

Translation of the Original Operational Instructions

Please read these Operational Instructions carefully and follow them accordingly!

Ignoring these Instructions may lead to malfunctions or to brake failure, resulting in 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.

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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.

Installation and Operational Instructions for ROBA® quick Type 520.1__ and Type 520.2__ .0 Sizes 3 to 9

(B.5.2.EN)

Guidelines on EU Directives



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 and the RoHS 2011/65/EU with 2015/863/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 brake then becomes a machine component and the machine manufacturer assesses the conformity 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 2011/65/EU (RoHS II) with 2015/863/EU (RoHS III – from 22 July 2019)

These restrict the use of certain hazardous substances in electrical and electronic devices as well as in products / components (category 11), the proper operation of which is dependent on electric currents and electromagnetic fields.

Our electromagnetic products / components fulfill the requirements laid down in the RoHS Directive(s), taking into account the valid exceptions (according to Appendix III and IV RoHS (2011/65/EU) with delegated Directives (EU) 2018/739-741 from 01.03.2018 for Category 11 – until 21 July 2024) and comply with the RoHS.

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.

Guidelines on the REACH Regulation (EC) No. 1907/2006

of the European Parliament and of the Council concerning the Registration, Evaluation, Authorization and Restriction of Chemicals (REACH). This regulation governs the manufacture, placing on the market and use of chemical substances in preparations and, under certain conditions, also of substances in finished products.

mayr® power transmission exclusively manufactures products (articles: overload clutches, shaft couplings, electromagnetic brakes / clutches, permanent magnet motors and the appropriate control modules / rectifiers) in accordance with the definition in Article 3 of the REACH Regulation.

mayr® power transmission is aware of its responsibility towards the environment and society. As a matter of precaution, we pay attention to particularly critical substances in the supply chain and strive to avoid using any such substances completely or to replace them in the near future.

In compliance with Article 33 of the REACH Regulation, we would like to inform you that in our overload clutches and shaft couplings, electromagnetic brakes / clutches as well as permanent magnet motors, subcomponents with a lead content of > 0.1% are or may be used. These are manufactured from raw materials such as machining steel / copper alloys (e.g. brass, bronze) or aluminum alloys.

Besides high-melting-point (HMP) solders (electronics), this also affects integrated machine elements as well as standard parts (screws / nuts / set screws / pins / etc.) among others, provided that the relevant standards allow this.

For example, lead can occur as an alloying element with more than 0.1 mass percent, based on the respective total mass, in screws and set screws of the following property classes: 4.6, 4.8, 5.8, 6.8, 04, 4, 5, 6, 14H, 17H, 22H, 33H, 45H.

Products made from copper and copper alloys do not fall within the area of applicability of Regulation (EC) No. 1272/2008 of the European Parliament and Council on the Classification, Labeling and Packaging of Substances and Mixtures (CLP Regulation) and are therefore not subject to the classification and labeling obligations.

To our knowledge, when used for their intended purpose and disposed of correctly (recycling), the contained substances pose no threat to health or environment.

We would like to point out that the proportion of lead used here is not prohibited according to the REACH Regulation. It is merely necessary to declare the use of this substance.

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Guidelines on UK Directives / Conformity

Products / components from *mayr*® power transmission fulfill the requirements for the British economic area due to currently identical UK and EU directives.

In addition to the CE identification, the UKCA identification is attached to the product.

The UK Declaration of Conformity is available in a separate document.

Directives under EU Law	Directives under UK Law
Machinery Directive 2006/42/EC	Supply of Machinery (Safety) Regulations UK 2008 No. 1597
EMC Directive 2014/30/EU	Electromagnetic Compatibility Regulations UK 2016 No. 1091
EU Low Voltage Directive 2014/35/EU	Electrical Equipment (Safety) Regulations UK 2016 No. 1101
RoHS II 2011/65/EU	The Restriction of the Use of Certain Hazardous Substances in Electrical and Electronic Equipment Regulations UK 2012 No. 3032

Guidelines on EU and UK REACH

According to the European Union (Withdrawal) Act 2018, the EU REACH Regulation was transposed into UK law on January 1, 2021, and is known as UK REACH.

REACH and related legislation have been replicated in the UK with the necessary changes to make it workable in a domestic context.

The fundamental principles of the EU REACH Regulation have been retained in UK REACH.

