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# **Captive Carrier TransTrax<sup>®</sup>**

## **Tune-Up Instructions**

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# Captive Carrier TransTrax<sup>®</sup> Tune-Up

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## Cautions

- Do not lubricate the tape or tape track with anything. Using WD-40 or equivalents will permanently damage the machine.
- Do not remove the drive motor from the vertical tube. This manual details the proper method for removing and replacing the drive tape.
- Do not use tape to hold the brake release button down for long periods of time. This will cause overheating and possible damage to the brake.
- Use the proper screws as described in the instructions.
- Install screws in all of the original factory locations.

## Materials List

Part Number	Description	Qty.
00601013	CC w/Twist Manual	1
00611011	CC Tune-Up Instructions	1
02908213	Screw In Mic Windscreen	1
04088031	CC Liner Top & Bottom	2
04191011	Blue/Green Grease 4CC Tube	1
04115011	Clear Grease 4CC Tube	1
06820191	Tape Cut to Length	46'
92042123	6-32 x ¼ Phil Flat	4
92042723	6-32 x ¼ Phil Truss	14
93042723	8-32 x ¼ Phil Truss	2
93082723	8-32 x ½ Phil Truss	4
95005071	E Clip	2
04167012	Lubricant Warning Label	1
04071011	CC O Ring	2
93202723	8-32 x 1-¼ Phil Truss W/Locking Patch	2
93152724	8-32 x 15/16 Phil Truss W/Locking Patch	2

## **Scope of Work**

For a standard tune-up, the following work needs to be done:

1. Inspect the machine.
2. Remove and replace the drive tape.
3. Disassemble, inspect, grease, and reassemble the carrier.

### **Inspection of the Captive Carrier TransTrax<sup>®</sup>**

Inspect the machine for visible signs of damage.

Does the carrier travel in slow speed on the vertical, the turn sections, and the airlock?  
Does the carrier travel in high speed in the horizontal section? If it does not, please see the service and installation manual for instructions on how to adjust the speed shift points.

Are the ceiling trims anchored to the ceiling?

Does the carrier stop properly on the inside, and at the car and truck positions on the outside?

Any unusual noises?

If there is damage or problems please consult with the factory. The telephone number is (800) 937-3322

## Tape Replacement

Remove the flat head screws that hold the speaker panel to the tube on the customer vertical. The speaker and panel can hang by the leads.



Go inside and make sure that the carrier is at the car position outside. Turn the power off to the inside control panel.

Open the right side door on the inside vertical standoff. The door is hinged; removing the two screws will allow the door to open.

On the front side of the tube insert a small screwdriver into a hole in the drive tape. Press and hold the brake release button on the brake control board located on the right door of the vertical standoff. Push up on the screwdriver sliding the tape up. Observe the carrier outside as it lowers, do not let the carrier hit on the island. Do this until the tape disengages the sprocket.

Go back outside and pull the tape completely out of the machine.



Remove the screws that attach the carrier to the tape. Observe that the tape was attached with the correct screws (see page 11). If screws other than this were used, please consult the factory for replacement tape blocks. Note that new screws are included with the tune-up kit.



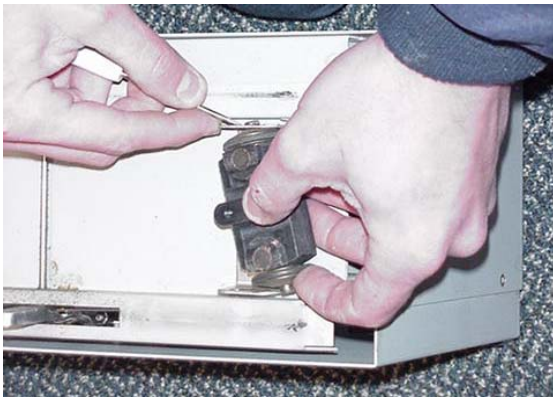
Use the old tape to measure and cut the new tape.



Bevel and round the ends of the tape with a file. See page 10 for the correct configuration of the tape ends.

Inspect the carrier for visible damage such as bent door, torn liner, etc. See page 7 on how to inspect the car. If any problems are noted please consult the factory for replacement parts. See page 8 on part numbers.





