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# **TransTRAX and Captive Carrier Drive Tape Replacement Manual**

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# Drive Tape Replacement

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## **CAUTIONS**

- **DO NOT LUBRICATE TAPE OR TAPE TRACK WITH ANYTHING; USING WD40 OR THE EQUIVALENT WILL PERMANENTLY DAMAGE THE MACHINE.**
- **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 (CAPTIVE CARRIER ONLY).**
- **DO NOT DROP THE DRIVE ASSEMBLY TO CHANGE THE DRIVE TAPE.**
- **USE THE PROPER SCREWS AS DESCRIBED IN THE INSTRUCTIONS.**
- **INSTALL SCREWS IN ALL OF THE ORIGINAL FACTORY LOCATIONS.**

## Drive Tape Replacement

1. Remove the flat head screw(s) that hold the speaker panel to the customer vertical tube. The speaker panel can hang by the speaker lead.
2. Go inside and send the carrier to the car position outside. Turn the power off on the inside control assembly.

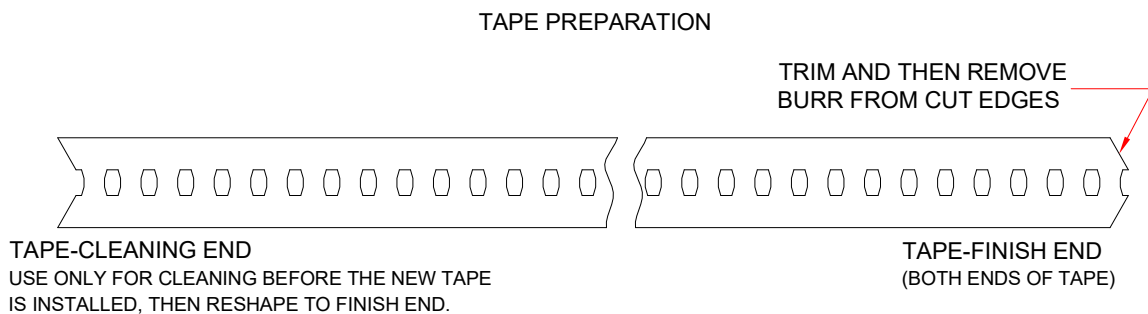
### **SKIP STEPS 3 & 5 IF THIS IS NOT A CAPTIVE CARRIER UNIT**

3. Open the right door of the inside vertical standoff. The door is hinged; removing the two screws will allow the door to open.
4. On the front side of the tube, insert a screwdriver into a slot in the drive tape.
5. Press and hold the brake release button on the brake board located on the right door of the inside vertical standoff (see page 6).
6. Push up on the screwdriver pushing the tape up. Observe the carrier outside as it lowers. Do not let the carrier hit the island. Do this until the carrier disengages the drive sprocket.
7. Go outside and pull the drive tape completely out of the unit.
8. Remove the screws that attach the carrier to the drive tape.
9. Use the old drive tape to measure and cut the new drive tape. *In the event that the old tape was the wrong size, or that it was too damaged to measure, insert the new tape into the tube at the customer speaker opening and push it through the system until it contacts the sprocket in the motor assembly. Then measure down the tape 24 inches from the top of the speaker cut-out, and cut the tape there.*
10. Bevel the ends of the new drive tape with a file (see the diagram on page 3).
11. Mount the carrier to the new drive tape. See page 4 or 5 on how to do this. Make sure that the tape block holes are not stripped out. If they are, consult the factory for new tape blocks.
12. Feed the new drive tape back into the unit until you feel the drive tape stop.
13. Go to the inside and press the power button of the inside control assembly on.
14. Insert a screwdriver into a slot in the new drive tape.