The remarks on the information obligation according to UK-REACH correspond in content to the REACH Regulation (EC) No. 1907/2006.

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-energized, disengaged state and secure the system against inadvertent switch-on.

Guidelines for Electromagnetic Compatibility (EMC)

In accordance with the EMC directive 2014/30/EU, the individual components produce no emissions. However, functional components e.g. mains-side energization 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 100 %.
- ☐ 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 any other foreign bodies.
- ☐ The surfaces of the outer components have been phosphated manufacturer-side to form a basic corrosion protection.

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.

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.

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Safety Regulations

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Climate Conditions

The electromagnetic brake is suitable for applications with an ambient temperature of between -20 °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.

Intended Use

mayr® brakes have been developed, manufactured and tested in compliance with the DIN VDE 0580 standard and in accordance with the EU Low Voltage Directive as electromagnetic components. During installation, operation and maintenance of the product, the requirements for the standard must be observed.

mayr® brakes are for use in machines and systems and must only be used in the situations for which they are ordered and confirmed. Using them for any other purpose is not allowed.

Grounding 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 standardized 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

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

Valid for coil, casting compound and connection strands.

On the design with a connection terminal, the connection terminal itself

corresponds to Protection IP00.

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 -20 °C up to +40 °C.
- ☐ Do not store in direct sunlight or UV light.
- ☐ Do not store aggressive, corrosive substances (solvents / acids / lyes / salts 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): classes 1K21; 1Z1; 1B1; 1C2; 1S11; 1M11

Handling

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

The brake function 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.

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.
- ☐ Install additional protective measures **against corrosion** if the brake is subject to extreme ambient conditions or is installed in open air conditions, unprotected from the weather.
- ☐ Take precautions **against freeze-up of the friction surfaces** in high humidity and at low temperatures.

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Safety Regulations

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

Standards, Directives and Regulations Used and To Be Applied

DIN VDE 0580	Electromagnetic devices and components, general specifications
DIN EN 61140	Protection against electric shock - Common aspects for installation and equipment
DIN EN IEC 63000	Technical documentation for the assessment of electrical and electronic equipment regarding the restriction of hazardous substances
DIN EN IEC 60529	Degrees of protection provided by enclosures (IP Code)
2014/35/EU	Low Voltage Directive
2011/65/EU	RoHS II - Directive
2015/863/EU	RoHS III- Directive
UL 508 (Edition 17)	Industrial Control Equipment
EN ISO 12100	Safety of machinery – General principles for design - Risk assessment and risk reduction
DIN EN 61000-6-4	Interference emission
DIN EN 61000-6-2	Interference immunity

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:

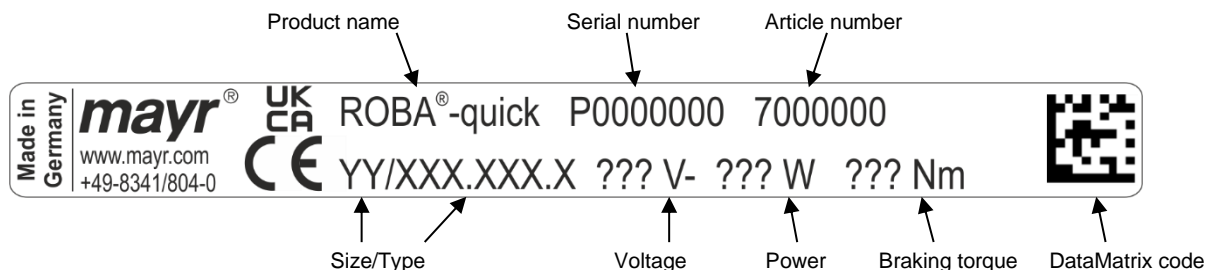
- the Installation and Operational Instructions are ignored or neglected.
- the brakes are used inappropriately.
- the brakes are modified.
- the brakes are worked on unprofessionally.
- the brakes are handled or operated incorrectly.

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!

