>4.0</sub> \_ \_ \_ \_

Clamps a profiled rail via a spring-loaded device at the exact position required and backlash-free. EMERGENCY STOP braking possible.

Please observe profiled rail requirements!

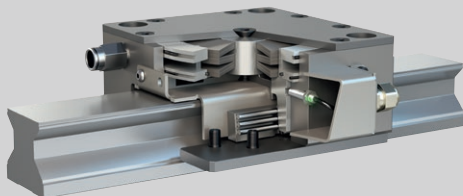
Nominal holding force: 5000 – 34000 N

Opening of the brake with 70 – 100 bar

For data and description, please see pages 6 - 9.

#### Pneumatically actuated

Standard **or** short design



#### ROBA<sup>®</sup>-guidestop pneumatic

Type 385<sup>0</sup>/<sub>4.0</sub> \_ \_ \_ \_

Clamps a profiled rail via a spring-loaded device at the exact position required and backlash-free.

EMERGENCY STOP braking possible.

Please observe profiled rail requirements!

Type 385<sup>0</sup>/<sub>4.1</sub> \_ \_ \_ \_

Clamps and brakes a profiled rail via a spring-loaded device at the exact position required and backlash-free. At least 2000 dynamic braking actions possible.

Nominal holding force: 700 – 12000 N

Opening of the brake with 4, 5 or 6 bar.

For data and description, please see pages 10 - 13.

#### Pneumatically actuated with a pressure of 20 bar

2 brake circuits **or** short design

- **with comparable nominal holding force as the hydraulic series**

#### ROBA<sup>®</sup>-guidestop pneumatic

Type 385<sup>2</sup>/<sub>3.0</sub> \_ \_ \_ \_

Clamps a profiled rail via a spring-loaded device at the exact position required and backlash-free. EMERGENCY STOP braking possible.

Please observe profiled rail requirements!

Nominal holding force: 2750 – 30000 N

Opening of the brake with 20 – 28 bar.

For data and description, please see pages 14 - 17.

#### For control with a pressure of 20 bar

#### Pressure booster for ROBA<sup>®</sup>-guidestop

##### Type 3880

For data and description, please see pages 20 - 22.

## ROBA®-guidestop hydraulic

Type 3840. \_ \_ 0 \_ \_

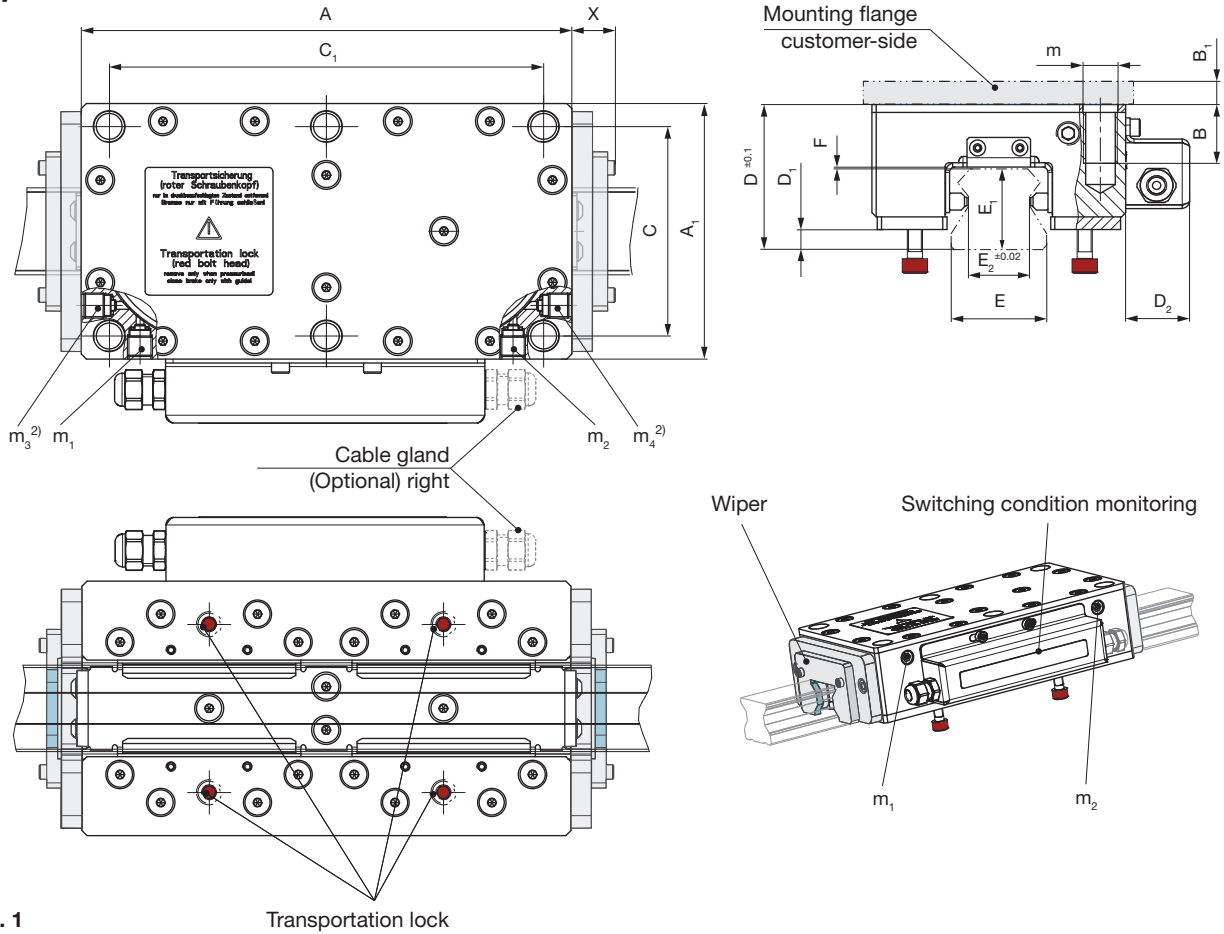


Fig. 1

Transportation lock

### Order Number

Rail manufacturer <sup>1)</sup>				Rail type <sup>1)</sup>		
IKO	J	INA	A	0	see table page 18	
EWELLIX	M	BOSCH	B	1		
		Schneeberger	C	2		
		HIWIN	D		<b>Cable gland</b> 0 Standard (on the left) 1 Optional (right)	
		THK	E			
		Rollon	F			
		NSK	G			
		NTN-SNR	H			
				▼	▼	▼
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Size 35 to 65	Clamping unit <sup>4)</sup>		0	<b>Options</b> 0 Standard (Basic Type) 1 with switching condition monitoring <sup>3)</sup> 2 with wiper <sup>2)</sup> 3 with switching condition monitoring <sup>3)</sup> and wiper <sup>2)</sup>		

**Example: Order number 45 / 3840.010A1 / 0**

- 1) For other rail manufacturers and rail types, please contact *mayr®* power transmission.
- 2) With a wiper, connections  $m_3$  and  $m_4$  can no longer be used.
- 3) 2 proximity switches are installed
- 4) Possible operating modes: Please observe page 19

Technical Data			Size			
			35	45	55	65
Nominal holding force $F^{2)3)}$		[N]	10000	15000	20000	34000
	ToleranceType 3840.0 _ _ _ _		0% / +150%			
Weight		[kg]	6	9	16	27
Operating pressure	min.	[bar]	70	70	70	85
	max.	[bar]	90	90	90	100
Rigidity		[N/ $\mu$ m]	380	490	860	1000
Hydraulic connection thread	$m_1, m_2, m_3, m_4$		1/8"			
Pressure Medium			Use hydraulic oil acc. DIN 51524-1:2006-04			
Absorption volume		[cm <sup>3</sup> ]	14	21	34	48
Ambient Temperature		[°C]	-10 to +60			

2) The dimensioning as a redundant dual circuit brake (optional) may only be implemented with half of the nominal holding force.

3) Minimum holding force when the brake is not pressurised and when the profiled rail is dry or moistened with mineral oil.

Dimensions [mm]	Size			
	35	45	55	65
A	192	225	270	325
A <sub>1</sub>	100	120	140	170
B	21.7	27.7	35.7	43
B <sub>1</sub> <sup>4)</sup>	10	15	25	35
C	82	96	110	134
C <sub>1</sub>	170	196	240	288
D <sub>2</sub>	25	25	25	25
E	34	45	53	63
m <sup>5)</sup>	6 x M12	6 x M16	6 x M20	6 x M24
X	Dimension depends on the rail manufacturer			

4) Required minimum thickness of the customer-side mounting flange (Steel)

5) Tapped hole

Dimensions [mm]		
Rail manufacturer	Rail type	For details see page 18

For detailed information on selection, dimensioning, installation, initial operation and maintenance, please see the Installation and Operational Instructions.

We reserve the right to make dimensional and constructional alterations.

