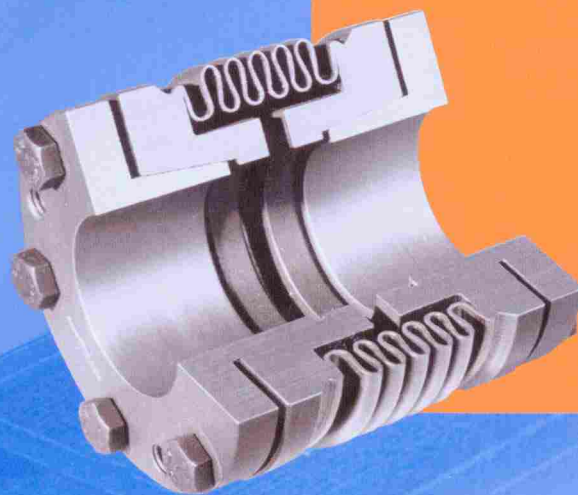


# Metal bellows coupling for

*Servo drives  
Machine tools  
Packaging machines  
Printing machines*



## **ROBA<sup>®</sup>-DX**

*Positively welded  
torsionally rigid shaft coupling*

- *reliable torque transmission*
- *quick and easy installation*
- *high balancing quality*
- *low restoring forces*

K.931.V06.GB

**mayr<sup>®</sup>**  
power  
transmission

**www.mayr.de**

## Why use ROBA<sup>®</sup>-DX-couplings ?

The success of the servomotor and its increasing application in drives of all kinds, also set new requirements for couplings. In a majority of the applications the coupling must provide a torsional rigid and backlash-free connection between motor shaft and output shaft, for example ball screw drives.

There is a coupling especially designed for these requirements and is, therefore, the ideal coupling for your servodrive.

### ■ Misalignment-capability

The ROBA<sup>®</sup>-DX compensates axial, radial and angular shaft misalignments caused by tolerances and outer influences, such as pressure or heat. This eliminates bearing failures due to any preload that is caused by using rigid connection.

### ■ Backlash-free torque transmission

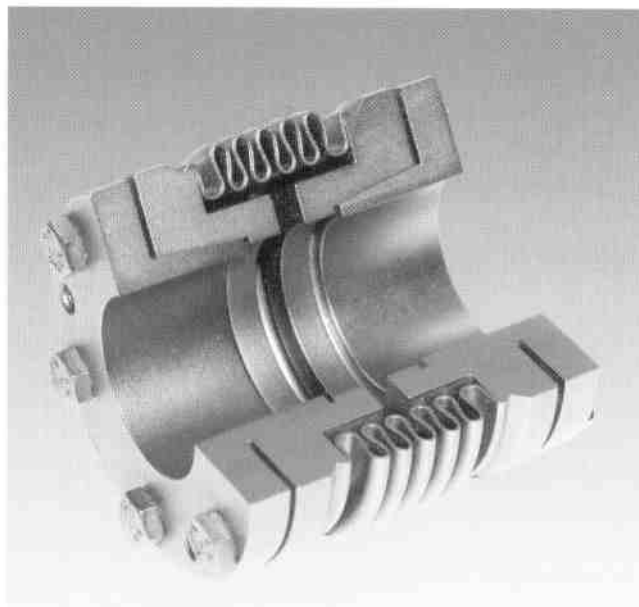
The ROBA<sup>®</sup>-DX coupling guarantees a backlash-free torque transmission between input to output shaft. The different structural shapes with taper bushings, clamping hubs and tapered designs provide a backlash-free shaft to hub connection.

### ■ Low inertia

The high requirements for the dynamic properties of a drive system can only be met with a low inertia coupling. The small outside dimensions and the advantages of light metal bellows offer extremely low inertia.

### ■ High torsional stiffness

The ROBA<sup>®</sup>-DX coupling utilizes a special bellow manufacture technique that provides an extreme stiffness and simultaneously low restoring forces.



### ■ Temperatures

ROBA<sup>®</sup>-DX couplings are insensible to temperatures up to 250° C.

### ■ High speed performance

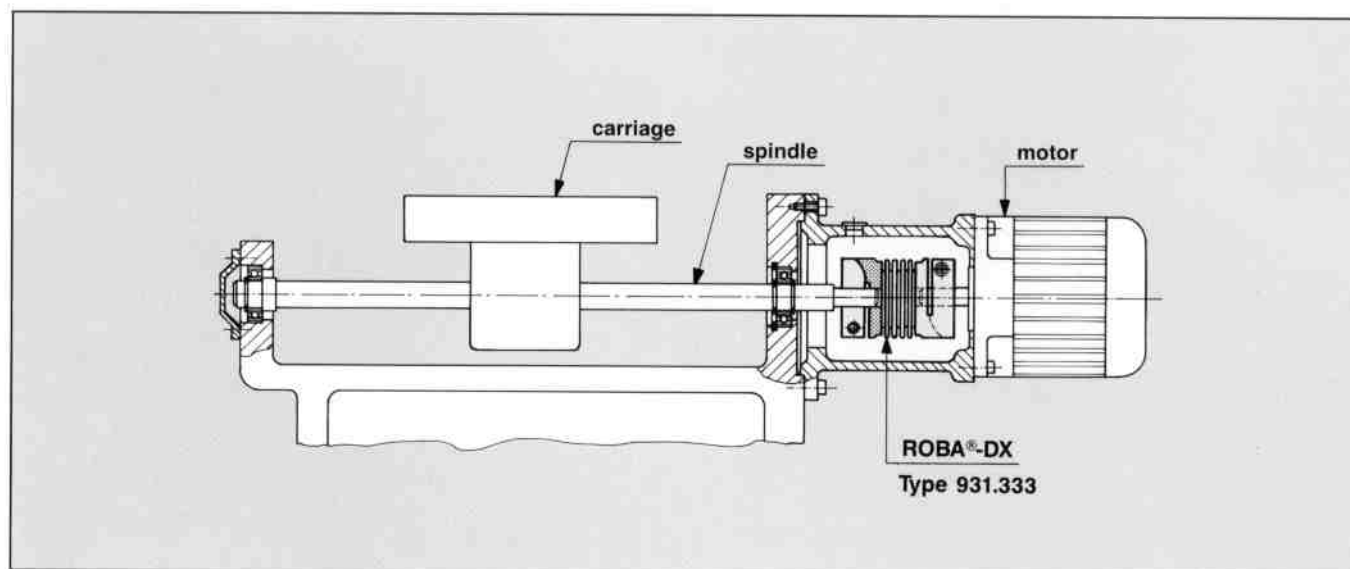
The ROBA<sup>®</sup>-DX coupling can be used up to extremely high speeds and is ideal for high speed machining applications. Due to the excellent true running accuracy the coupling provides a safe and reliable torque transmission.