Identification

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



CE Identification



according to the Low Voltage Directive 2014/35/EU (only for voltage DC > 75 V) and/or RoHS Directive 2011/65/EU with 2015/863/EU

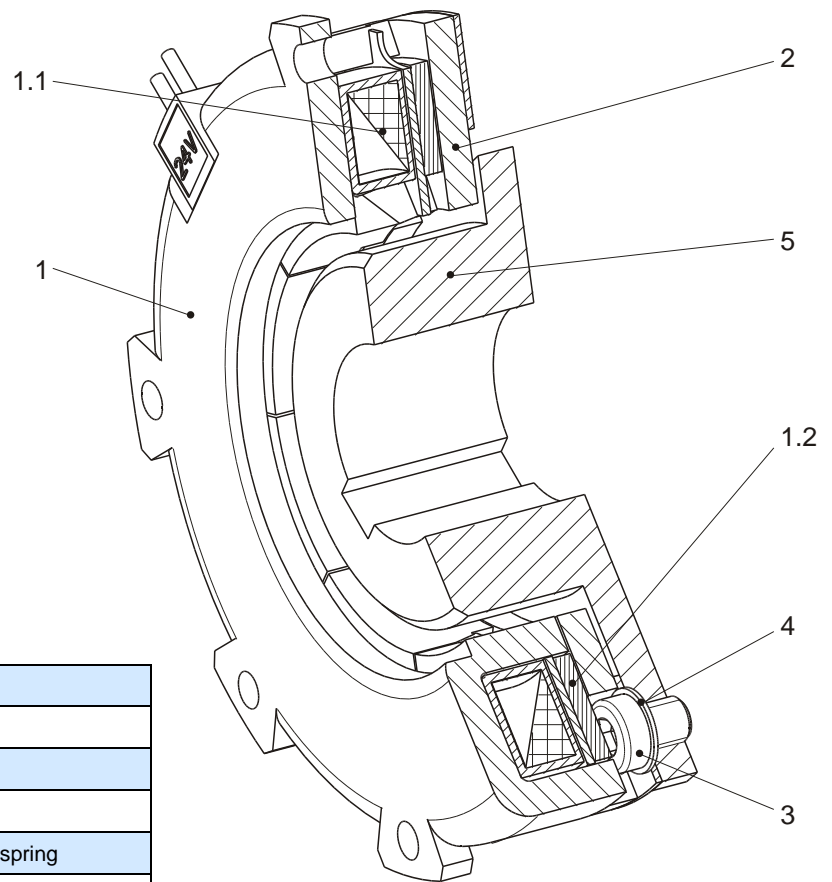
UKCA Identification



according to the Low Voltage Directive UK 2016 No. 1101 (only for voltage DC > 75 V) and/or RoHS Directive UK 2012 No. 3032

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Parts List

(Only use mayr® original parts)

Item	Name
1	Coil carrier assembly with type tag
1.1	Magnetic coil
1.2	Friction lining
2	Armature disk assembly incl. transmission spring
3	Cap screw
4	Spring washer
5	Flange hub (dependent on Type)

Fig. 1

Table 1: Technical Data

	Size	3	4	5	6	7	8	9
Nominal torque M_2 ¹⁾	[Nm]	8.5	17	45	80	160	320	640
Air gap "a" (Figs. 2 / 3)	[mm]	0.2 ^{+0.1} _{-0.05}	0.2 ^{+0.15} _{-0.05}	0.2 ^{+0.15} _{-0.05}	0.3 ^{+0.15} _{-0.05}	0.3 ^{+0.15} _{-0.05}	0.5 ^{+0.15} _{-0.1}	0.5 ^{+0.15} _{-0.1}
Max. permitted working air gap "a"	[mm]	0.6	0.8	1.0	1.2	1.5	1.8	2.0
Max. permitted center offset "V" (Figs. 4 / 5)	[mm]	0.05	0.05	0.05	0.05	0.1	0.1	0.1
Max. permitted center offset "V ₁ " (Fig. 4)	[mm]	0.1	0.15	0.15	0.15	0.2	0.2	0.25
Tightening torques (±10 %) for fixing screws (cap screws Item 3) for the armature disk (Item 2)								
Type 520.1__	[Nm]	1.1	2.9	5.7	9.9	24	48	83
Type 520.20__	[Nm]	2.9	5.7	9.9	24	24	-	-
Type 520.21__	[Nm]	1.1	2.9	5.7	9.9	24	-	-
Tightening torques (±10 %) for fixing screws ²⁾ for the coil carrier (Item 1)								
All Types	[Nm]	2.9	5.7	9.9	9.9	24	24	48

1) Please observe run-in specifications and minimum speed acc. Table 2

2) Not included in the standard scope of delivery

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Scope of Delivery / State of Delivery

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.