## ROBA®-guidestop short design, hydraulic

Type 3841. \_ \_ 0 \_ \_

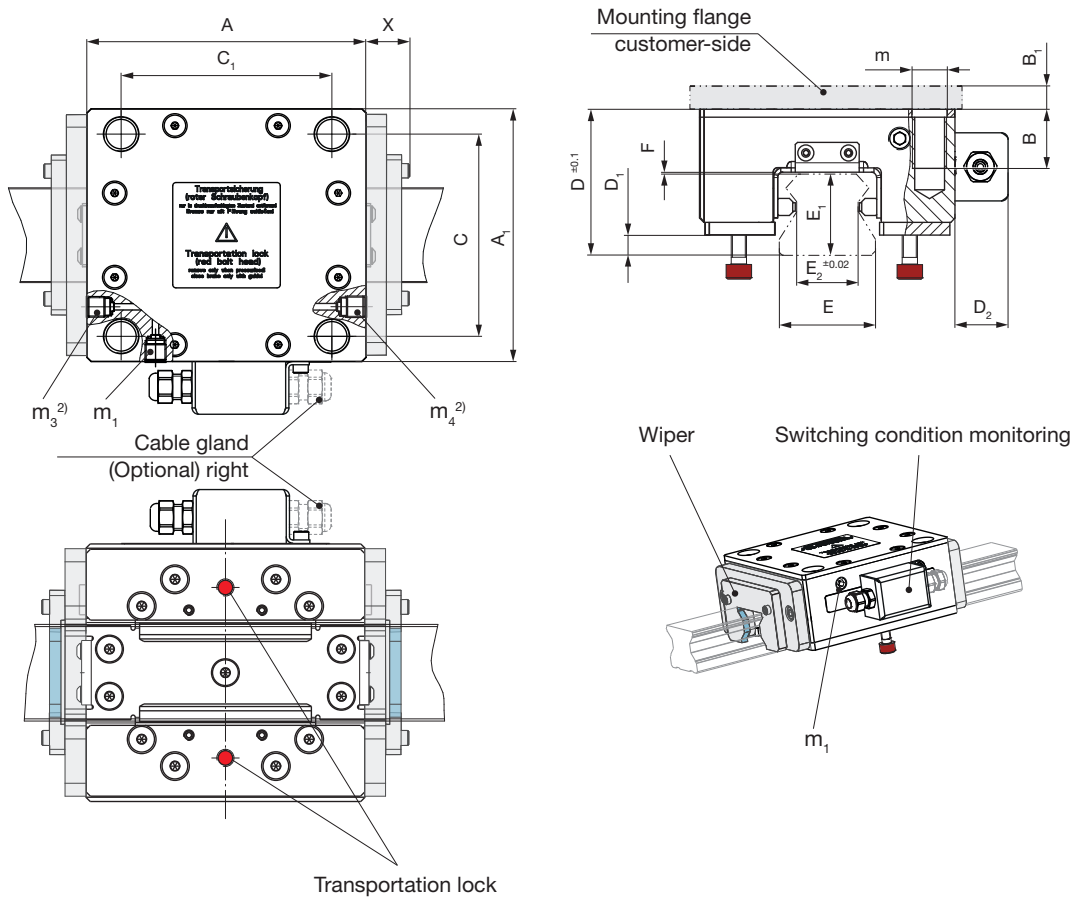


Fig. 2

### Order Number

		Rail manufacturer <sup>1)</sup>		Rail type <sup>1)</sup>	
	IKO	J	INA	A	0
	EWELLIX	M	BOSCH	B	1
			Schneeberger	C	2
			HIWIN	D	
			THK	E	
			Rollon	F	
			NSK	G	
			NTN-SNR	H	
					<b>Cable gland</b>
					0 Standard (on the left)
					1 Optional (right)
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**Example: Order number 45 / 3841.010A1 / 0**

1) For other rail manufacturers and rail types, please contact **mayr®** power transmission.

2) With a wiper, connections m<sub>3</sub> and m<sub>4</sub> can no longer be used.

3) Possible operating modes: Please observe page 19



Technical Data			Size			
			35	45	55	65
Nominal holding force F <sup>2)</sup>		[N]	5000	7500	10000	17000
	Tolerance	Type 3841.0_0_ _	0% / +150%			
Weight		[kg]	3.5	5.5	9	16
Operating pressure	min.	[bar]	70	70	70	85
	max.	[bar]	90	90	90	100
Rigidity		[N/μm]	180	245	430	500
Hydraulic connection thread	m <sub>1</sub> , m <sub>3</sub> , m <sub>4</sub>		1/8"			
Pressure Medium			Use hydraulic oil acc. DIN 51524-1:2006-04			
Absorption volume		[cm <sup>3</sup> ]	7	10.5	17	24
Ambient Temperature		[°C]	-10 to +60			

2) Minimum holding force when the brake is not pressurised and when the profiled rail is dry or moistened with mineral oil.

Dimensions [mm]	Size			
	35	45	55	65
A	115	130	155	190
A <sub>1</sub>	100	120	140	170
B	21.7	27.7	35.7	43
B <sub>1</sub> <sup>3)</sup>	10	15	25	35
C	82	96	110	134
C <sub>1</sub>	92	98	125	152
D <sub>2</sub>	25	25	25	25
E	34	45	53	63
m <sup>4)</sup>	4 x M12	4 x M16	4 x M20	4 x M24
X	Dimension depends on the rail manufacturer			

3) Required minimum thickness of the customer-side mounting flange (Steel)

4) Tapped hole

Dimensions [mm]		
Rail manufacturer	Rail type	For details see page 18

For detailed information on selection, dimensioning, installation, initial operation and maintenance, please see the Installation and Operational Instructions.

We reserve the right to make dimensional and constructional alterations.

Type 3850. \_ \_ \_ \_ \_



**Fig. 3**

Order Number

**Example: Order number 45 / 3850.000A1 / 0**

- 3) 2 proximity switches are installed
- 4) Possible operating modes: Please observe page 19

Technical Data			Size				
			25	35	45	55	65
Nominal holding force <sup>3) 4) 5)</sup> F <sub>N</sub> [N]	4 bar	Type 3850.0_0_	1400	2800	4000	6000	8000
	5 bar	Type 3850.0_1_	1700	3500	5000	7000	10000
	6 bar	Type 3850.0_2_	2200	4400	6000	9000	12000
	4 bar	Type 3850.1_0_	980	1960	2800	4200	5600
	5 bar	Type 3850.1_1_	1190	2450	3500	4900	7000
	6 bar	Type 3850.1_2_	1540	3080	4200	6300	8400
	Tolerance	Type 3850.0_	0% / +150%				
		Type 3850.1_	0% / +70%				
Weight	[kg]		2.4	5.4	9	14.5	26.7
Max. Operating pressure	[bar]		8				
Rigidity	[N/μm]		200	380	490	860	1000
Pneumatic connection thread	m <sub>1</sub> , m <sub>2</sub> , m <sub>3</sub> , m <sub>4</sub>		M5	1/8"	1/8"	1/8"	1/8"
Air consumption per switching procedure in standard litres at opening pressure	[NL]	Type 3850._0_	0.063	0.120	0.179	0.241	0.34
		Type 3850._1_	0.079	0.150	0.224	0.301	0.42
		Type 3850._2_	0.095	0.180	0.269	0.361	0.5
Pressure Medium			Compressed air with compressed air quality acc. ISO 8573-1 Class 7:4:4				
Ambient Temperature	[°C]		-10 to +60				

3) The dimensioning as a redundant dual circuit brake (optional) may only be implemented with half of the nominal holding force.

4) Minimum holding force when the brake is not pressurised and when the profiled rail is dry or moistened with mineral oil.

5) At a switching frequency > 200.000, please reckon with a nominal holding force reduction of 20 %. The lower tolerance value must be considered here.

Dimensions [mm]	Size				
	25	35	45	55	65
A	145	192	225	270	325
A <sub>1</sub>	70	100	120	140	170
B	14.7	21.7	27.7	35.7	43
B <sub>1</sub> <sup>6)</sup>	10	10	15	25	35
C	58	82	96	110	134
C <sub>1</sub>	132	170	196	240	288
D <sub>2</sub>	25	25	25	25	25
E	23	34	45	53	63
m <sup>7)</sup>	6 x M8	6 x M12	6 x M16	6 x M20	6 x M24
X	Dimension depends on the rail manufacturer				

6) Required minimum thickness of the customer-side mounting flange (Steel)

7) Tapped hole

Dimensions [mm]		
Rail manufacturer	Rail type	For details see page 18

For detailed information on selection, dimensioning, installation, initial operation and maintenance, please see the Installation and Operational Instructions.

We reserve the right to make dimensional and constructional alterations.