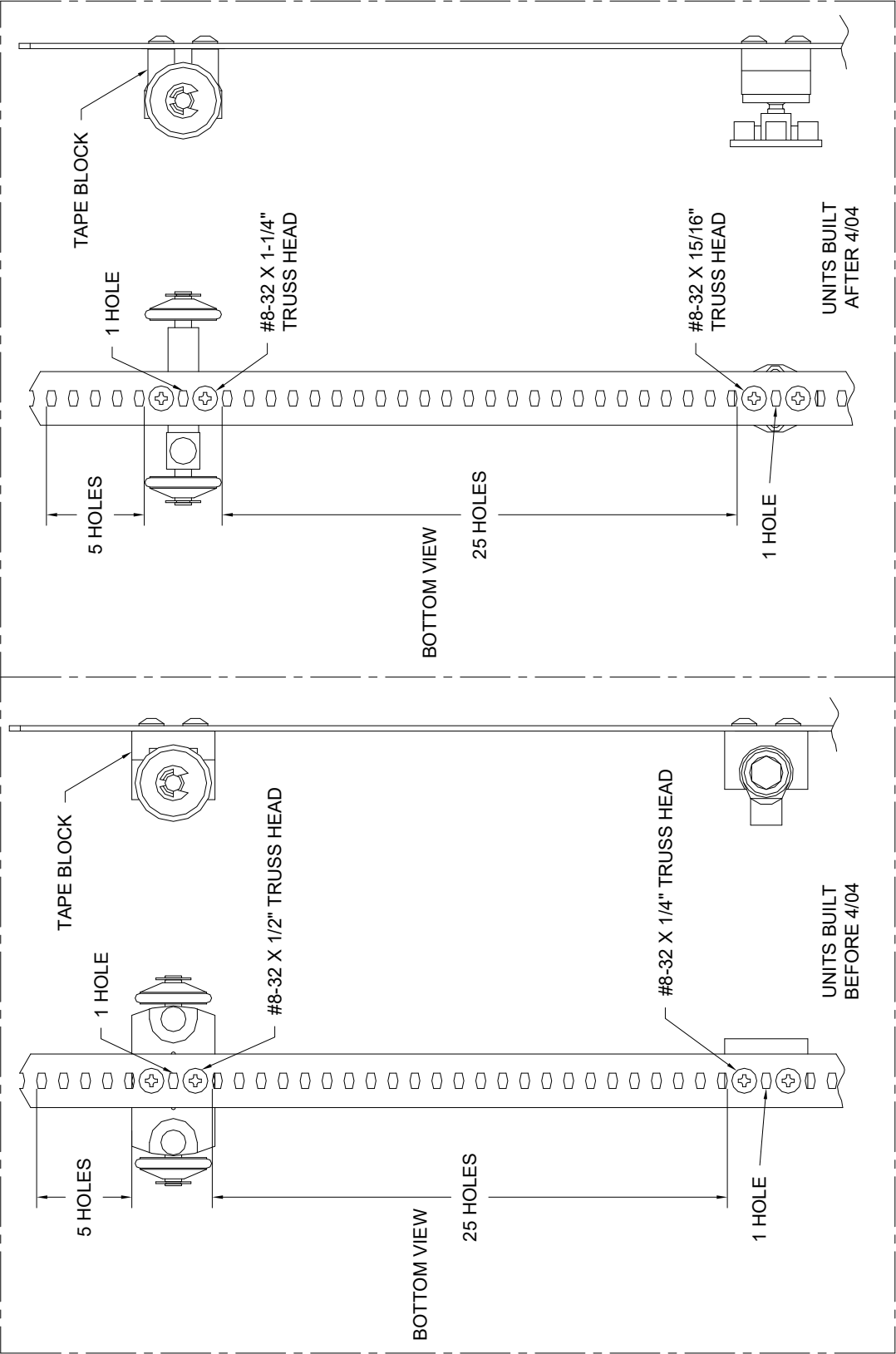
### **SKIP STEP 15 IF THIS IS NOT A CAPTIVE CARRIER UNIT**

15. Press and hold the brake release button on the brake board.

16. Pull down on the screwdriver feeding the tape around the drive sprocket. Continue to do this until the carrier is resting on the stabilizers outside. Be careful that the carrier is not caught on the speaker lead.
17. Recall the carrier.
18. 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 speed.
19. Check the shift point adjustment (see page 7).
20. Replace the customer speaker panel close the right standoff door.