Function

ROBA® quick brakes are “energized to engage”, electromagnetic pole face brakes.

When DC voltage is applied to the magnetic coil in the coil carrier (1), a magnetic field is built up. The armature disk (2) is attracted to the coil carrier (1).

The braking torque is transmitted by friction between armature disk (2) and the iron poles and the friction lining surfaces of the coil carrier (1). The coil carrier (1) is screwed onto the machine wall and centered on the shaft bearing, see Figs. 2 and 3 on page 9.

The air gap “a” is defined via a distance ring between the shaft bearing and the drive element (Fig. 2) or inner hub (Fig. 3).



In new condition, torque transmission first takes place via the metal outer pole on the coil carrier (1) and, after a short operation period, then additionally via the inner pole.

After the entire run-in procedure, an even mixed friction occurs on the metal poles and on the friction lining (1.2) lying between them. The full transmittable nominal torque is not achieved until after the run-in procedure has been carried out as described below.

Design

ROBA® quick brakes have Electrical Protection IP54 and Class of Insulation F (up to 155 °C) for coil, casting compound and connection strands.

On the design with a connection terminal, the connection terminal itself corresponds to Protection IP00.

The surfaces on the coil carrier (1) and flange hub (5) are phosphated, the armature disk (2) is gas nitro-carburized or plasma-nitrided (friction surfaces are ground), and the transmission spring is made of stainless steel.

The drive element should be made from a material which is a poor magnetic conductor in order to prevent magnetic loss due to leakage flux and therefore loss of force.

Explanation of Terms

The **nominal torque** M_2 is the largest transmittable torque (after run-in has been completed), with which the closed brake can be loaded without slipping occurring.

The **relative duty cycle** is the ratio of duty cycle to cycle time in percent (% duty cycle).

Torque Characteristics

In new condition, approx. 50 % of the catalogue nominal torque (M_2) are transmitted.

The components reach the catalogue nominal torque when the friction surfaces are run in. As a rough guideline value, approx. 100 – 200 switchings in dynamic operation, a typical speed (approx. 500 to 1000 rpm) and a medium friction work (see Table 2) can be given.

Longer slipping of the brake is to be avoided, especially at low speeds, as this can cause scoring formation and therefore damage to the friction surfaces.

Brakes used in static or virtually static operation do not reach the nominal torque (M_2) stated in the Technical Data.

If requested, the brakes can also be run in at the place of manufacture. For this, please ensure exact installation customer-side according to the specifications in order to reproduce the friction conditions as precisely as possible. At the same time, the “friction carbon” produced must not be rubbed off.

If the brakes are run in to the nominal torque at the place of manufacture and then operated in static or virtually static mode, please allow for a drop to approx. 60 – 70 % of the nominal torque. This is the case if the brake falls below the speed or friction work (Q_a) stated in Table 2.

Table 2:

	Friction work Q_a [J]	Brake speed n_{min} [rpm]
Size		
3	16	300
4	29	250
5	55	200
6	105	160
7	200	130
8	380	120
9	600	100

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Run-in Conditions



The Items 6 to 9 are customer-side mounting parts which are not included in the standard scope of delivery.

For running in, different procedures can be used according to the Type design. The respective application should always be taken individually into account.

An "artificial" run-in is to be carried out if a run-in procedure is not possible in the machine due to the type of application (see Section "Torque Characteristics"), e. g. due to insufficient friction work, speed or switching frequencies.

For Types 520.2___.0:

Run-in Possibility 1

- ☐ Apply a voltage approx. $1/2 - 1/3$ of U_N
- ☐ Speed approx. 200 – 500 rpm
- ☐ Synchronize against blocked output
Cycle approx. 50 – 100 ms (dependent on Size);
No prolonged slipping; break approx. 200 ms;
Synchronize approx. 2 – 3 minutes (100 – 200 cycles)



Only carry out the torque inspection in static operation - no slipping (danger of scoring)

Run-in Possibility 2

- ☐ Synchronize against unblocked output by producing a larger rotating mass and / or by synchronizing at higher speed (values should lie above the minimum values, Table 2)
- ☐ Allow to synchronize approx. 2 – 3 minutes

For Types 520.1__ :