## ROBA®-guidestop Standard short design, pneumatic

Type 3851. \_ \_ \_ \_

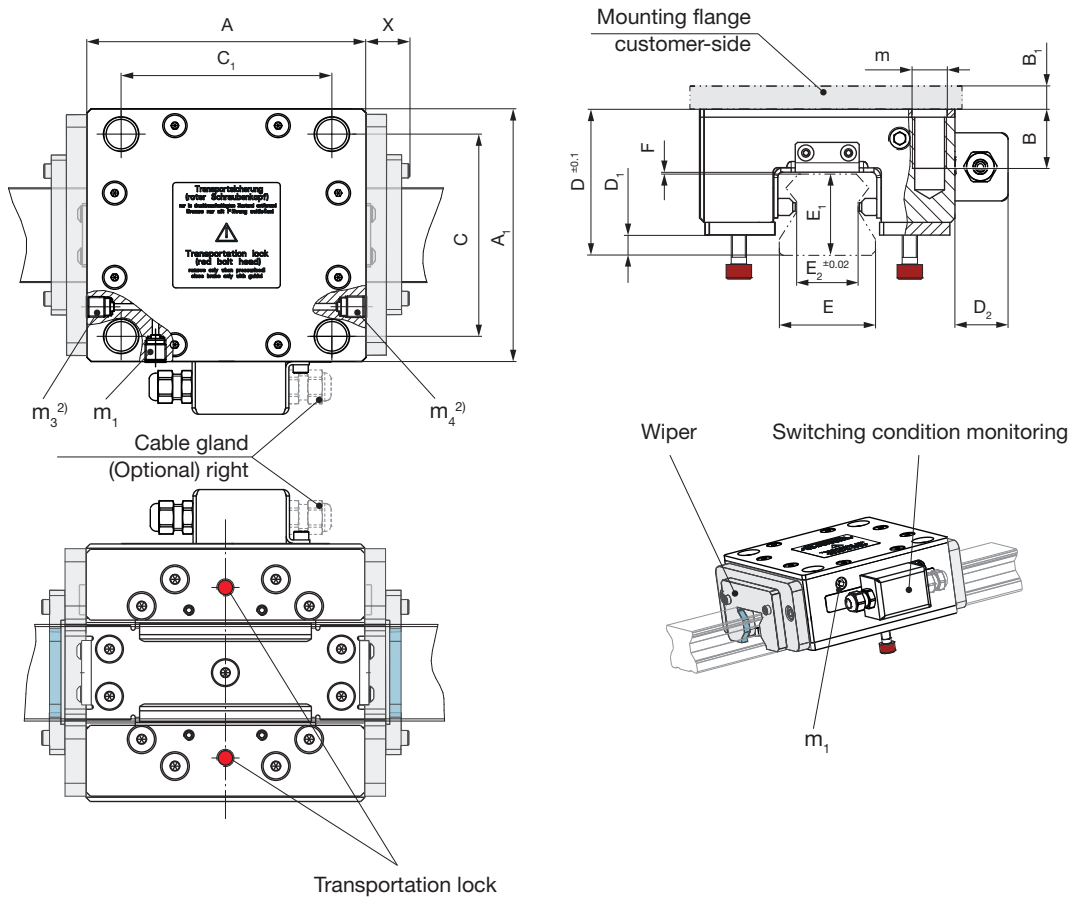


Fig. 4 Transportation lock

### Order Number

Rail manufacturer <sup>1)</sup>		Rail type <sup>1)</sup>	
IKO	J	INA	A
EWELLIX	M	BOSCH	B
		Schneeberger	C
		HIWIN	D
		THK	E
		Rollon	F
		NSK	G
		NTN-SNR	H
		0	1
		2	see table page 18

Size	Clamping unit	Options	Opening pressure	Cable gland
25	0	Standard (Basic Type)	0 Reduced 4 bar	Standard (on the left) 0
to	1	with switching condition monitoring	1 Standard 5 bar	Optional (right) 1
65		with wiper <sup>2)</sup>	2 Increased 6 bar	
		with switching condition monitoring and wiper <sup>2) 3)</sup>		

**Example: Order number 45 / 3851.000A1 / 0**

1) For other rail manufacturers and rail types, please contact mayr® power transmission.

2) With a wiper, connections m<sub>3</sub> and m<sub>4</sub> can no longer be used.

3) With wiper and switching condition monitoring, for Sizes 25, 45 and 55 the cable gland is only possible on the right.

4) Possible operating modes: Please observe page 19



Technical Data			Size				
			25	35	45	55	65
Nominal holding force <sup>3) 4)</sup> F <sub>N</sub> [N]	4 bar	Type 3851.0_0_	700	1400	2000	3000	4000
	5 bar	Type 3851.0_1_	850	1750	2500	3500	5000
	6 bar	Type 3851.0_2_	1100	2200	3000	4500	6000
	4 bar	Type 3851.1_0_	490	980	1400	2100	2800
	5 bar	Type 3851.1_1_	595	1225	1750	2450	3500
	6 bar	Type 3851.1_2_	770	1540	2100	3150	4200
	Tolerance	Type 3851.0_	0% / +150%				
		Type 3851.1_	0% / +70%				
Weight	[kg]		1.5	3.3	5.1	8.4	15.6
Max. Operating pressure	[bar]		8				
Rigidity	[N/μm]		100	190	245	430	500
Pneumatic connection thread	m <sub>1</sub> , m <sub>3</sub> , m <sub>4</sub>		M5	1/8"	1/8"	1/8"	1/8"
Air consumption per switching procedure in standard litres at opening pressure	[NL]	Type 3851._0_	0.032	0.060	0.090	0.120	0.17
		Type 3851._1_	0.039	0.075	0.112	0.151	0.21
		Type 3851._2_	0.047	0.090	0.135	0.181	0.25
Pressure Medium			Compressed air with compressed air quality acc. ISO 8573-1 Class 7:4:4				
Ambient Temperature	[°C]		-10 to +60				

3) Minimum holding force when the brake is not pressurised and when the profiled rail is dry or moistened with mineral oil.

4) At a switching frequency > 200.000, please reckon with a nominal holding force reduction of 20 %. The lower tolerance value must be considered here.

Dimensions [mm]	Size				
	25	35	45	55	65
A	88	115	130	155	190
A <sub>1</sub>	70	100	120	140	170
B	14.7	21.7	27.7	35.7	43
B <sub>1</sub> <sup>5)</sup>	10	10	15	25	35
C	58	82	96	110	134
C <sub>1</sub>	75	92	98	125	152
D <sub>2</sub>	25	25	25	25	25
E	23	34	45	53	63
m <sup>6)</sup>	4 x M8	4 x M12	4 x M16	4 x M20	4 x M24
X	Dimension depends on the rail manufacturer				

5) Required minimum thickness of the customer-side mounting flange (Steel)

6) Tapped hole

Dimensions [mm]		
Rail manufacturer	Rail type	For details see page 18

For detailed information on selection, dimensioning, installation, initial operation and maintenance, please see the Installation and Operational Instructions.

We reserve the right to make dimensional and constructional alterations.