Remove the “E” clips that hold the large tape block and brass wheels in place. Remove the tape block by twisting it diagonally in the bracket and then gently bowing the end of the bracket away from the end of the axle until it is free.

Remove the brass wheels from the tape block assembly. The axle should be cleaned and inspected for brass deposits. If they are

worn or damaged, order a new tape block from the factory.

Replace the “O” rings on the brass wheels with the new ones provided. If the “O” rings were missing, inspect the tubing for burrs from the brass wheel dragging on the tube surface. If burrs are found, smooth them out with a file. If the brass wheels were damaged, consult the factory for new ones.



Lube the axles with the blue/green grease provided. Install the new brass wheels, (must be ordered separately), or reinstall the existing ones. Clean all excess grease off of the assembly so that it does not get on the tape or track. Make sure that the wheels turn freely.

Reassemble the tape block to the car with the new “E” clips provided. If this unit was built after 4-2004 please refer to page 11. Make sure that the tape block slides freely in the slot of the bracket.



Mount the carrier to the drive tape. See page 9 and illustration on how to do this. Use the new short screws supplied on the small tape block. Use the new long screws that are supplied on the large tape block

Caution: You must use the correct mounting screws when mounting the carrier to the drive tape (please refer to page 11). Make sure that the holes are not stripped out if they are; please consult the factory for new tape blocks.



Insert the tape back into the customer vertical until the end of the tape engages the sprocket inside the machine. Note: While doing this if any obstructions or excess drag is felt, check and correct the problem.



Go inside to the vertical unit. Insert a small screwdriver into a hole in the tape. Press and hold the brake release button on the brake control board. Pull down on the screwdriver feeding the tape around the sprocket. Continue to do this until the carrier is resting on the stabilizers outside. (Be careful that the carrier has not caught on the speaker wires).

Turn the power back on.

Recall the carrier.

Run the machine and observe for proper operation. Note: If the carrier started out above the stop switches it will not shift into high speed. Simply run the carrier again and it should change speeds.



Affix the lubricant warning label on top of the inside control assembly if there is not one there already.

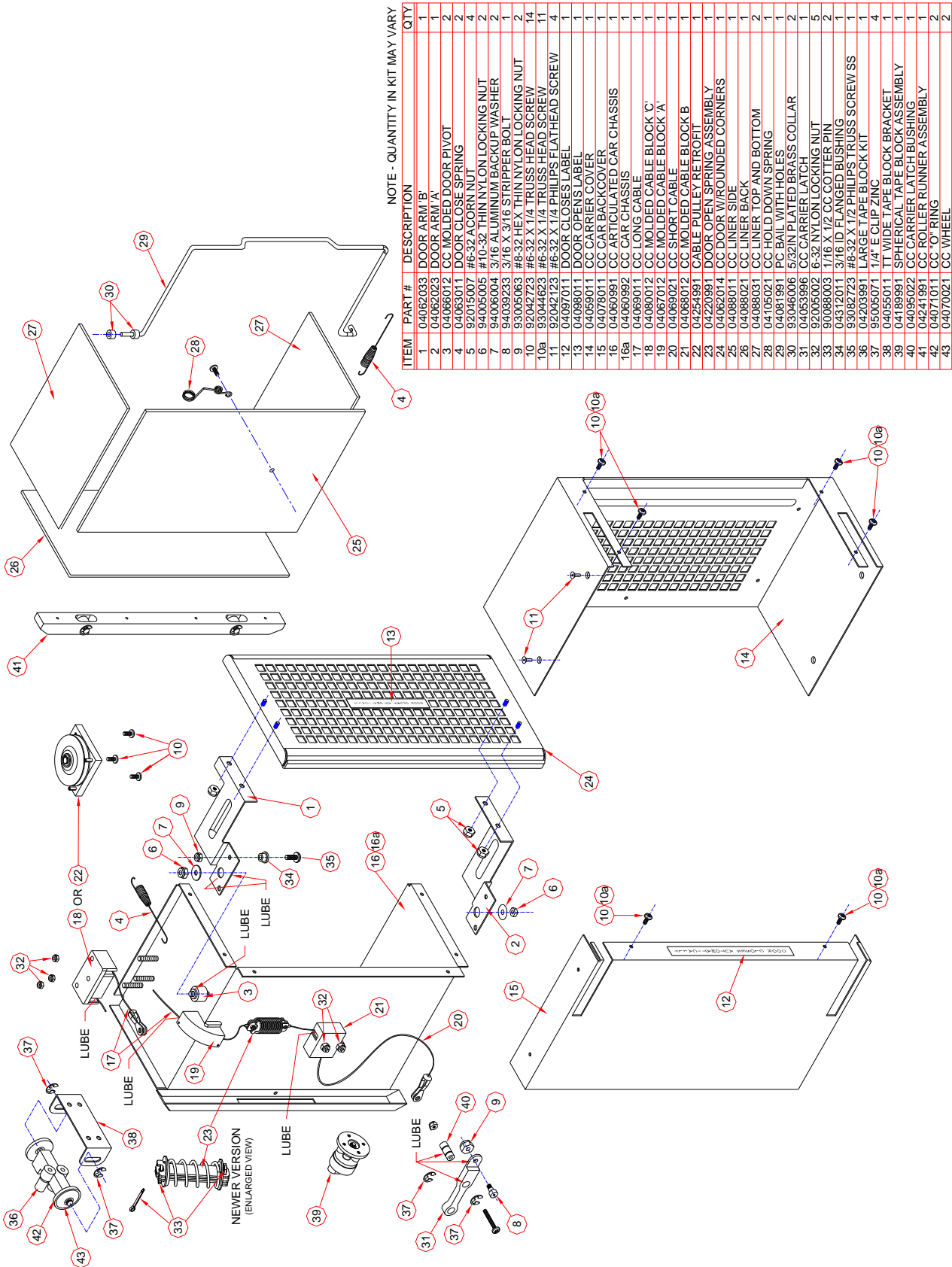
Reinstall the speaker panel on the customer vertical unit outside.