### ■ Time saving assemblies

The simple and fast assembly and disassembly saves time when fitting the drive components even with difficult mounting conditions.

### ■ Maintenance free

After assembly of the components the coupling needs no further maintenance. Considering all the application conditions the ROBA<sup>®</sup>-DX couplings offer a long service life.



## Contents

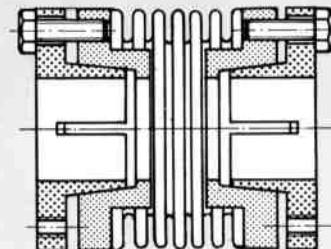
Why use ROBA®-DX	page 2
Structural shapes/ROBA®-DX means	page 3
Technical data	page 4
Mounting instructions/ Mounting examples	page 6
Selection	page 8

### ROBA®-DX means:

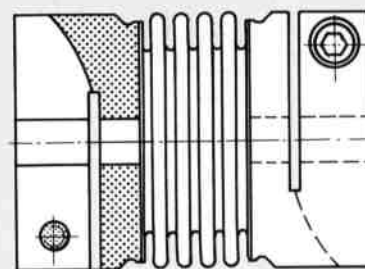
- ☐ Compensation of axial, radial and angular misalignments
- ☐ Backlash-free shaft attachment - backlash-free torque transmission
- ☐ Low moment of inertia
- ☐ High degree of torsional stiffness - simultaneous low restoring forces
- ☐ Insensible to temperature up to 250° C
- ☐ Safe, reliable torque transmission even at high speeds without balancing of the coupling
- ☐ Simple and fast assembly
- ☐ Maintenance free

## ROBA®-DX

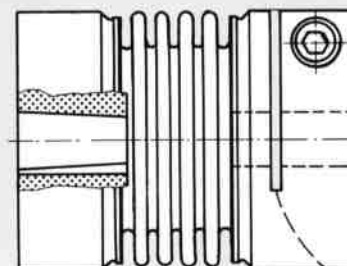
### Structural shapes



Type 931.311  
ROBA®-DX with taper bushing



Type 931.333  
ROBA®-DX with clamping hubs



Type 931.343  
ROBA®-DX with clamping hub and tapered bore



Torsionally rigid, backlash-free, flexible steel bellows coupling

Sizes 0–5

Type 931.311

931.333

931.343 (only size 3)

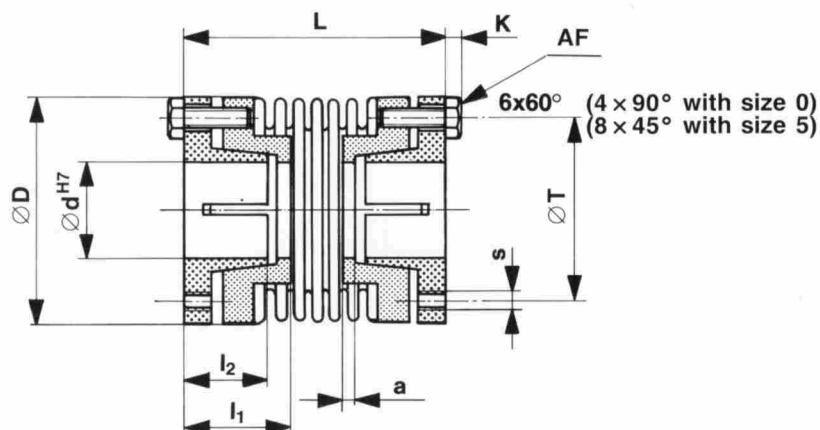


Fig. 1 Type 931.311

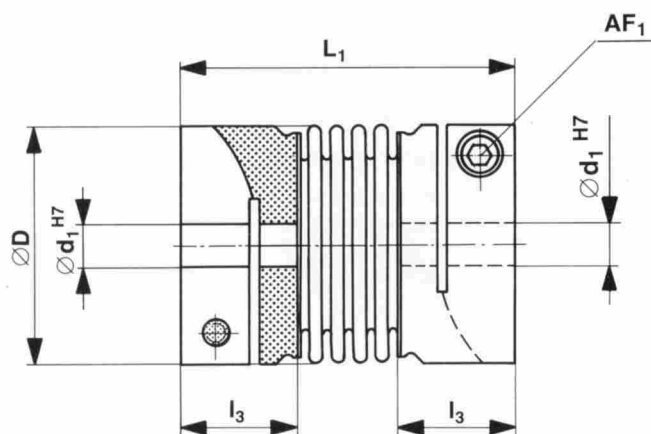


Fig. 2 Type 931.333

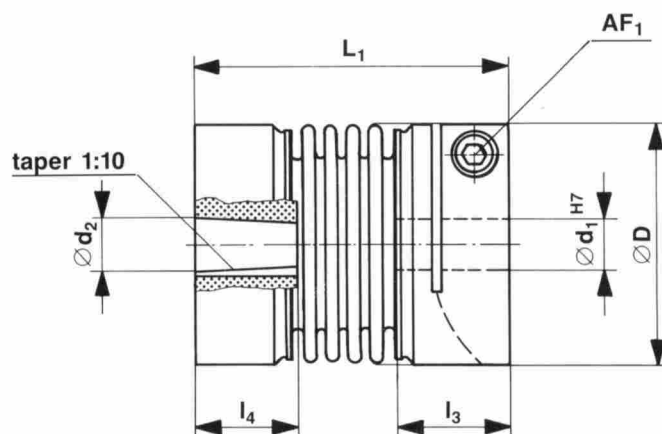


Fig. 3 Type 931.343 (only size 3)