## ROBA®-guidestop high pressure, pneumatic

Type 3852. \_ \_ 1 \_ \_

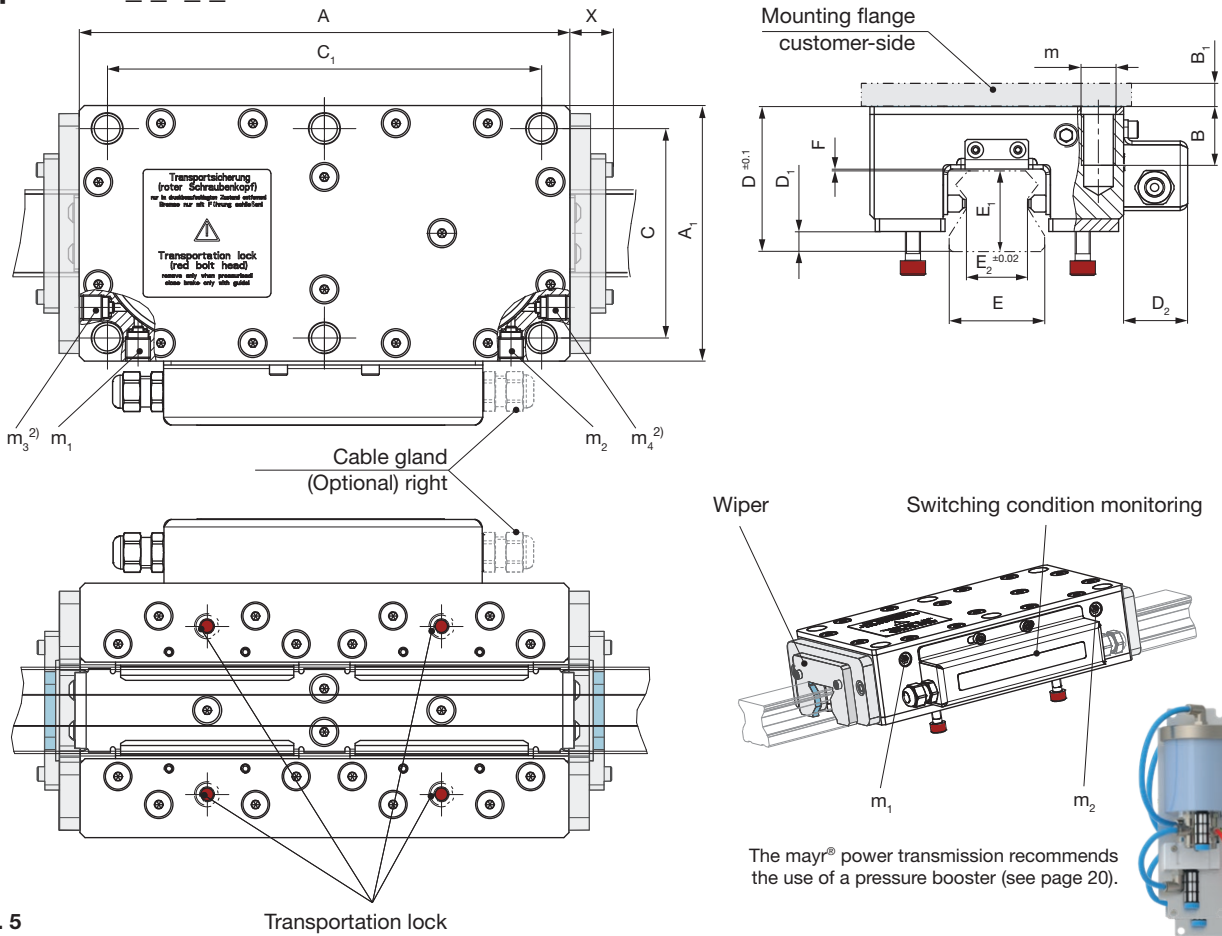


Fig. 5 Transportation lock

### Order Number

Rail manufacturer <sup>1)</sup>									
IKO		J		INA		A			
EWELLIX		M		BOSCH		B			
				Schneeberger		C			
				HIWIN		D			
				THK		E			
				Rollon		F			
				NSK		G			
				NTN-SNR		H			
								0	Rail type <sup>1)</sup> see table page 18
								1	
								2	
— / 3 8 5 2 . 0 — 1 — — / —									
Size 25 to 65									
Clamping unit 0									
Options									
Standard (Basic Type) 0									
with switching condition monitoring <sup>3)</sup> 1									
with wiper <sup>2)</sup> 2									
with switching condition monitoring <sup>3)</sup> and wiper <sup>2)</sup> 3									
Opening pressure									
Standard 20 bar									
Cable gland									
Standard (on the left) 0									
Optional (right) 1									

**Example: Order number 45 / 3852.000A1 / 0**

1) For other rail manufacturers and rail types, please contact mayr® power transmission.

2) With a wiper, connections m<sub>3</sub> and m<sub>4</sub> can no longer be used.

3) 2 proximity switches are installed

4) Possible operating modes: Please observe page 19

Technical Data			Size				
			25	35	45	55	65
Nominal holding force <sup>3) 4) 5)</sup> $F_N$ [N]	20 bar Type 3852.0_1_ _ Tolerance Type 3852.0_1_ _		5500	10000	15000	20000	30000
Weight	[kg]		2.4	5.4	9	14.5	26.7
Operating pressure	[bar]		20 - 28				
Rigidity	[N/ $\mu$ m]		200	380	490	860	1000
Pneumatic connection thread	$m_1, m_2, m_3, m_4$		M5	1/8"	1/8"	1/8"	1/8"
Air consumption per switching procedure in standard litres at opening pressure	[NL]		0.31	0.600	0.89	1.20	1.3
Pressure Medium			Compressed air with compressed air quality acc. ISO 8573-1 Class 7:4:4				
Ambient Temperature	[°C]		-10 to +60				

3) The dimensioning as a redundant dual circuit brake (optional) may only be implemented with half of the nominal holding force.

4) Minimum holding force when the brake is not pressurised and when the profiled rail is dry or moistened with mineral oil.

5) At a switching frequency > 200.000, please reckon with a nominal holding force reduction of 20 %. The lower tolerance value must be considered here.

Dimensions [mm]	Size				
	25	35	45	55	65
A	145	192	225	270	325
A <sub>1</sub>	70	100	120	140	170
B	14.7	21.7	27.7	35.7	43
B <sub>1</sub> <sup>6)</sup>	10	10	15	25	35
C	58	82	96	110	134
C <sub>1</sub>	132	170	196	240	288
D <sub>2</sub>	25	25	25	25	25
E	23	34	45	53	63
m <sup>7)</sup>	6 x M8	6 x M12	6 x M16	6 x M20	6 x M24
X	Dimension depends on the rail manufacturer				

6) Required minimum thickness of the customer-side mounting flange (Steel)

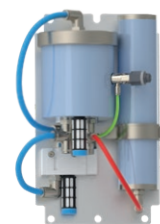
7) Tapped hole

Dimensions [mm]		
Rail manufacturer	Rail type	For details see page 18

For detailed information on selection, dimensioning, installation, initial operation and maintenance, please see the Installation and Operational Instructions.

We reserve the right to make dimensional and constructional alterations.

Type 3853. \_ \_ 1 \_ \_



**Fig. 6** Transportation lock

Rail manufacturer <sup>1)</sup>		Options		Opening pressure		Cable gland	
IKO	J	Standard (Basic Type)	0	1	Standard (on the left)	0	
EWELLIX	M	with switching condition monitoring	1		Optional (right)	1	
		with wiper <sup>2)</sup>	2				
		with switching condition monitoring and wiper <sup>2) 3)</sup>	3				

4) Possible operating modes: Please observe page 19



Technical Data			Size				
			25	35	45	55	65
Nominal holding force <sup>3) 4)</sup>	20 bar	Type 3853.0_1_ _	2750	5000	7500	10000	15000
F <sub>N</sub> [N]	Tolerance	Type 3853.0_1_ _	0% / +150%				
Weight	[kg]		1.5	3.3	5.1	8.4	15.6
Operating pressure	[bar]		20 - 28				
Rigidity	[N/μm]		100	190	245	430	500
Pneumatic connection thread	m <sub>1</sub> , m <sub>3</sub> , m <sub>4</sub>		M5	1/8"	1/8"	1/8"	1/8"
Air consumption per switching procedure in standard litres at opening pressure	[NL]		0.15	0.30	0.44	0.60	0.65
Pressure Medium			Compressed air with compressed air quality acc. ISO 8573-1 Class 7:4:4				
Ambient Temperature	[°C]		-10 to +60				

3) Minimum holding force when the brake is not pressurised and when the profiled rail is dry or moistened with mineral oil.

4) At a switching frequency > 200.000, please reckon with a nominal holding force reduction of 20 %. The lower tolerance value must be considered here.

Dimensions [mm]	Size				
	25	35	45	55	65
A	88	115	130	155	190
A <sub>1</sub>	70	100	120	140	170
B	14.7	21.7	27.7	35.7	43
B <sub>1</sub> <sup>5)</sup>	10	10	15	25	35
C	58	82	96	110	134
C <sub>1</sub>	75	92	98	125	152
D <sub>2</sub>	25	25	25	25	25
E	23	34	45	53	63
m <sup>6)</sup>	4 x M8	4 x M12	4 x M16	4 x M20	4 x M24
X	Dimension depends on the rail manufacturer				

5) Required minimum thickness of the customer-side mounting flange (Steel)

6) Tapped hole

Dimensions [mm]		
Rail manufacturer	Rail type	For details see page 18

For detailed information on selection, dimensioning, installation, initial operation and maintenance, please see the Installation and Operational Instructions.

We reserve the right to make dimensional and constructional alterations.