Run-in Possibility 1

- ☐ Apply a voltage approx. $1/3$ of U_N
(do not apply nominal voltage!)
- ☐ Speed On Sizes 3 – 6: approx. 50 rpm
on Sizes 7 – 9: approx. 30 rpm
- ☐ Approx. 2 – 3 minutes slipping against blocked output

Run-in Possibility 2

- ☐ Synchronize against unblocked output by producing a larger rotating mass and / or by synchronizing at higher speed (values should lie above the minimum values, Table 2)
- ☐ Allow to synchronize approx. 2 – 3 minutes

Installation Examples (Figs. 2 and 3)

In operation, the armature disk (2) is attracted to the coil carrier (1). The braking torque is transmitted via frictional locking from the coil carrier (1) via the armature disk (2) with the transmission spring and the V-belt disk (Item 6 / Fig. 2) or the flange hub (Item 5 / Fig. 3) onto the drive shaft (7).

The coil carrier (1) is screwed onto the machine wall, centered onto the shaft bearing (8).

The air gap "a" between the coil carrier (1) and the armature disk (2) is defined via the distance ring (9) between the shaft bearing (8) and the V-belt disk (6) or flange hub (5).

Axial securement of the V-belt disk (6) or flange hub (5) takes place via a press cover and a screw, screwed into the shaft threaded center hole.

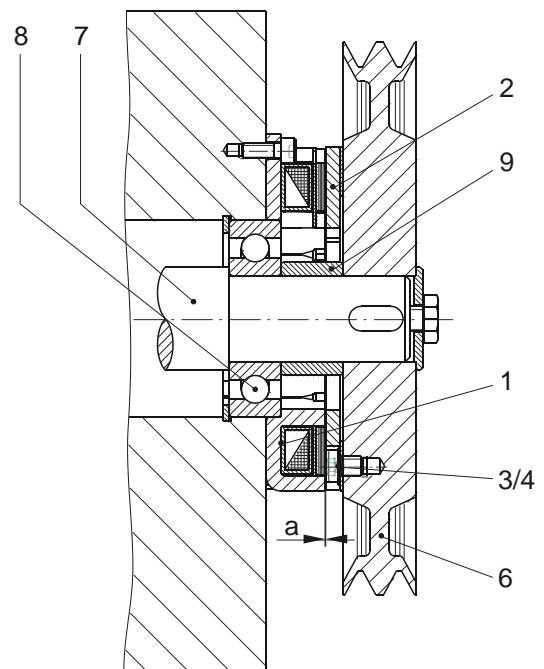


Fig. 2

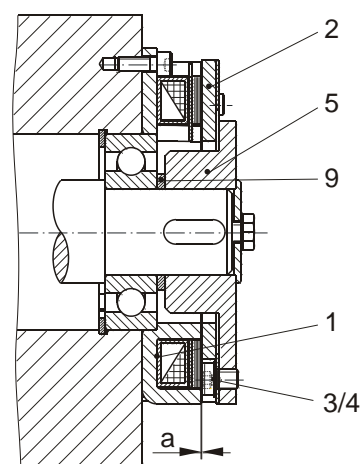


Fig. 3

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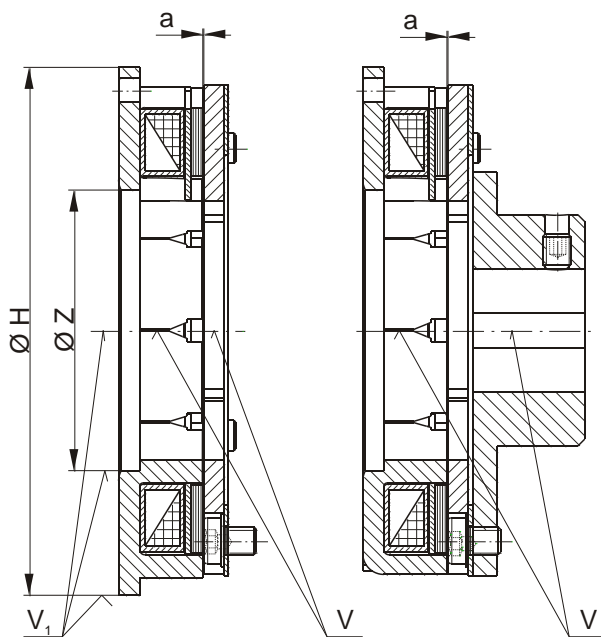


Fig. 4

Fig. 5

Installation

1. Mounting the coil carrier (1):

Screw the coil carrier (1) onto the machine wall (observe the tightening torque acc. Table 1).