### Order example:

To be included when ordering, please state:	size	type	bore Ø	bore Ø
Order number:		931.3_ _	d H7	d H7
			d <sub>1</sub> H7	d <sub>1</sub> H7
			d <sub>2</sub>	d <sub>1</sub> H7

0 ÷ 5

taper bushing

1

clamping hub

3

hub for tapered shaft 1:10 Ø16

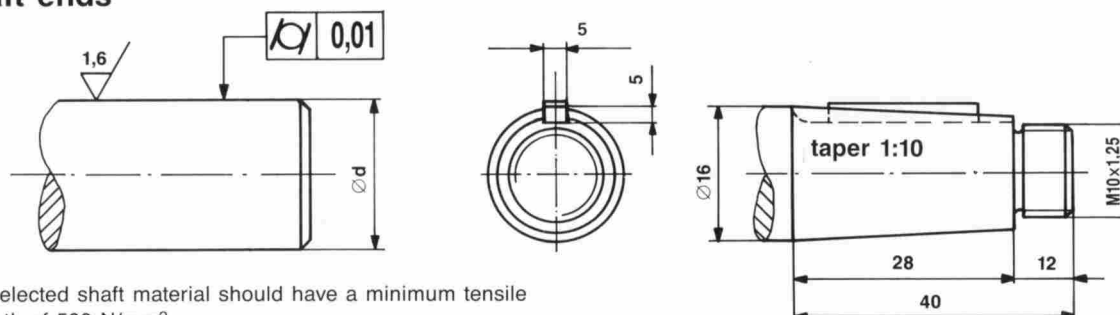
4

(only size 3)

possible diameters d / d<sub>1</sub> / d<sub>2</sub>  
see table of dimensions

Example: order number 2/931.311/Ød 20/Ød 25

### Shaft ends



The selected shaft material should have a minimum tensile strength of 500 N/mm<sup>2</sup>.

Fig. 4

## Torsionally rigid flexible steel bellows coupling

 Sizes 0 – 5    Type 931.311  
 931.333  
 931.343 (only size 3)

## Technical data

size	coupling nominal torque $T_{KN}$ [Nm]	max. speed $n_{max}$ [rpm]	torsional stiffness $C_T$ [Nm/rad]	axial stiffness $C_a$ [N/mm]	screw tightening torque taper bushing AF [Nm]	screw tightening torque clamping hub AF <sub>1</sub> [Nm]
0	30	13000	11000	125	2,9	5
1	60	11000	17000	110	2,9	10
2	100	9500	31000	135	5,5	18
3	200	9000	53000	200	9,5	18
4	350	7500	90000	175	17	43
5	600	6300	140000	135	15	87

size	Type 931.311		Type 931.333		Type 931.343	
	mass moment of inertia $I$ [kgm <sup>2</sup> ]	weight $G$ [kg]	mass moment of inertia $I$ [kgm <sup>2</sup> ]	weight $G$ [kg]	mass moment of inertia $I$ [kgm <sup>2</sup> ]	weight $G$ [kg]
0	0,000048	0,26	0,000082	0,35	—	—
1	0,000129	0,44	0,00020	0,57	—	—
2	0,000362	0,78	0,00049	0,92	—	—
3	0,000752	1,12	0,00094	1,19	0,00107	1,51
4	0,001460	1,62	0,00217	2,07	—	—
5	0,003750	2,90	0,00505	3,38	—	—

## Table of dimensions

size	a	D	$d_{min}$		$d_{max}$	$d_1$ min		$d_1$ max	$d_2$	K
			from <sup>2)</sup>	from <sup>3)</sup>		from <sup>2)</sup>	from <sup>3)</sup>			
0	2	41	9	13	16	9	13	20	—	2,8
1	3	50	12	15	20	12	16	25	—	2,8
2	4	60	15	19	25	15	19	32	—	3,5
3	6	71	24	28	35	25	37	42	16	4,0
4	7,5	82	30	35	42	30	35	45	—	5,5
5	9,5	98	35	41	50	35	38	55	—	5,5

size	L <sup>1)</sup>	L <sub>1</sub>	I <sub>1</sub> <sup>1)</sup>	I <sub>2</sub>	I <sub>3</sub>	I <sub>4</sub>	s	T	AF	AF <sub>1</sub>
0	46	61	21,5	17,3	22	—	2 × M4	30,5	7	3
1	54	69	25	20	24	—	2 × M4	38	7	4
2	63	83	29	23	28	—	2 × M5	47	8	5
3	72	87	33	25	28	30	2 × M6	58	10	5
4	81	105	37	27	36	—	2 × M8	66	13	6
5	98	125	45	33	40	—	4 × M8	80	13	8

1) dimensions in untensioned condition

2) transmittable min. rated torque 70%  $T_{KN}$ 3) transmittable rated torque 100%  $T_{KN}$ 

subject to technical alterations.