## Profiled rail

### Dimensions Profiled Rail

Dimensions [mm]			Size														
Rail manufacturer		Rail type	25					35					45				
			E <sub>1</sub>	E <sub>2</sub>	D	D <sub>1</sub>	F	E <sub>1</sub>	E <sub>2</sub>	D	D <sub>1</sub>	F	E <sub>1</sub>	E <sub>2</sub>	D	D <sub>1</sub>	F
INA	0	TSX-E	22.3	14.6	44.3	4.1	1	30	21.5	57	6.3	1	38	27	68.5	9.5	1
	A 1	TKSD	21.7	16	43.7	3.5	1	29.7	26.8	56.7	6.0	1	37.2	34.3	67.7	8.7	1
	2	TKVD	18.7	14.5	43.7	3.5	4	27	22.2	56	5.3	3	34.2	29.6	67.2	8.2	3.5
Bosch	0	R1805/6/7, R1845/6/7	23.4	13	45.4	5.2	1	30.8	21	57.8	7.1	1	38.8	25	69.3	10.3	1
	B 1	R1605/6/7, R1645/7, R2045/7	24.2	13.8	46.3	6.1	1	31.9	23.5	58.9	8.2	1	39.9	29	70.3	11.3	1
Schneeberger	C 0	MR	24.5	15	46.5	6.3	1	32.0	21	59	8.2	1	40	29	70.5	11.5	1
HIWIN	0	RG	23.6	14.7	45.6	5.4	1	30.2	22	57.2	6.5	1	38	30	68.5	9.5	1
	1	HG	22	15.8	44	3.8	1	29	23.8	56.0	5.3	1	not available				
THK	0	SRG	23	15	45	4.8	1	30	23	57	6.3	1	37	32	69	10	2.5
	1	SHS	20	17.6	42.5	3.3	1.5	26	27	54.5	3.8	2.5	32	37.5	66	7	4.5
Rollon	F 0	MR	22	15.2	44	3.8	1	29	25	56	6	1	38	34	68.5	9.5	1
NSK	G 0	RA	24	13	46	5.8	1	31	21.4	58	7.3	1	38	28.5	68.5	9.5	1
NTN-SNR	H 0	BG/LGB	19.2	17.6	42.2	2	2	26	27	54.5	3.8	2.5	31.1	37.5	65	6	4.4
IKO	J 0	LRX/MX	24.5	13.8	46.5	6.3	1	32	20	59	8.3	1	38	28	68.5	9.5	1
EWELLIX	0	LLU	24.3	15	46.3	6.1	1	32	21	59	8.3	1	39.8	29	70.3	11.3	1
	M 1	LLR	24.2	16.9	46.2	6	1	31.8	24.9	58.8	8.1	1	39.8	33	70.3	11.3	1
Other rail manufacturers and rail types on request																	

Dimensions [mm]			Size									
Rail manufacturer		Rail type	55					65				
			E <sub>1</sub>	E <sub>2</sub>	D	D <sub>1</sub>	F	E <sub>1</sub>	E <sub>2</sub>	D	D <sub>1</sub>	F
INA	A	0 TSX-E	45	31.8	83.8	11.5	1	53.8	38.2	97.5	10.8	1
		1 TKSD	not available					not available				
		2 TKVD	41.5	35.8	85.0	12.7	5.7	not available				
Bosch	B	0 R1805/6/7, R1845/6/7	47.6	31	86.4	14.1	1	57.9	36.2	101.6	14.9	1
		1 R1605/6/7, R1645/7, R2045/7	47.9	34.6	86.7	14.4	1	59.9	40	103.5	16.8	1
Schneeberger	C	0 MR	48	35	86.8	14.5	1	58	43	101.7	15	1
HIWIN	D	0 RG	44	38	82.8	10.5	1	53	44	96.7	10	1
		1 HG	not available					not available				
THK	E	0 SRG	43	38	81.8	9.5	1	54	45	99.2	12.5	2.5
		1 SHS	38	38	78	5.7	2.2	53	49	96.7	10	1
Rollon	F	0 MR	38	42	78.8	6.5	3	not available				
NSK	G	0 RA	43.5	30.8	83.5	11.2	2.2	55	35	100.2	13.2	2.5
NTN-SNR	H	0 BG/LGB	38	43	78	5.7	2.2	not available				
IKO	J	0 LRX/MX	43	32	81.8	9.5	1	56	40	99.7	13	1
EWELLIX	M	0 LLU	47.8	35	86.6	14.3	1	55	43	99.8	13	2
		1 LLR	not available					not available				
Other rail manufacturers and rail types on request												

For detailed information on selection, dimensioning, installation, initial operation and maintenance, please see the Installation and Operational Instructions.

We reserve the right to make dimensional and constructional alterations.

## Profiled rail

### Clamping unit

Type 38_..0 clamping unit			Size				
Rail manufacturer		Rail type	25	35	45	55	65
INA	0	TSX-E	■	■	■	■	■
	1	TKSD	■	■	■		
	2	TKVD	■	■	■	■	
Bosch	0	R1805/6/7, R1845/6/7	■	■	■	■	■
	1	R1605/6/7, R1645/7, R2045/7	■	■	■	■	■
Schneeberger	0	MR	■	■	■	■	■
HIWIN	0	RG	■	■	■	■	■
	1	HG	■	■			
THK	0	SRG	■	■	■	■	■
	1	SHS	■	■	■	■	■
Rollon	0	MR	■	■	■	■	
NSK	0	RA	■	■	■	■	■
NTN-SNR	0	BG/LGB	■	■	■	■	
IKO	0	LRX/MX	■	■	■	■	■
	1	LLU	■	■	■	■	■
EWELLIX	0	LLR	■	■	■		
	1	LLR	■	■	■		

Possible operating modes:

- Static clamping
- Sporadic EMERGENCY STOP brakings
- Static clamping

### Brake unit

Type 38_..1 brake unit			Size				
Rail manufacturer		Rail type	25	35	45	55	65
INA	0	TSX-E					
	1	TKSD	■	■	■		
	2	TKVD		■	■	■	
Bosch	0	R1805/6/7, R1845/6/7	■	■	■	■	■
	1	R1605/6/7, R1645/7, R2045/7	■	■	■	■	■
Schneeberger	0	MR	■	■	■	■	■
HIWIN	0	RG	■	■	■	■	■
	1	HG					
THK	0	SRG	■	■			■
	1	SHS	■			■	■
Rollon	0	MR				■	
NSK	0	RA		■	■	■	■
NTN-SNR	0	BG/LGB	■			■	
IKO	0	LRX/MX		■	■	■	■
	1	LLU	■	■	■	■	■
EWELLIX	0	LLR	■	■	■		
	1	LLR	■	■	■		

Possible operating modes:

- Static clamping
- Dynamic braking
- Sporadic EMERGENCY STOP brakings

## Profiled rail requirements

mayr® power transmission recommends the use of profiled rails from approved rail manufacturers.

When using other profiled rails the following applies:

Tolerance thickness	±0.02 mm
Surface quality	Ra <0.8 µm
Yield point	≥400 N/mm² (z. B. C45)
Evenness	≤0.01 mm
Straightness	≤0.01 mm

Friction value reducing residues on the profiled rail must be avoided.

Danger of load crashes.

Table: Profiled rail requirements

## Pressure booster for ROBA<sup>®</sup>-guidestop high pressure, pneumatic

### Highlights and Advantages

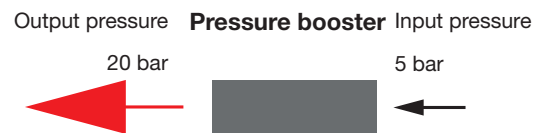
In the majority of cases, the available pressure in the compressed air system is not sufficient to operate the ROBA<sup>®</sup>-guidestop Type 3852/3853 with a pressure of 20 bar. One option is a general increase of system pressure which, however, results in high expenses and energy costs. A solution to this problem is the use of a pressure booster at exactly the location in the system where the increased pressure is required.

The pressure booster pneumatically increases the pressure available in the system to the required operating pressure of the ROBA<sup>®</sup>-guidestop in a purely mechanical way and without external use of power.

- ☐ Specific pressure increase in front of the individual brake
- ☐ No energy consumption after reaching the output pressure
- ☐ No electrical installation necessary
- ☐ Simple, safe and economic operating mode
- ☐ No need to invest in a high pressure grid of your own or in a decentralized separate compressor unit

### Pressure booster - Designs:

- ☐ Pressure booster on plate ready to connect
- ☐ Pressure booster in housing ready to connect (noise reduced 65 dB(A))