Inspect the customer mic windscreen and replace if needed.

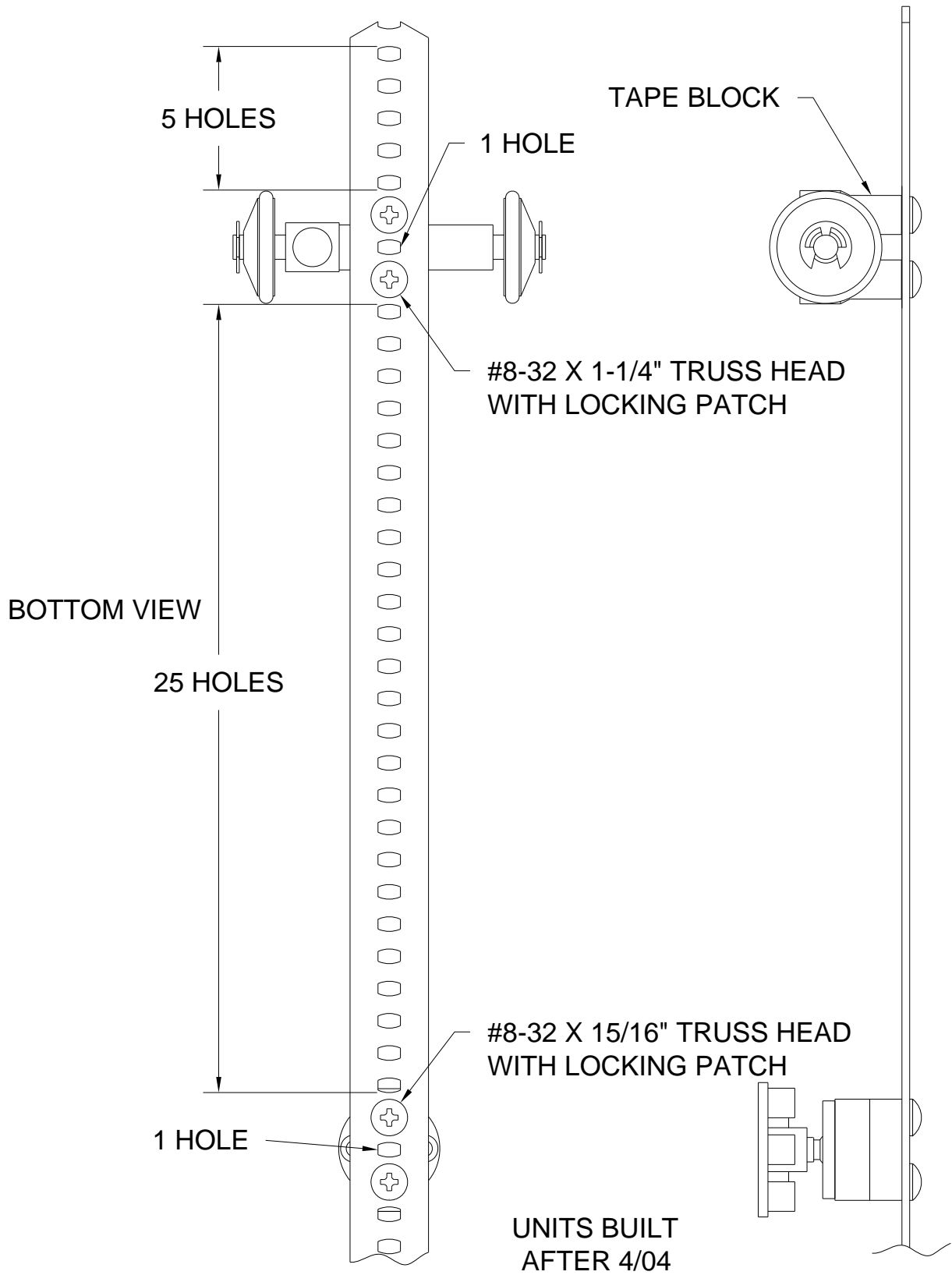
## Carrier Maintenance

- 1) Remove the left cover from the carrier. Note that there are 12 screws. Replacement screws are included in the tune-up kit. On later machines, there are undercut flat head screws on the top and bottom. Caution: These screws must only be used on each end of the carrier if the holes are countersunk.
- 2) Remove the right cover from the carrier. Note that there are 2 screws.
- 3) Inspect the cable eyes for wear.
- 4) Make sure that there are two springs on the door actuator lever (if applicable).
- 5) Inspect the door close spring to make sure it is not stretched or broken.
- 6) Inspect the cables for fraying.
- 7) Inspect the door open spring. Make sure that it has not been stretched out of shape. Also, if it has a door open spring assembly, make sure that you can compress the spring by hand.
- 8) Inspect the cable blocks for wear.
- 9) Make sure that the cable end is free to pivot on the door actuator lever.
- 10) Make sure that the door pivots freely.
- 11) Check to see if the door arms are bent.
- 12) Check to see if there is excessive play between the door arm and the black plastic pivot.
- 13) Replace top and bottom liner if needed.
- 14) Clean the cables and lightly lubricate with the clear grease supplied.
- 15) Replace the covers.
- 16) Inspect to make sure that the door arms and door does not rub any of the covers.
- 17) Run the carrier and observe for proper operation.