## Mounting instructions for ROBA®-DX couplings

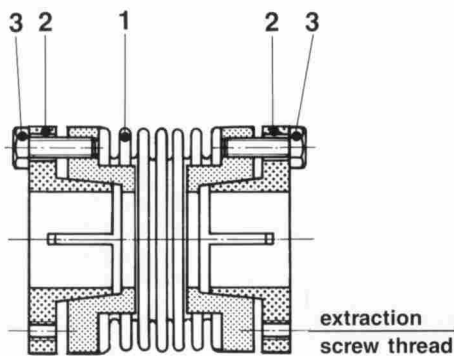


Fig. 5 Type 931.311

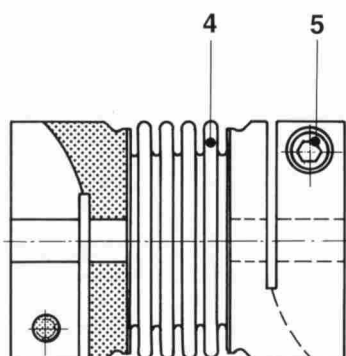


Fig. 6 Type 931.333

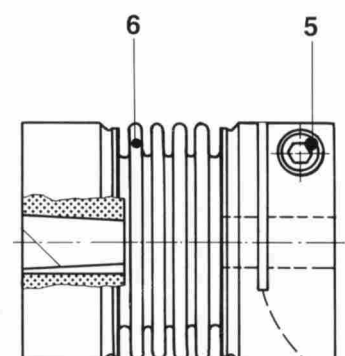


Fig. 7 Type 931.343 (only size 3)

### Parts list

- 1 Steel bellows with hubs
- 2 Taper bushing
- 3 Hexagon head cap screw
- 4 Steel bellows with clamping hubs
- 5 Cap screw
- 6 Steel bellows with clamping hub and hub for tapered shaft

### Delivery condition

The ROBA®-DX steel bellows couplings are supplied ready for installation. The surfaces of taper bushings\*, clamping hubs\* and hubs are phosphated, the steel bellows are made of stainless steel.

(\* bores of the taper bushings and clamping hubs are blank, but phosphated.)

### Temperature resistance

The ROBA®-DX is an all-steel coupling and, therefore, insensitive to temperatures up to +250° C.

### General mounting instructions

The bores of the taper bushings and clamping hubs are provided with a H7 tolerance as standard. We recommend a h6-shaft tolerance\* up to diameter 38 and a h8 tolerance\* above diameter 38, respectively for the shaft. The bores and the shafts respectively must **not be lubricated or oiled**. The coating of preservation in the bores must be washed off (petroleum grease, testing benzine, cold cleaning medium or similar).

(\* Please contact the works for other shaft fits.)

### Assembly

The output and input shafts must project into the complete length of the taper bushing (2) or clamping hubs (4) respectively (Fig. 8).

The hexagon head cap screws (3) in the taper bushings (2) are tightened diametrically opposite in several steps to the "screw tightening torque" mentioned on table 1. First the taper bushing or clamping hub respectively must be tightened completely before the other one is started.

During tightening of the hexagon head cap screw (3) the taper bushing (2) is pushed into the hub of the steel bellows (1). During tightening of the cap screws (5) (see table 1 for tightening torque) the clamping hub (4) is pressed together. Torque is transmitted due to friction.

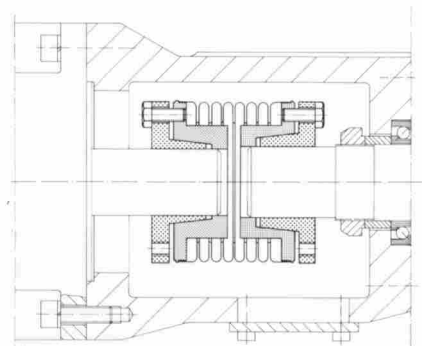


Fig. 8

## Mounting examples for ROBA®-DX couplings

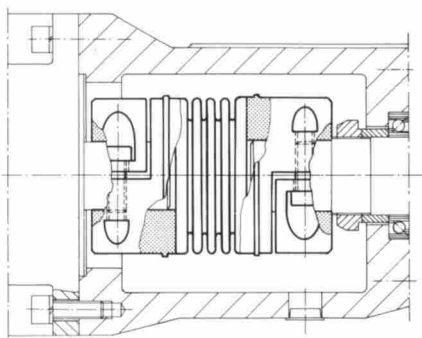


Fig. 9

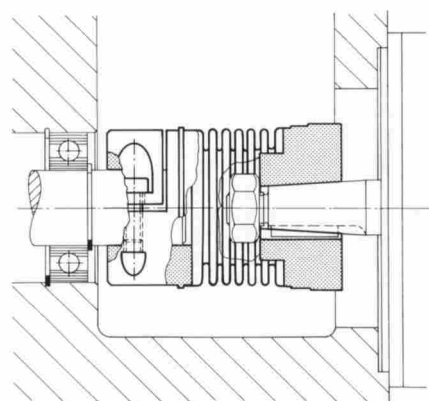


Fig. 10



## Dismantling

For dismantling there are two extraction tapped holes in the taper bushings (2) (four for size 5) (figure 5). When all hexagon head cap screws (3) are unscrewed, the taper bushings (2) with the hexagon head cap screws (3) can be pushed out off the hubs of the steel bellows (1).

Before input or output sides are extended to remove the coupling, it must be guaranteed that the shaft-hub-connections are unscrewed to avoid damage to the steel bellows.

For dismantling the clamping hub (4) only the cap screws (5) must be unscrewed. Afterwards the coupling can be removed from the shaft easily.

## Permissible shaft misalignments

The ROBA®-DX compensates radial, axial and angular shaft misalignments, Fig. 12. The max. permissible shaft misalignments from table 1 must not achieve simultaneously the max. value.

If there are several kinds of misalignments simultaneously, they influence each other, i. e. the permissible value of the misalignment depends on each other according to Fig. 11.

The amount of actual misalignments, in percentage of the max. amount, must not exceed 100%.