Principle picture: Pressure increase

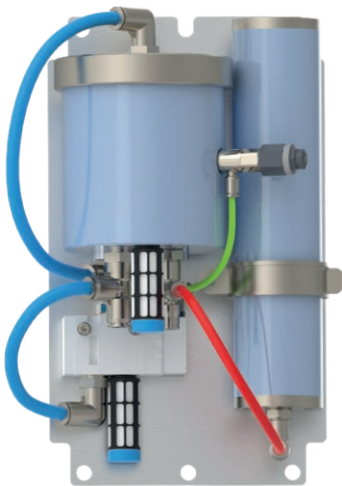


Fig. 7: Pressure booster on the plate



Fig. 8: Pressure booster in the housing



## Pressure booster for ROBA®-guidestop high pressure, pneumatic

Type 3880.\_0000

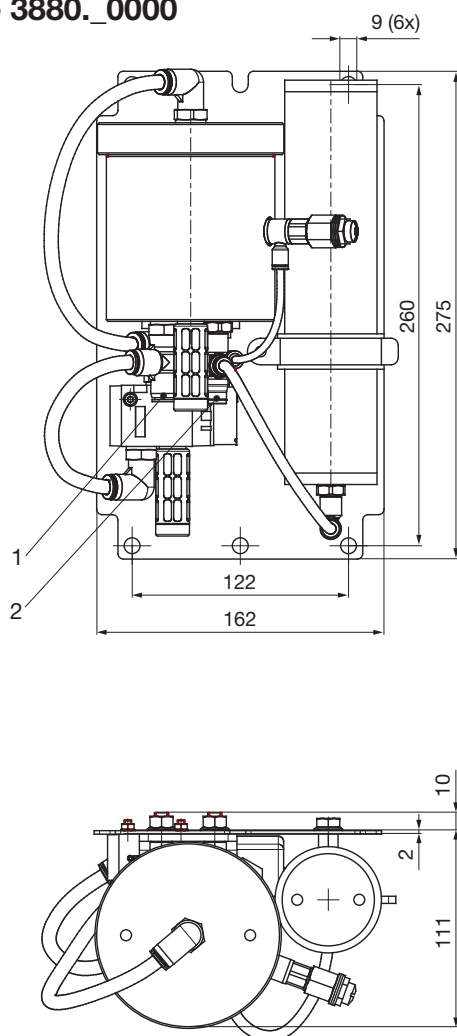


Fig. 9: Type 3880.00000

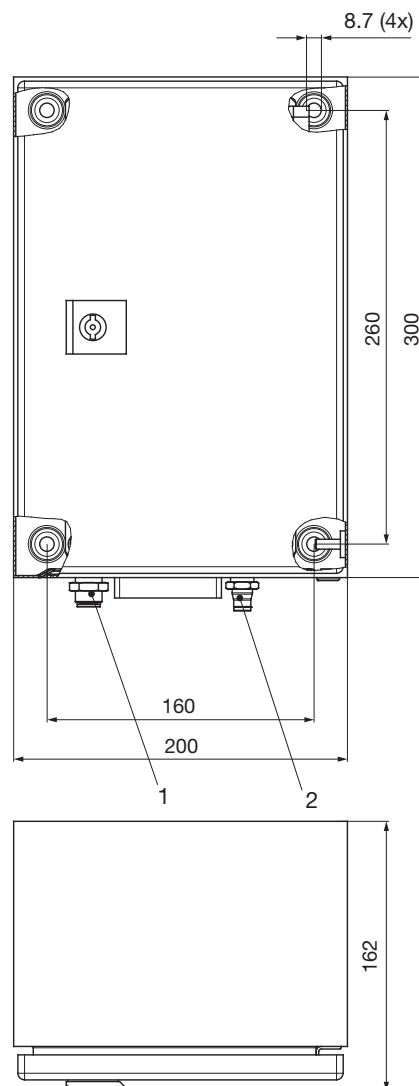


Fig. 10: Type 3880.10000

Item	Name
1	Connection input pressure
2	Connection output pressure

### Order Number

— / 3 8 8 0 . — 0 0 0 0



Size  
1

#### Designs

Transmission 1:4 on the plate  
Transmission 1:4 in the housing  
(noise reduced 65 dB(A))

0  
1

Example: Order number 1 / 3880.00000

Technical Data			Size
			1
Weight	Type 3880.00000	[kg]	9.3
	Type 3880.10000	[kg]	14.5
Input pressure	max.	[bar]	7
Output pressure	max.	[bar]	28
Transmission ratio			1 : 4
Connection input pressure	Connection Outer diameter Ø hose		8 mm
Connection output pressure			6 mm
Pressure Medium			Compressed air quality acc. ISO 8573-1 Class 7:4:4
Storage volume		[L]	0.3
Ambient Temperature		[°C]	-10 to +50
Flow rate		[L/min]	1.2

## Technical Explanations

### State of Delivery

The **Pressure booster** is ready for installation. For operation, the Pressure booster must be connected with the **ROBA®-guidestop** using a 3/2-directional control valve and a hose.

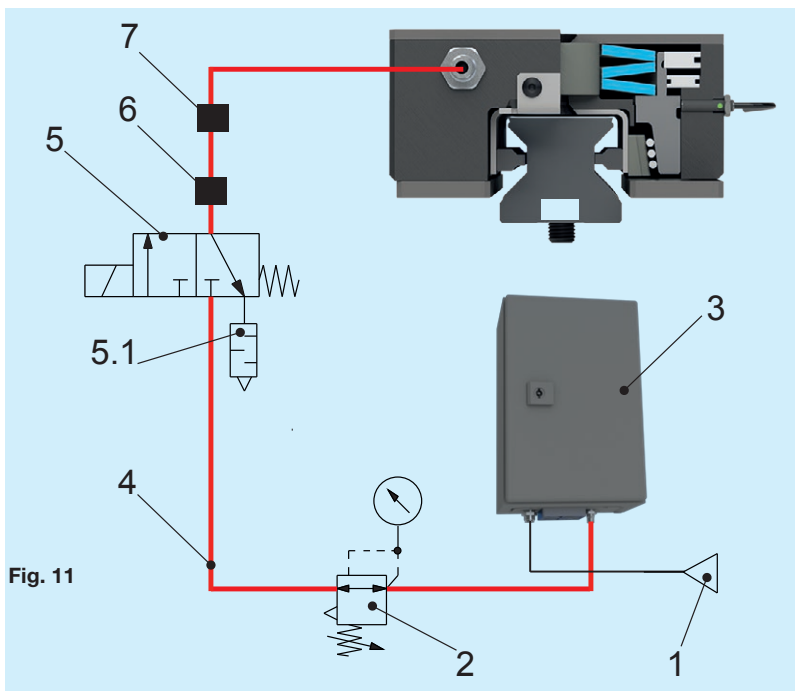
### Number of Brakes per Pressure Booster

Number of attachable brakes by size and type for a max. opening time of 1 second.

Size	Number of brakes <sup>1)</sup>	
	3852	3853
25	2	4
35	2	4
45	1	2
55	1	1
65	-	-

1) Installing several brakes as stated in the Table is possible. As a result, the max. opening time increases.

### Controls (Fig. 11)



Item	Name
1	Pressure source
2	Pressure regulator valve with pressure gauge (installation in the feed line also possible)
3	Pressure booster
4	Hose for high pressure
5	3/2-directional control valve high pressure (installation as near to the brake as possible)
5.1	Silencer
6	Pressure switch: Switching point <0.5 bar (brake closed) • <b>Brake must not be pressurised</b>
7	Pressure switch: Min. operating pressure (brake opened) • <b>Minimum operating pressure must be used</b> □ In case of pressure fluctuations □ In case of pressure drop e.g. leakages



The pressure booster for the ROBA®-guidestop must have an external connection with the brake ensured via a 3/2-directional control valve.

For connection components recommended by mayr® power transmission (3/2-directional control valve, hose, etc.), please contact mayr® power transmission.

Before initial operation, please read and observe the respective Installation and Operational Instructions.

# ROBA®-guidestop hydraulic

## Technical Explanations

### State of Delivery

**ROBA®-guidestop** brakes are manufacturer-assembled ready for installation and set to the nominal holding force stipulated in the order.

**Before initial operation, please read and observe the respective Installation and Operational Instructions.**

### Function

The spring-loaded, enclosed ROBA®-guidestop (Type 384\_0\_0\_) , which can be opened hydraulically, clamps a profiled rail steplessly and backlash-free.

Due to the spring-loaded system, the fail-safe principle is guaranteed, and the **ROBA®-guidestop** works as a safety brake. For the required operating pressure, please see Table "Technical Data". The max. sliding speed is 2 m/s.

### Maintenance/Switching Frequency

The **ROBA®-guidestop** is designed for a switching frequency of 200,000 switchings (higher switching frequencies available on request).

The **ROBA®-guidestop** is largely maintenance-free.

The profiled rail must be checked regularly (at least every 6 months) for contamination with friction value-reducing materials; it must be cleaned, if necessary.

In case of major accumulation of dust and dirt, or in extreme ambient conditions, special maintenance work is required.

(Please contact **mayr®** power transmission).

### Options

Screw connection from below

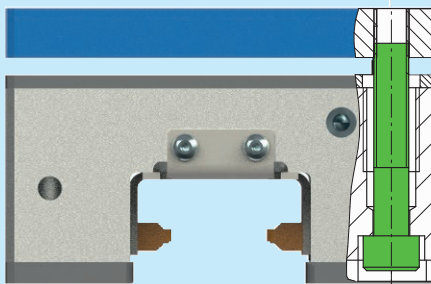


Fig. 13

Hydraulic connection, top (Type 3840)

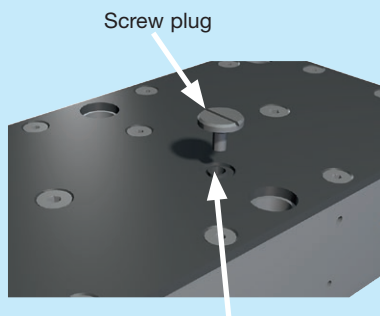


Fig. 14

Connection, top

### Controls (Fig. 12)

The company **mayr®** power transmission recommends hydraulic controls as shown in Fig. 10. During every operational movement of the profiled rail, the 3/2-way valve is electrically switched and the brake opened.