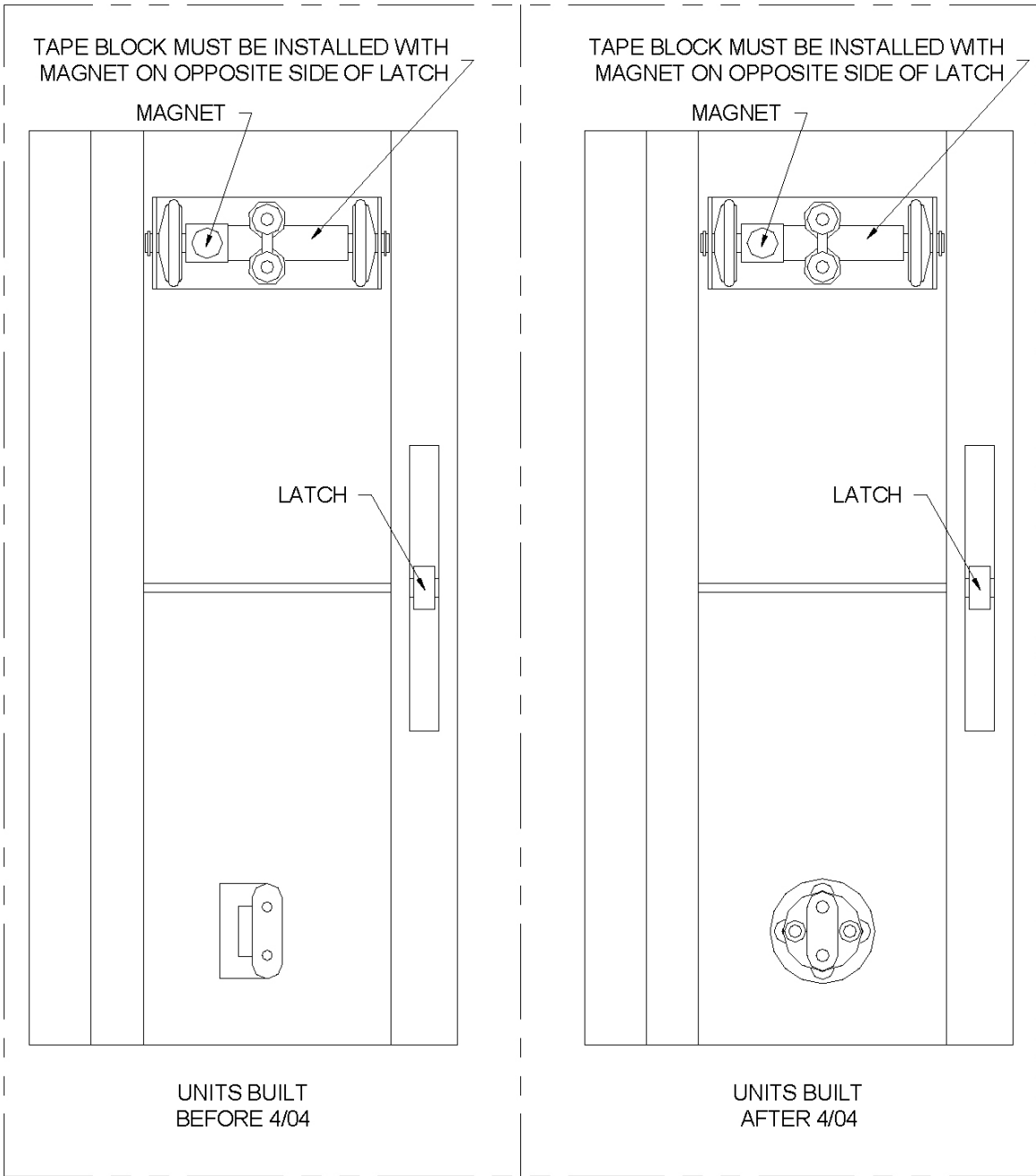
# Carrier



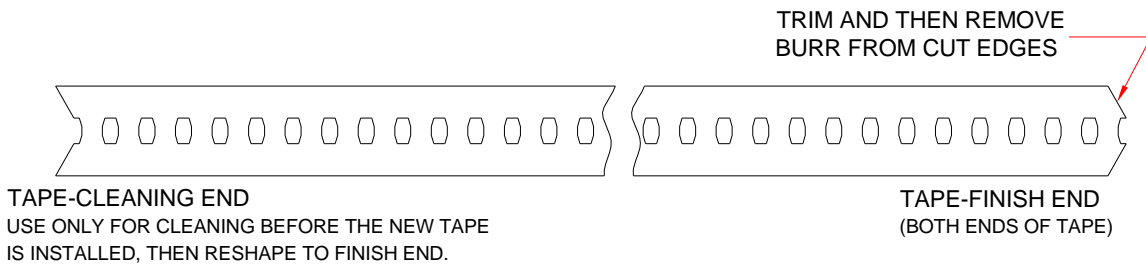
# Carrier Block Spacing



# Tape Block Installation Diagram



## TAPE PREPARATION



# Tape Block Mounting Screws Diagram