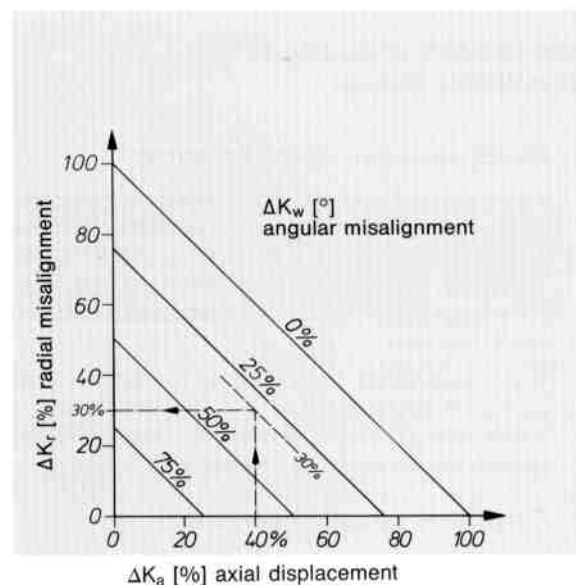
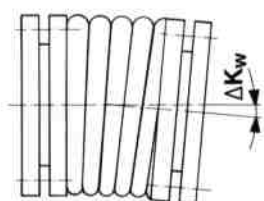
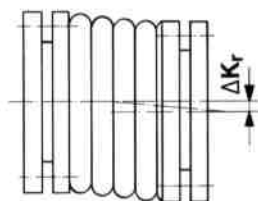


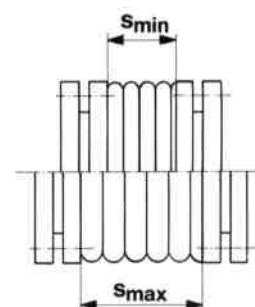
Fig. 11



angular misalignment



radial misalignment



axial displacement

Fig. 12

ROBA®-DX	size	0	1	2	3	4	5
axial displacement $\Delta K_a$	[mm]	$\pm 0,4$	$\pm 0,5$	$\pm 0,6$	$\pm 0,8$	$\pm 1,0$	$\pm 1,2$
radial misalignment $\Delta K_r$	[mm]	0,1	0,1	0,15	0,2	0,25	0,3
angular misalignment $\Delta K_w$	[°]	1,5	2	2	2	2	2
screw tightening torque (3) (Fig. 5)	[Nm]	2,9	2,9	5,5	9,5	17	15
screw tightening torque (5) (Fig. 6)	[Nm]	5	10	18	18	43	87

Table 1

## How to select ROBA<sup>®</sup>-DX couplings:

### 1. Determination according to the transmittable torque:

#### 1.1 Direct selection of the coupling:

If the customer knows all torques effective for the coupling during operation (also short torque peaks) and there are no shaft misalignments and temperatures over 50° C, then a coupling has to be selected whose nominal torque according to the catalogue is over the max. torques existing during operation.

The nominal torque of the coupling corresponds to the permanent changing torque, i. e. the coupling can be loaded up to  $\pm T_{KN}$  with a lot of torque changes, whatever desired, without expecting an endurance failure.

#### 1.2 Calculated coupling selection:

If the customer only knows the marginal data of his drive, the following procedure is recommended:

The nominal max. torque determined of the motor power data or of the data of the working machine is calculated to the actual existing application conditions by means of factors.

The following calculation is made:

$$T_{KN} \geq M_{max.} \times f_a \times f_w \times f_t \text{ [Nm]}$$

$T_{KN}$  [Nm] = nominal torque of the coupling according to catalogue

$M_{max.}$  [Nm] = max. drive torque

The value for  $M_{max.}$  can be calculated according to the common equations or it can be taken out of the corresponding catalogues.

$f_a$  [-] presents the application factor.  
The numerical value is taken from the diagram 1, on which the load characteristic value  $f_B$  (page 9), and the group of the drive are considered.

$f_w$  [-] represents the so-called misalignment factor (diagram 2). This results from the amount of all shaft misalignments  $\Delta K_w$  (see page 7, fig. 11) of a ROBA<sup>®</sup>-DX coupling and must be considered when selecting the coupling.

$f_t$  [-] must be considered with temperatures over 50° C. This can be taken from diagram 3.

## Ask Mayr!

*Mayr offers a variety of other solutions. If you don't find optimum solution in our programme, please do not hesitate to contact our engineer for making your custom designed modification.*

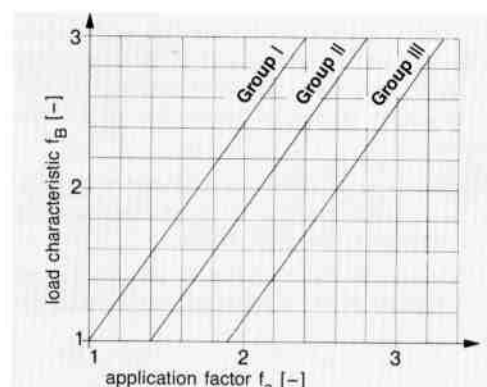


Diagram 1

#### Design of the drive unit (diagram 1):

**Group I:** electric motors, steam turbines, gas turbines, hydraulic motors.

**Group II:** reciprocating machines with more than two cylinders, water turbines.

**Group III:** reciprocating engines with one or two cylinders.

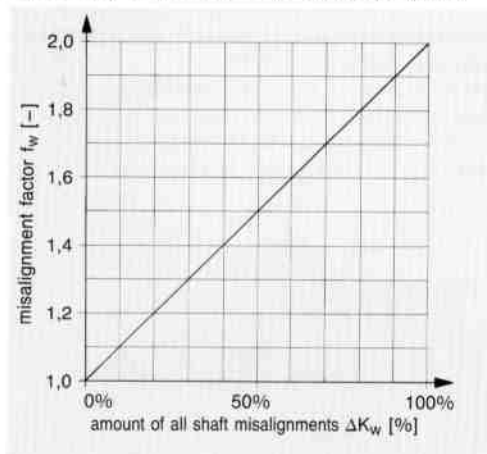


Diagram 2

#### Misalignment factor $f_w$ (diagram 2):

The misalignment factor results from the amount of all shaft misalignments  $\Delta K_w$  (see page 7, fig. 11) of a ROBA<sup>®</sup>-DX.