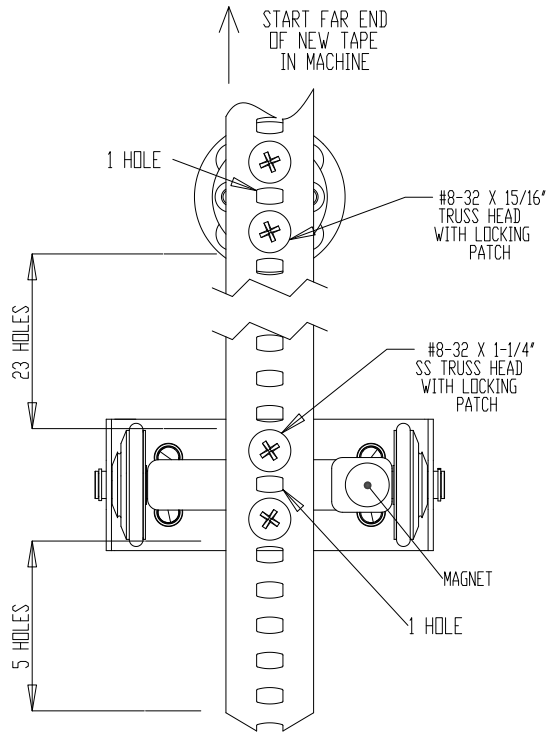


# Grey Captive Carrier Drive Tape Mounting

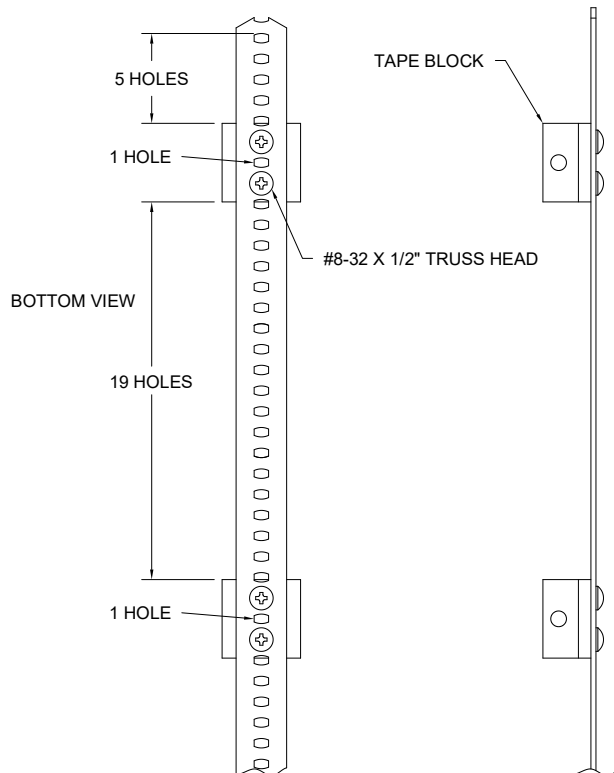




