

# A. O. Smith Buys Clutch Conversions to Change Downtime into Production Time

Cost and repair records kept by A. O. Smith Corporation's Milwaukee Works has led them to the purchase of many clutch conversions of various types and makes. These same records have proved the efficiency of the conversions and justified their purchase. Simply stated, A. O. Smith trades costly press downtime for production time with every clutch conversion.

Of interest to you and to your customers, is the fact that over thirty presses at A. O. Smith have been converted with Minster Combination Clutch and Brake Units. They have replaced old separate clutches and brakes on several makes of presses ranging in capacity from 45 to 800 tons. Some are O.B.I.'s, and large single crank gaps, but most of the Minster conversions are on single and double crank, double geared, straightside presses. The Minster Combination Clutch and Brake has replaced toggle type friction, jaw, or block type mechanical positive action clutches. Brakes replaced were band type, either constant drag or air-released.

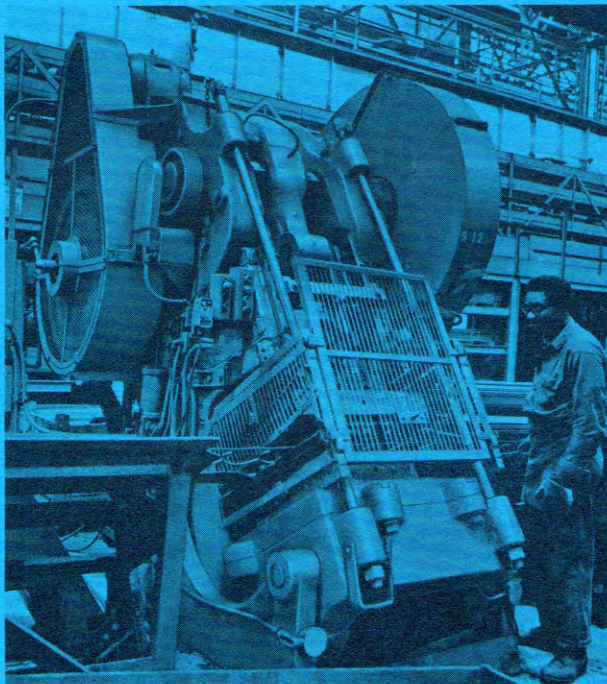
The presses which have been converted by Minster are running on heavy material on blanking, coining, forming and drawing operations.

**Now here's the heart of the story which you can use to help convince press users in your territory of the wisdom of clutch conversion.**

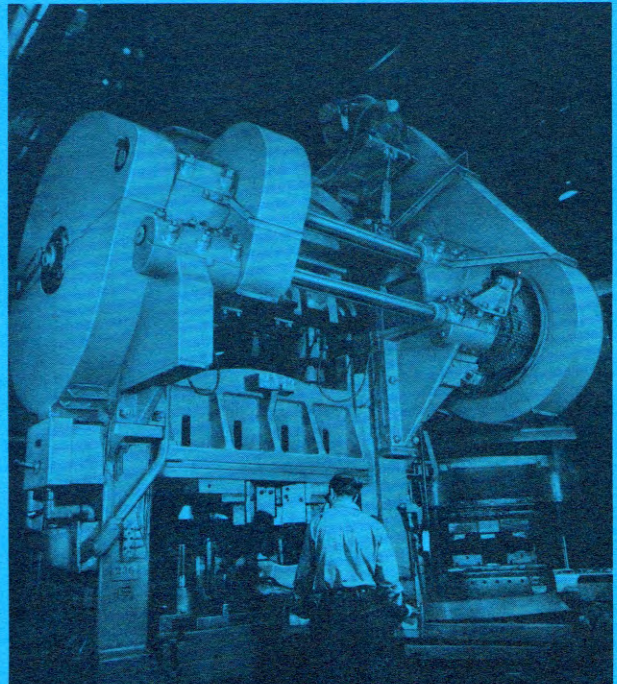
According to comments made by A. O. Smith personnel, which apply to Minster Conversions, they have realized the following benefits:

1. No timing or synchronization problems experienced with the previous separate clutch and separate brake.
2. Many large double geared presses have been easily speeded up from 8 or 9 spm to 12 spm. This has, in some cases, allowed them to match the speeds of new presses in the same production line.
3. Maintenance on the Minster Combination Unit is simple.
4. Production life of the new clutch elements is excellent.
5. Babbit bearings, whenever possible, replaced anti-friction bearings making better lubrication possible and flat belts were changed for V-belts.
6. The presses now have a clean, compact appearance. . . no more levers, etc.

A new clutch does not make a new press. BUT. . . if the press frame is sound, and there is no misalignment or extensive wear of slide ways, it can be profitably modernized with a Minster Clutch Conversion. While A. O. Smith and countless other customers have proved the value of conversion, there are still thousands of presses which are candidates for a "shot of modernization." Look for them. It's good business.



*135 ton Single Geared O.B.I. with Minster Combination Clutch and Brake Unit mounted outboard on driveshaft.*



*Double Crank, Double Geared 255 ton Straight-Side Press with Minster Unit outboard mounted on driveshaft.*