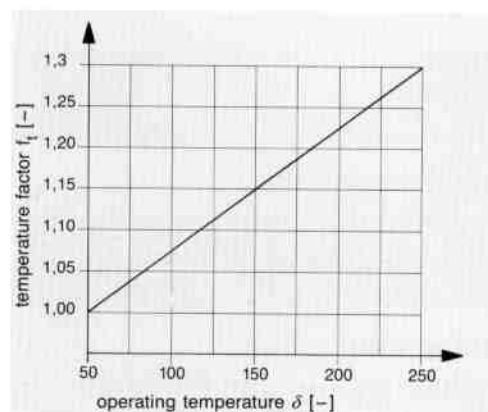


Diagram 3

#### Temperature factor $f_t$ (diagram 3):

The ROBA<sup>®</sup>-DX couplings are unaffected by temperature. The temperature factor  $f_t$ , however, must be considered with temperatures over 50° C when selecting the size.



## How to select ROBA®-DX couplings

### 2. Selection according to the torsional spring rigidity of the coupling

#### 2.1 Static design

In case of very high requirements regarding the accuracy of the torsional angular transmission of the coupling, its flexible deformation depending on the max. transmittable torque presents a design criterion which, compared to the selection according to the torque, may cause a selection of a bigger size.

The flexible twisting of the coupling can be determined according to the following equation:

$$\alpha = \frac{180}{\pi} \times \frac{1}{C_t} \times M_{\max.} [^{\circ}]$$

$C_t$  [Nm/rad] = torsional spring rigidity of the coupling

$M_{LK}$  [Nm] = max load torque effective on the coupling

#### 2.2 Dynamic design

Normally drive units consisting of motor, coupling and drive elements with coupled rotational or linearly moved masses can be considered as a 2 mass system.

A typical machine tool example is shown on fig. 13.

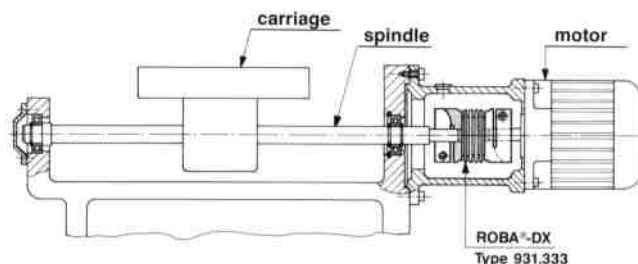


Fig. 13

The natural frequency of such a system can be calculated according to following equation:

$$f_{\text{res}} = \frac{1}{2\pi} \times \sqrt{C_t \times \frac{I_{\text{mot}} + I_{\text{mach}}}{I_{\text{mot}} \times I_{\text{mach}}}} \quad [\text{Hz}]$$

$C_t$  [Nm/rad] = torsional spring rigidity of the coupling

$I_{\text{mot}}$  [kgm<sup>2</sup>] = mass moment of inertia of the drive motor

$I_{\text{mach}}$  [kgm<sup>2</sup>] = mass moment of inertia of the driven component

Ensure that the mass moment of inertia of the coupling is added by half each to the input or output components respectively.

Rotating or linearly moved masses existing at the output side can be reduced to the output shaft by means of corresponding equations.

The natural frequency of the system being able to vibrate should be at least at 1,3- to 1,5-times of the value of the excitation frequency which is supported by the high torsional spring rigidity values of the ROBA®-DX couplings.

The excitation frequencies are for example with inputs of machine tools between 150 and 400 Hz.

Further it should be tried to achieve the value "1" for such kinds of drives as ratio of the mass moment of inertias in input and output.

### Load characteristics numbers $f_B$

$f_B$	machine	$f_B$	machine
2	construction machines	2	<b>paper machines</b>
1,5	<b>chemical industry</b>	2	pulp grinders
1,5	agitators (viscuous liquids)	2	calendars
1,5	agitators (flooding liquids)	2	suction rolls
2	centrifuges		
2	pipeline pumps	1,8	<b>pumps</b>
2	<b>conveying plants</b>	2	centrifugal pumps
2	freight elevators	2	reciprocating pumps
2	passenger elevators	2	positive-displacement pumps
1,5	conveyors		
2	blowers, fans	2,5	<b>compressors</b>
1,5	generators	1,5	reciprocating compressors
			turbo compressors
2,5	<b>plastic processing</b>		
2	extruders	3	<b>rolling mills</b>
2	blenders	3	shears
2	wood working machines	3	cold-rolling mills
2	crane systems	2,5	wire drawing machines
		3	continuous casting plants
2	<b>metal working machines</b>		
3	machine tools	2	washing machines
3	stamping machines, presses		
		3,5	<b>nonmetallic minerals</b>
3	<b>food processing</b>	2	mills, crushers
2	mills		rotary furnaces
2	kneading machines		
1,5	packaging machines		

Table 2

## Calculation example for ROBA<sup>®</sup>-DX coupling selection

**Given data:** Machine tools with following data:

<b>Drive unit:</b>	AC servo motor	power	$P_N$	=	2 [kW]
		nominal speed	$n_N$	=	1500 [rpm]
		nominal torque	$M_N$	=	12,7 [Nm]
		max. torque	$M_{N\ max}$	=	84 [Nm]
		motor mass moment of inertia	$I_{mot}$	=	0,010 [kgm <sup>2</sup> ]