#### Recommendation:

- Pressure fluctuations can be reduced through a non-return valve.
- In order to guarantee fastest possible switching of the brake, the largest possible line diameter should be used in the area of the return flow line. Furthermore, do not install any choke valves in this area and keep the hydraulic lines between the brake and the valve as short as possible!

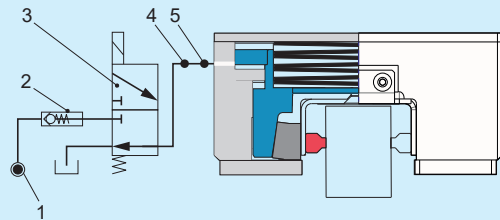


Fig. 12

Item	Name
1	Pressure source
2	Non-return valve (in case of pressure fluctuations)
3	3/2-directional control valve
4	Pressure switch: Switching point <0.5 bar (brake closed) • <b>Brake must not be pressurised</b>
5	Pressure switch: Min. operating pressure (brake opened) • <b>Minimum operating pressure must be used</b> <input type="checkbox"/> In case of pressure fluctuations <input type="checkbox"/> In case of pressure drop e.g. leakages

Redundant design (dual circuit brake)

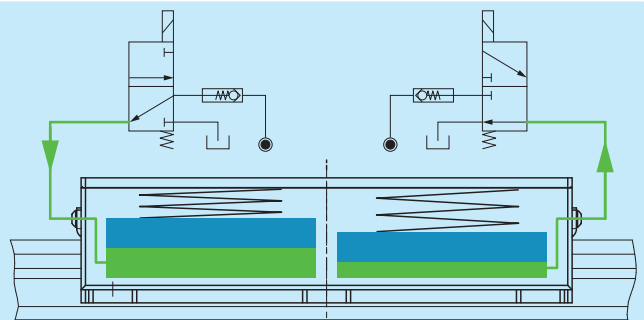


Fig. 15

## ROBA®-guidestop pneumatic

### Technical Explanations

#### State of Delivery

**ROBA®-guidestop** brakes are manufacturer-assembled ready for installation and set to the nominal holding force stipulated in the order.

**Before initial operation, please read and observe the respective Installation and Operational Instructions.**

#### Function

The spring-loaded, enclosed ROBA®-guidestop (Type 385\_0\_ \_ \_ \_) , which can be opened pneumatically, clamps a profiled rail steplessly and backlash-free.

The ROBA®-guidestop (Type 3850/1.1\_ \_ \_ \_ \_), which can be opened hydraulically, clamps and brakes a profiled rail steplessly and backlash-free.

Due to the spring-loaded system, the fail-safe principle is guaranteed, and the **ROBA®-guidestop** works as a safety brake. For the required operating pressure, please see Table "Technical Data". The max. sliding speed is 2 m/s.

#### Maintenance/Switching Frequency

The **ROBA®-guidestop** is designed for a switching frequency of 2,000,000 switchings (higher switching frequencies available on request).

The **ROBA®-guidestop** is largely maintenance-free.

The profiled rail must be checked regularly (at least every 6 months) for contamination with friction value-reducing materials; it must be cleaned, if necessary.

In case of major accumulation of dust and dirt, or in extreme ambient conditions, special maintenance work is required.

(Please contact *mayr®* power transmission).

#### Controls (Fig. 16)

The piston space is filled with compressed air, thus suspending the spring force. In case of power failure, the compressed air in the piston space is diverted by the 3/2-directional control valve. The spring force has an effect on the clamping element. The profiled rail clamps/ brakes reliable and safely.

The *mayr®* power transmission recommends the following pneumatic control units.

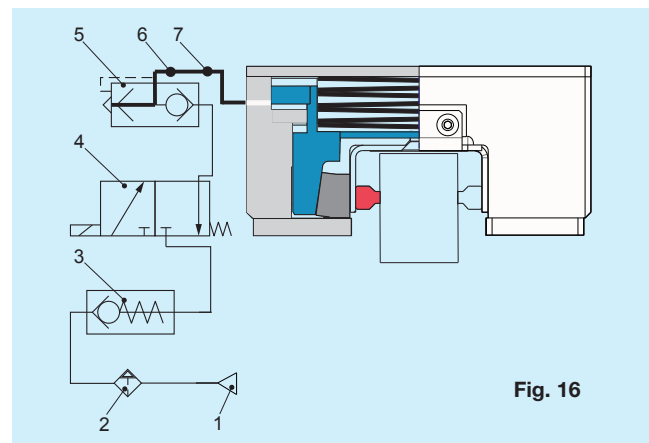


Fig. 16

Item	Name
1	Pressure source
2	Maintenance unit
3	Non-return valve (in case of pressure fluctuations)
4	3/2-directional control valve (installation as near to the brake as possible)
5	Quick-action ventilating valve (switching time-related application)
6	Pressure switch: Switching point <0.5 bar (brake closed) • <b>Brake must not be pressurised</b>
7	Pressure switch: Min. operating pressure (brake opened) • <b>Minimum operating pressure must be used</b> □ In case of pressure fluctuations □ In case of pressure drop e.g. leakages

### Options

#### Screw connection from below

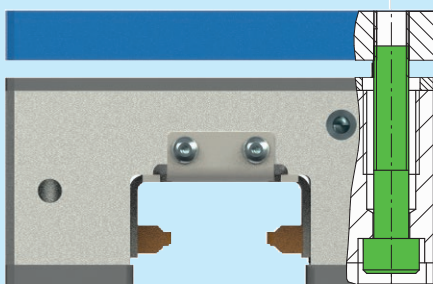


Fig. 17

#### Redundant design (dual circuit brake) Type standard

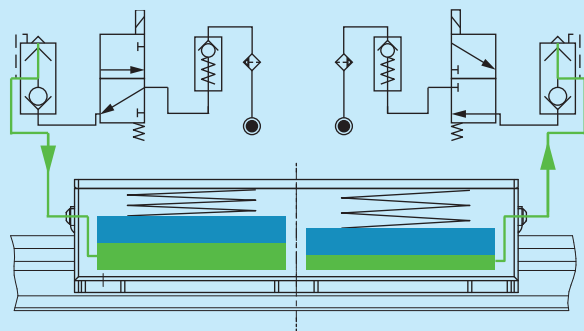


Fig. 18



## Brake Dimensioning

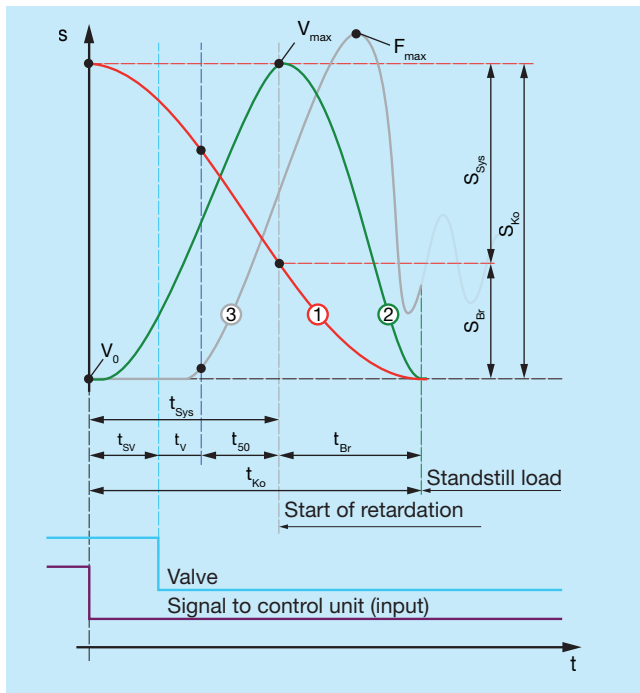


Diagram 1: Switching / Braking Times / Distances

### Name

1		Distance
2		Speed
3		Axial force
□	[°]	Angular position 0° (horizontal) to 90° (vertical)
$a_B$	[m/s <sup>2</sup> ]	<b>Acceleration</b> of the downward-moving load, dependent on the angular position
$a_v$	[m/s <sup>2</sup> ]	Retardation
$g$	[m/s <sup>2</sup> ]	Gravitational acceleration (9.81 m/s <sup>2</sup> )
$F_{Br}$	[N]	Braking force for dynamic calculation
$F_{erf.}$	[N]	Required holding force
$F_N$	[N]	Nominal holding force (minimum holding force)
$F_{NGes}$	[N]	Total nominal holding force (one or more brakes)
$F_{max}$	[N]	Maximum holding force
$m$	[kg]	Load mass
$S_{Br}$	[m]	<b>Braking distance:</b> Distance from the beginning of the retardation up to the standstill of the load
$S_{Sys}$	[m]	<b>System distance:</b> Distance travelled by the load until the retardation begins.
$S_{Ko}$	[m]	<b>Stopping distance:</b> Distance from the signal interruption up to standstill of the load
$t_{50}$	[s]	Brake switching time
$t_v$	[s]	Valve switching time
$t_{SV}$	[s]	Switching time control unit (signal processing time)
$t_{Sys}$	[s]	System switching time
$t_{Br}$	[s]	Brake braking time
$t_{Ko}$	[s]	<b>Stopping time:</b> Time from the signal interruption up to standstill of the load
$V_0$	[m/s]	Initial speed
$V_{max}$	[m/s]	Maximum speed

### General

When selecting the brake, the nominal holding force must be greater or equal to the required holding force.

$$F_N \geq F_{erf.} \quad [N]$$

### Dimensioning for dynamic braking (EMERGENCY STOP)

For safety reasons, at least the weight load of the masses to be held +100 % reserve must be provided.