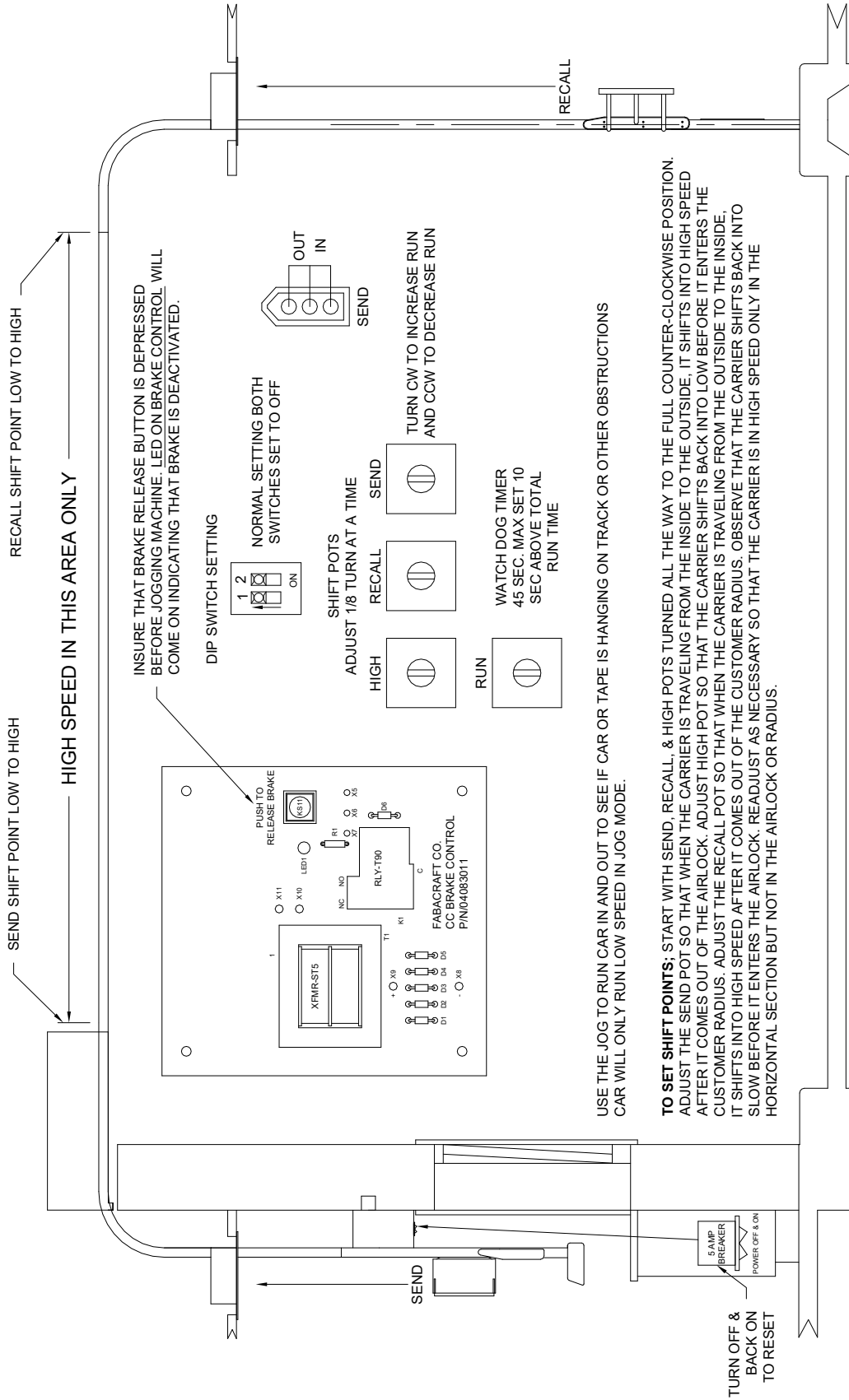
## Red CC Carrier Hole Spacing



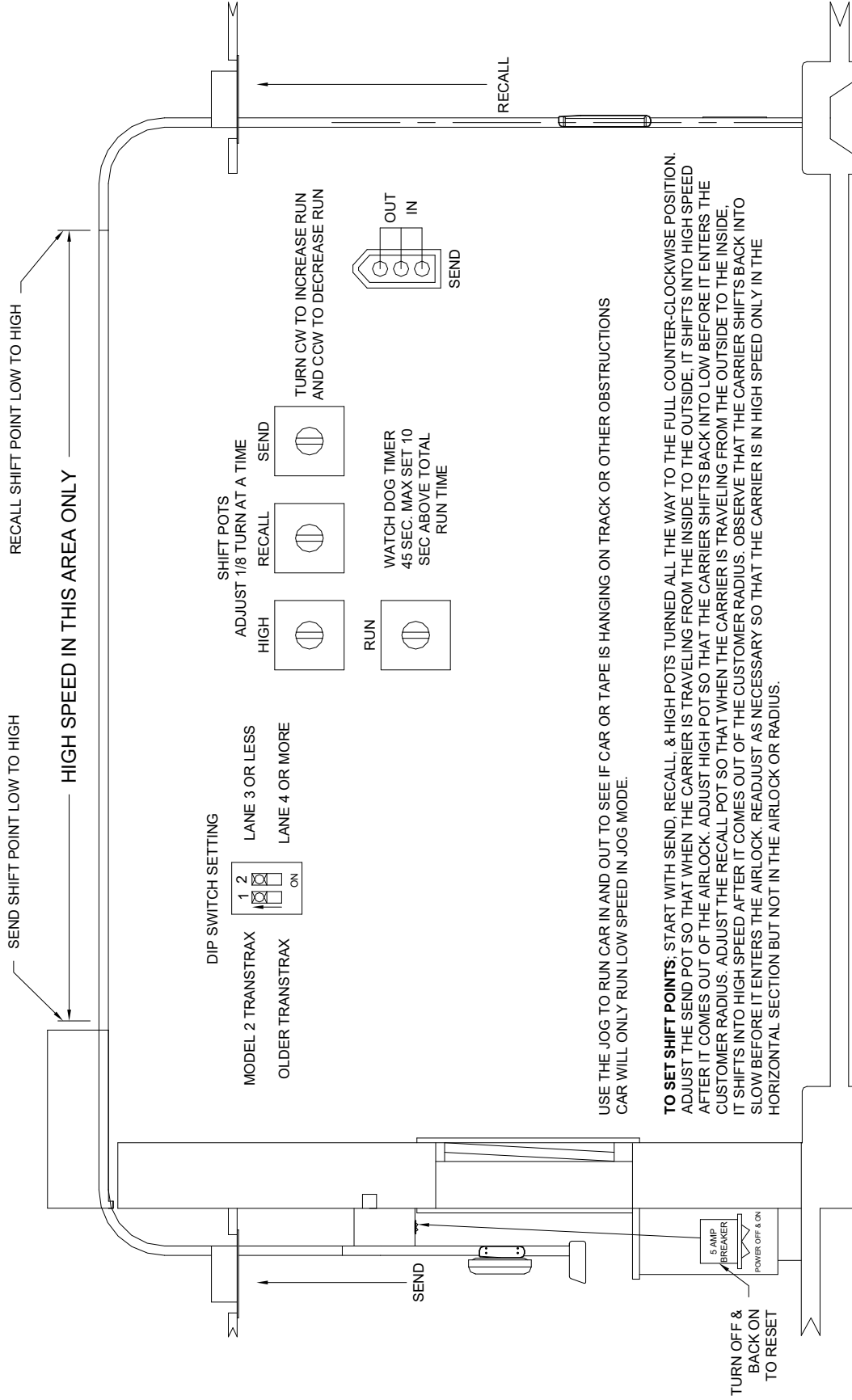
## TransTrax<sup>®</sup> Drive Tape Mounting