**Output unit:** Ball screw spindle coupled directly through ROBA<sup>®</sup>-DX coupling

Mass moment of inertia reduced on spindle  
resulting from carriage and spindle  $I_{mach} = 0,008$  [kgm<sup>2</sup>]

Misalignments: 30%

Max. ambient temperature: 50° C

**Required:** 1. Determination of the required coupling size

$$T_{KN} \geq M_{max.} \times f_a \times f_w \times f_t$$

**Application factor  $f_a$ :**

design of the drive unit: electro motor, group I  
load characteristic:  $f_B = 2$  (table 2, machine tools)  
application factor  $f_a = 1,70$  (diagram 1)  
misalignment factor  $f_w = 1,3$  (diagram 2)

**Temperature factor  $f_t$**   $f_t = 1$  (diagram 3)

$$T_{KN} \geq 84 \text{ Nm} \times 1,7 \times 1,3 \times 1 = \underline{\underline{185,6 \text{ Nm}}}$$

**Selected coupling:** ROBA<sup>®</sup>-DX size 3, Type 931.311

$T_{KN} = 200 \text{ Nm}$   
with torsional spring rigidity  $C_t = 53 \times 10^3 \text{ Nm/rad}$   
with mass moment of inertia  $I_K = 0,000752 \text{ kgm}^2$

2. Flexible twisting of the coupling with max. drive torque

$$\alpha = \frac{180}{\pi} \times \frac{1}{C_t} \times M_{max.}$$

$$\alpha = \frac{180}{\pi} \times \frac{1}{53000 \text{ Nm/rad}} \times 84 \text{ Nm} = 0,09^\circ$$

3. Design regarding the vibration of the coupling

Consideration of the drive as 2-mass system

Natural frequency of the system:

$$f_{res} = \frac{1}{2\pi} \times \sqrt{C_t \times \frac{I_{mot} + I_{mach}}{I_{mot} \times I_{mach}}}$$

Half the coupling mass moment of inertia has to be added to both motor and spindle inertias.

$$f_{res} = \frac{1}{2\pi} \times \sqrt{53000 \text{ Nm/rad} \times \frac{(0,010 + 0,00038) \text{ kgm}^2 + (0,008 + 0,00038) \text{ kgm}^2}{(0,010 + 0,00038) \text{ kgm}^2 \times (0,008 + 0,00038) \text{ kgm}^2}}$$

$$f_{res} = \underline{\underline{538 \text{ Hz}}}$$

For the expected excitation frequency of 150–400 Hz sufficient distance is available.

## Headquarters

Chr. Mayr  
GmbH + Co. KG  
Eichenstraße 1  
87665 Mauerstetten  
Tel.: 49-83 41/8 04-241  
Fax: 49-83 41/8 04 422  
info@mayr.de  
http://www.mayr.de

## Great Britain

Mayr Transmissions Ltd.  
Valley Road, Business Park  
Keighley, BD21 4LZ  
West Yorkshire  
Tel.: 0 15 35/66 39 00  
Fax: 0 15 35/66 32 61  
sales@mayr.co.uk

## Italy

Mayr Italia S.r.l.  
Viale Veneto, 3  
35020 Saonara (PD)  
Tel.: 0 49/8 79 10 20  
Fax: 0 49/8 79 10 22  
info@mayr-italia.it

## France

Mayr France S.A.  
Z.A.L. du Minopole  
BP 16  
62160 Bully-Les-Mines  
Tel.: 03.21.72.91.91  
Fax: 03.21.29.71.77  
contact@mayr.fr

## Switzerland

Mayr Kupplungen AG  
Tobelackerstrasse 11  
8212 Neuhausen  
am Rheinfall  
Tel.: 0 52/6 74 08 70  
Fax: 0 52/6 74 08 75  
info@mayr.ch

## USA

Mayr Corporation  
4 North Street  
Waldwick  
NJ 07463  
Tel.: 2 01/4 45-72 10  
Fax: 2 01/4 45-80 19  
info@mayrcorp.com

## Singapore

Mayr Transmission (S)  
Pte. Ltd. – Blk 133  
Jurong East Street 13  
Unit 03-291  
Singapore 600133 Asean  
Tel.: 0065/65 60 1230  
Fax: 0065/65 60 1000  
info@mayr.com.sg

## Korea

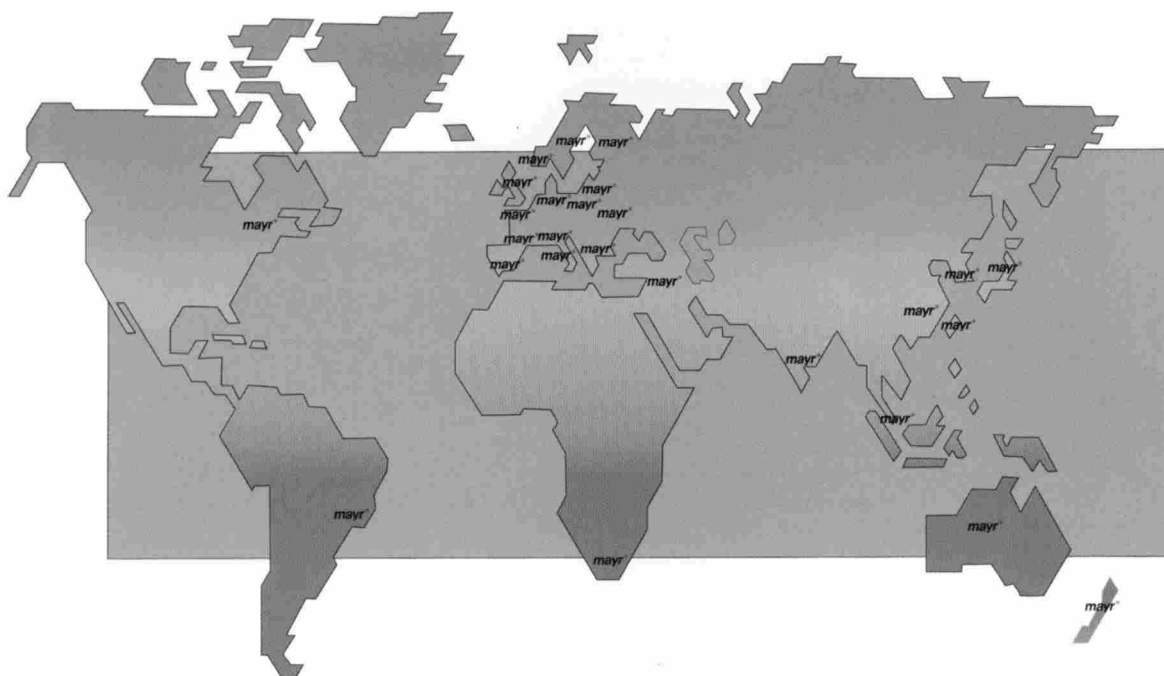
Mayr Korea  
60-11, Woongnam-Dong  
ROK Changwon  
Rep. of Korea  
Tel.: 055/262-4024  
Fax: 055/262-4025  
info@mayrkorea.com