The larger the ratio of the nominal holding force to the required holding force, the shorter the stopping distance (for the same technical conditions)

The minimum required holding force can be calculated with the following formula:

$$F_{erf.} = m \times g \times 2 \times S \quad [N]$$

### Dimensioning for static holding (clamping)

We recommend to provide at least the weight force of the mass to be held +50 % reserve.

The minimum required holding force can be calculated with the following formula:

$$F_{erf.} = m \times g \times 1.5^{1)} \times S \quad [N]$$

$$F_{erf.} = m \times g \times 1.25 \times \text{Inspection faktor } 2) \times S \quad [N]$$

Safety factor S	Greasing Profiled rail	
	Grease <sup>3)</sup>	Mineral oil
Type 38...0...	2	1
Type 38...1...	1.5	1

The stopping distance / stopping time of the load to be braked is strongly dependent on the following influences:

- Switching time control unit (signal processing)
- Switching time of the control valve
- Switching time of the brake
- Cross-section and length of the lines

The larger the sum of the switching times, the later the retardation of the load occurs (due to longer periods of acceleration). The stopping distance / the stopping time becomes longer (with constant holding force).

1) Without cyclical brake test

2) Cyclical brake test with inspection factor. The Inspection factor must be determined by the user with the applicable standards. 1.25 × inspection factor must result in at least 1.5. mayr® power transmission recommends ≥1.3 as inspection factor

3) Friction value reducing residues on the profiled rail must be avoided

**Please ensure sufficient dimensioning of the components of your system which may be placed under heavy loads during acceleration / retardation as a result of dynamic braking actions.**

If you have any questions, please contact mayr® power transmission.

## Calculation Example (Dynamic Braking)

### Data:

Angular position profiled rail	$\alpha$	= 90° (vertical axis)
Mass	m	= 700 kg
Initial speed	$V_0$	= 0.5 m/s
Valve switching time	$t_v$	= 0.016 s
Switching time control system	$t_{sv}$	= 0.020 s

### 1. Pre-selection of braking force

$$F_{\text{erf.}} = m \times g \times 2 \quad [\text{N}]$$

$$F_{\text{erf.}} = 700 \times 9.81 \times 2 = 13734 \quad [\text{N}]$$

Selected: ROBA®-guidestop Size 45, Type 3840.1\_0\_ \_  
Nominal holding force  $F_N = 15000 \text{ N}$   
(from Table "Technical Data")

### 2. Calculation of the stopping distance /stopping time

Checking the selected brake size

#### Acceleration of the load

$$a_B = g \times \sin(\beta) = 9.81 \times \sin(90^\circ) = 9.81 \quad [\text{m/s}^2]$$

#### System distance

$$S_{\text{Sys}} = V_0 \times t_{\text{Sys}} + a_B \times t_{\text{Sys}}^2 \times 0.5 \quad [\text{m}]$$

$$S_{\text{Sys}} = 0.5 \times 0.086 + 9.81 \times 0.086^2 \times 0.5 = 0.079 \quad [\text{m}]$$

$$t_{\text{Sys}} = t_{s0} + t_v + t_{sv} = 0.050 + 0.016 + 0.02 = 0.086 \quad [\text{s}]$$

#### Braking distance

$$S_{\text{Br}} = \frac{V_{\text{max}}^2}{2 \times \left( \frac{F_{\text{NGes}}}{m} - a_B \right)} = \frac{1.34^2}{2 \times 11.62} = 0.077 \quad [\text{m}]$$

$$V_{\text{max}} = V_0 + a_B \times t_{\text{Sys}} = 0.5 + 9.81 \times 0.086 = 1.34 \quad [\text{m/s}]$$

### Stopping distance

$$S_{\text{Ko}} = S_{\text{Br}} + S_{\text{Sys}} = 0.077 + 0.079 = 0.156 \quad [\text{m}]$$

### Stopping time

$$t_{\text{Ko}} = t_{\text{Br}} + t_{\text{Sys}} = 0.115 + 0.086 = 0.201 \quad [\text{s}]$$

$$t_{\text{Br}} = \frac{V_{\text{max}}}{\frac{F_{\text{NGes}}}{m} - a_B} = \frac{1.34}{\frac{15000}{700} - 9.81} = 0.115 \quad [\text{s}]$$

### Retardation (for system dimensioning)

$$a_v = \frac{F_{\text{NGes}} \times 2.5}{m} - g = \frac{15000 \times 2.5}{700} - 9.81 = 43.76 \quad [\text{m/s}^2]$$

$$\text{Load} = \frac{a_v}{g} = \frac{43.76}{9.81} = 4.46 \quad [\text{g}]$$

### 3. Friction work (Type 3840.1\_0\_ \_)

#### Friction work per braking action

$$Q_r = m \times a_B \times S_{\text{Br}} + 0.5 \times m \times V_{\text{max}}^2 \quad [\text{J}]$$

$$Q_r = 700 \times 9.81 \times 0.077 + 0.5 \times 700 \times 1.34^2 \quad [\text{J}]$$

$$Q_r = 1157 \quad [\text{J}]$$

#### Number of braking actions up to wear end

$$Z_{\text{zul.}} = \frac{Q_{r \text{ ges}}}{Q_r}$$

## ROBA®-guidestop hydraulic

Friction Work and Switching Times (Type 384 _1_ _ _ ) <sup>1) 3)</sup>			Size			
			35	45	55	65
Permitted total friction work up to wear end <sup>2)</sup>	$Q_{r \text{ ges.}}$	[10 <sup>6</sup> J]	On request			
Maximum permitted friction work per braking action <sup>2)</sup>	$Q_{r \text{ zul.}}$	[J]	On request			
Brake switching time	$t_{s0}$	[s]	0.040	0.050	0.050	0.060

## ROBA®-guidestop pneumatic

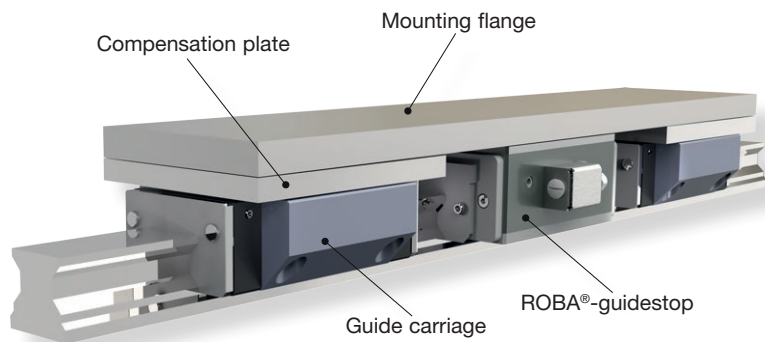
Friction Work and Switching Times (Type 385 _1_ _ _ ) <sup>1) 3)</sup>			Size			
			25	35	45	55
Permitted total friction work up to wear end <sup>2)</sup>	$Q_{r \text{ ges.}}$	[10 <sup>6</sup> J]	On request			
Maximum permitted friction work per braking action <sup>2)</sup>	$Q_{r \text{ zul.}}$	[J]	On request			
Brake switching time Type 3850/1.0_0_ _	$t_{s0}$	[s]	0.030	0.035	0.035	0.035
Brake switching time Type 3852/3.0_0_ _			On request			

- For friction work Type 38\_ \_0\_ \_ \_ , please contact mayr® power transmission. The switching times also apply for Type 38\_ \_0\_ \_ \_
- For higher friction work / total friction work, please contact mayr® power transmission.
- Switching times are influenced by line length, operating pressure and wear



A quick-action ventilating valve must be used for the stated switching times of the pneumatic ROBA®-guidestop.

## Installation Example



The ROBA<sup>®</sup>-guidestop profiled rail brake does not assume any guidance function and must only be used in combination with guide carriages.

Mounting flange and compensation plate for mounting the guide carriages are available on request.

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