# Captive Carrier Shift Points and Switch Settings



# TransTrax® Shift Points and Switch Settings



RECALL SHIFT POINT LOW TO HIGH

SEND SHIFT POINT LOW TO HIGH

HIGH SPEED IN THIS AREA ONLY

### DIP SWITCH SETTING

MODEL 2 TRANSTRAX  
 OLDER TRANSTRAX

LANE 3 OR LESS  
 LANE 4 OR MORE

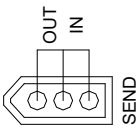
1 2  
   
 ON

### SHIFT POTS

ADJUST 1/8 TURN AT A TIME

HIGH  
 RECALL  
 SEND

TURN CW TO INCREASE RUN  
 AND CCW TO DECREASE RUN



WATCH DOG TIMER  
 45 SEC. MAX SET 10  
 SEC ABOVE TOTAL  
 RUN TIME

RUN

USE THE JOG TO RUN CAR IN AND OUT TO SEE IF CAR OR TAPE IS HANGING ON TRACK OR OTHER OBSTRUCTIONS  
 CAR WILL ONLY RUN LOW SPEED IN JOG MODE.

**TO SET SHIFT POINTS:** START WITH SEND, RECALL, & HIGH POTS TURNED ALL THE WAY TO THE FULL COUNTER-CLOCKWISE POSITION. ADJUST THE SEND POT SO THAT WHEN THE CARRIER IS TRAVELING FROM THE INSIDE TO THE OUTSIDE, IT SHIFTS INTO HIGH SPEED AFTER IT COMES OUT OF THE AIRLOCK. ADJUST HIGH POT SO THAT THE CARRIER SHIFTS BACK INTO LOW BEFORE IT ENTERS THE CUSTOMER RADIUS. ADJUST THE RECALL POT SO THAT WHEN THE CARRIER IS TRAVELING FROM THE OUTSIDE TO THE INSIDE, IT SHIFTS INTO HIGH SPEED AFTER IT COMES OUT OF THE CUSTOMER RADIUS. OBSERVE THAT THE CARRIER SHIFTS BACK INTO SLOW BEFORE IT ENTERS THE AIRLOCK. READJUST AS NECESSARY SO THAT THE CARRIER IS IN HIGH SPEED ONLY IN THE HORIZONTAL SECTION BUT NOT IN THE AIRLOCK OR RADIUS.

TURN OFF &  
 BACK ON  
 TO RESET

5 AMP  
 BREAKER  
 POWER OFF & ON

**Revisions:**

<b>ECN</b>	<b>Date</b>
4606	10/17/2003
4796	11/26/2003
5180	03/29/2004
6737	09/20/2005
7520	06/21/2006
9817	07/21/2008
10500	03/27/2009
10886	08/24/2009
11519	02/17/2010
12803	07/21/2011
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