## Taiwan

German Tech Auto Co. Ltd.  
No. 58, Wu Chuan Road  
Wu-Ku Industrial Park  
Taipei Hsien, Taiwan  
Tel.: 02/22990237  
Fax: 02/22990239  
steve@zfgta.com.tw

## China

Mayr Shanghai  
Xin Jinqiao Road Nr. 201  
Room 5227, Pudong Xinqu  
201206 Shanghai, China  
Tel.: 021/6461 6990  
Fax: 021/6461 7006  
Mobile: 013816121658  
sales@mayr.com.cn



## Australia

Transmission Australia Pty. Ltd.  
22 Corporate Ave,  
3178 Rowville, Victoria  
Australien  
Tel.: 039/755 44 44  
Fax: 039/755 44 11  
info@transaus.com.au

## New Zealand

Saeco A.D.I. Ltd.  
36 Hastie Avenue  
Mangere East  
P. O. Box 22-256  
Otahuhu-Auckland  
Tel.: 09/634 75 40  
Fax: 09/634 75 52  
grant@saeco.co.nz

## India

National Engineering  
Company (NENCO)  
J-225, M.I.D.C. Bhosari  
Pune 411 026  
Tel.: 0202/747 45 29  
Fax: 0202/747 02 29  
nenco@vsnl.com

## Japan

Shinwa Trading Co. Ltd.  
1-3, 3-Chome  
Goko-Dori, Chuo-ku  
Kobe City  
Tel.: 078/251 23 11  
Fax: 078/265 26 76  
ohta@shinwa-kobe.co.jp

## South Africa

Torque Transfer  
Private Bag 9  
Elandsfontein 1406  
Tel.: 011/345 80 00  
Fax: 011/974 05 24  
torque@bearings.co.za

Austria

Benelux States

Brazil

Canada

Czech Republic

Denmark

Finland

Greece

Hongkong

Hungary

Indonesia

Israel

Malaysia

Norway

Philippines

Poland

Romania

Russia

Slovakia

Slovenia

Spain

Sweden

Thailand

Turkey

Note:

If a country is not shown, please refer to headquarters or our web site to be advised of the nearest responsible agent.

**mayr®**  
your reliable partner



# Delivery Programme



## Safety clutches/ torque limiters

- ☐ **EAS®-Compact®/EAS®-NC**  
Positive, absolutely backlash-free torque limiter
- ☐ **EAS®-smartic®**  
Economic torque limiters with fast assembly
- ☐ **EAS®-element clutch/EAS®-elements**  
Load disconnecting protection for high torques
- ☐ **EAS®-axial**  
Exact limitation of tensile and compressive forces
- ☐ **EAS®-Sp/EAS®-Sm/EAS®-Zr**  
Residual torque free disconnecting torque limiter with ON/OFF function
- ☐ **ROBA®-slip hubs**  
Load holding, friction type torque limiting clutch
- ☐ **ROBA®-contitorque**  
Magnetic continuous slip clutch

## Shaft couplings

- ☐ **smartflex®**  
Perfect precision coupling for servo and stepper motors
- ☐ **ROBA®-ES**  
Backlash-free and damping of vibration critical drives
- ☐ **ROBA®-DS/ROBA®-D**  
Backlash-free, torsionally rigid all-steel coupling
- ☐ **EAS®-control-DS**  
Low cost torque-measuring coupling

## Electromagnetic brakes/clutches

- ☐ **ROBA-stop® Standard**  
Mult-functionally all-round safety brake
- ☐ **ROBA-stop®-M motor brakes**  
Robust, cost effective motor brake
- ☐ **ROBA-stop®-S**  
Waterproof, robust monobloc brake
- ☐ **ROBA-stop®-Z/ROBA-stop®-silenzio®**  
Double security elevator brake
- ☐ **ROBA®-diskstop®**  
Compact quiet disk brake
- ☐ **ROBA®-topstop®**  
Brake systems for gravity loaded axes
- ☐ **ROBA®-linearstop**  
Backlash-free brake system for linear motor axes
- ☐ **ROBATIC®/ROBA®-quick/ROBA®-takt**  
Energise to engage electromagnetic pole face clutches and brakes, CBU

## DC drives

- ☐ **tendo®-PM**  
Permanent-magnet D.C. motors
- ☐ **tendo®-SC**  
1 and 4 Q transistor controllers

19/08/2005 IM



Chr. Mayr GmbH + Co. KG  
Eichenstrasse 1  
D-87665 Mauerstetten  
Germany

Telephon 083 41/804-241  
Telefax 083 41/804 422  
<http://www.mayr.de>  
eMail: [info@mayr.de](mailto:info@mayr.de)

**mayr®**  
your reliable partner

