

Super CB-10 Clutch / Brake

For Airport Baggage Handling Conveyor Diverters

Designed to meet the rigorous demands of baggage handling conveyor diverters. Confined space for the drive system on the HSD (High Speed Diverter) dictate the wrap spring clutch-brake is vertically mounted with the input down. The AB (anti-backup) spring is removed to allow the paddles to be moved backward when luggage is jammed or caught between paddles.

Problems caused by this design criteria: removal of the AB spring and the weight of the timing pulley.

The other function of the AB spring is to keep the clutch spring unwound when the input is idling. The clutch spring can drag and overheat the input hub.

If the OEM bronze washer is missing or wears, the full weight of the pulley is supported by a snap ring that will wear into the pilot washer. Hubs will separate, then the AOR (anti-override) can unwind, and/or the brake spring up tang moves out of position in collar.

Features

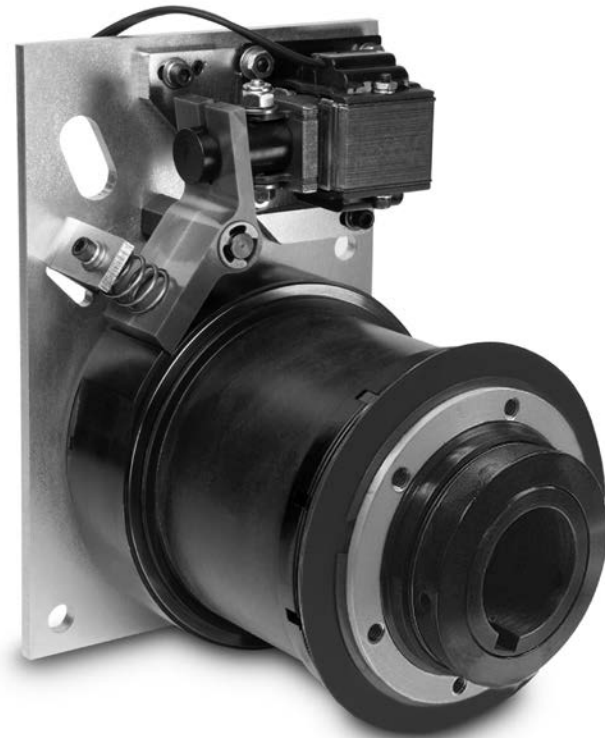
- ☐ Thrust bearing supports weight of input timing pulley
- ☐ Oil reservoir wick
- ☐ Two teflon coated input collar washer
- ☐ Input hub dual row spread needle bearings
- ☐ Collar is aircraft grade aluminum
- ☐ Solid actuator link
- ☐ Large diameter actuator post
- ☐ Dimensional replacement for OEM product



SCB-10 Part Numbers

Model Number	Voltage	Part Number	Stops
CW	115 VAC	320-12-018A	1
CCW	115 VAC	320-22-020A	1
CW	220 VAC	320-12-019	1
CCW	220 VAC	320-22-021	1

Note; 300-12-072 (2-stop CW) older style does not have upgrades



Improvements

Thrust bearing supports weight of input timing pulley

- Eliminates bronze thrust washer
- Less heat is generated by thrust bearing versus friction from bronze washer
- Eliminates retaining ring wear into pilot washer

Oil reservoir wick in AB pocket

- Reservoir wick allows additional oil flow capacity into hubs

Two teflon coated input collar washers

- One tabbed to move with collar and other moves with input hub
- OEM has one washer that rotates with input hub wearing against large retaining ring and collar can drop
- More rigid versus single

Collar aluminum aircraft grade

- Versions of OEM design have sheet metal plates spiral clamped to collar
- Others have aluminum ring glued to plastic collar

Solid solenoid actuator link

- OEM uses pin that breaks or falls out due to high impact from solenoid

Fasteners that secure solenoid are #10

- #8 on OEM – more strength to withstand solenoid impact