- ➔ Centered by a ball bearing (8), Figs. 2/3.
- ➔ Centered on diameter "Z", Fig. 4.
- ➔ Centered on outer diameter "H", Fig. 4.

The maximum permitted center offset "V₁" acc. Table 1 may not be exceeded (Figs. 4 and 5).

2. Installation of the armature disk (2):

- 2.1. Lay the spring washers (4) under the cap screws (3).
The cap screws (3) must be secured with Loctite 243.
- 2.2. Mount the armature disk (2) onto the mounting part or onto the flange hub (5) (observe the tightening torque acc. Table 1).
- 2.3. Align the armature disk (2)
(max. permitted radial run-out 0.15 mm).



The friction surfaces must be kept free of oil and grease.

3. Installation of the mounting part or the flange hub (5):

- 3.1. Adjust the air gap "a" according to Table 1 and Figs. 2/3.
- 3.2. Secure the mounting part or flange hub (5) axially backlash-free.
Axial backlash changes the air gap "a" and can lead to the armature disk (2) rubbing against the coil carrier (1) (see Installation Examples Figs. 2 and 3).
Please observe the maximum permitted center offset "V" according to Table 1 and Figs. 4 and 5.

Electrical Connection

The brake magnetic coil is connected to a DC voltage supply. The level of coil voltage is engraved into the coil carrier (1). A 24 V coil is integrated into the brake on standard designs. When electromagnetic devices are switched off, cut-off peaks may occur. These can lead to destruction of the device and must therefore be damped. This damping can have a negative effect on the connection times given in the catalogue. Ensure that the voltage supply is fused acc. the current values. The brakes are designed for a relative duty cycle of 100 % in static operation at nominal voltage.

Maintenance and Inspection

The friction surfaces must be kept free of grease and oil, otherwise drastic drops in torque will occur. Please inspect the air gap "a" and the permitted center offsets "V" and "V₁" (Figs. 4 and 5) at regular intervals. Bearing backlash and wear on the friction surfaces alter the permitted Table values and can cause brake failure. Apart from this, ROBA® quick electromagnetic brakes are maintenance-free.

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):

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.

Steel components:

Steel scrap (Code No. 160117)

Coil carriers (steel pads with friction linings):

Brake linings (Code No. 160112)

Guidelines on the WEEE Directive 2012/19/EU

Avoidance of waste from electrical and electronic devices and the reduction of such waste through recycling.

Our electromagnetic products (brakes, clutches) as well as the components required to control them (rectifiers) are frequently used in electrical and electronic devices within the appropriate area of application of WEEE, independent of the applicable product categories.

The stated products do not fall within the area of application of this Directive. They have been classified as electromagnetic / electronic components (VDE 0580) or as electronic equipment (DIN EN 50178), and have been determined for installation in devices for "use in accordance with the intended purpose". Only products which are to be viewed as devices in terms of the Directive and not as parts or components are subject to registration obligations.

Installation and Operational Instructions for ROBA® quick Type 520.1__ and Type 520.2___.0 Sizes 3 to 9

(B.5.2.EN)

Malfunctions / Breakdowns

Malfunction	Possible Causes	Solutions
Torque too low	<input type="checkbox"/> The permitted offsets V or V1 are exceeded	<input type="checkbox"/> Align the brake
Brake does not brake	<input type="checkbox"/> Incorrect voltage applied <input type="checkbox"/> Rectifier failure <input type="checkbox"/> Air gap too large <input type="checkbox"/> Grease and / or oil on the friction surfaces <input type="checkbox"/> Coil interruption	<input type="checkbox"/> Apply correct voltage <input type="checkbox"/> Replace rectifier <input type="checkbox"/> Re-adjust the air gap <input type="checkbox"/> De-grease the friction surfaces <input type="checkbox"/> Replace brake
Brake does not disengage	<input type="checkbox"/> Air gap too small or no air gap present	<input type="checkbox"/> Re-adjust the air gap



mayr® will take no responsibility or guarantee for replacement parts and accessories which have not been delivered by mayr®, or for damage resulting from the use of these products.