
CC Carrier Retrofit Manual

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Bill of Materials

Part Number	Description	Quantity
04088031	CC Liner Top & Bottom	1
04254991	CC Cable Retrofit Pulley	1
04115011	Grease	1
92042723	6-32 X 1/4 Phillips Truss Screw	10
92042123	6-32 x 1/4 Phillips Flat	4
04233011	CC Stabilizer Gauge	1

Cautions

- DO NOT LUBRICATE TAPE OR TAPE TRACK WITH ANYTHING; USING WD40 OR THE EQUIVALENT WILL PERMANENTLY DAMAGE THE MACHINE.

CC Car Update Procedure

1. Recall the car to the inside and stop it just short of reaching the black stabilizers that open the car door. Turn the unit off.
2. Remove the four #6-32 Phillips flat screws and the ten Phillips truss screws that hold the carrier back cover and cover in place with a medium Phillips screwdriver. Remove the covers.
3. Remove the three 6-32 nuts and the two screws that hold the cable block C in place. Remove the cable block and discard.

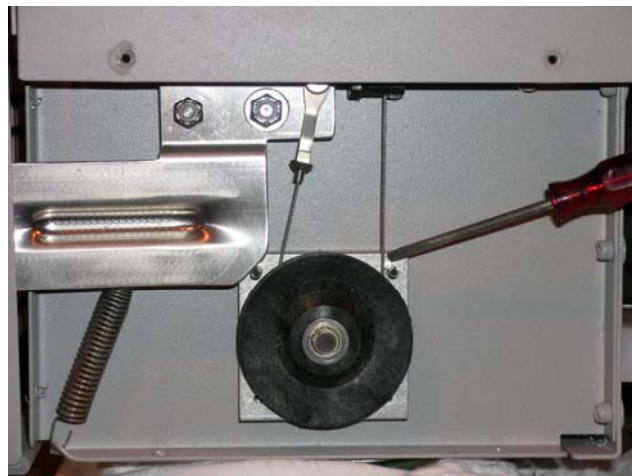


4. Clean off the grease that was left from the C block.

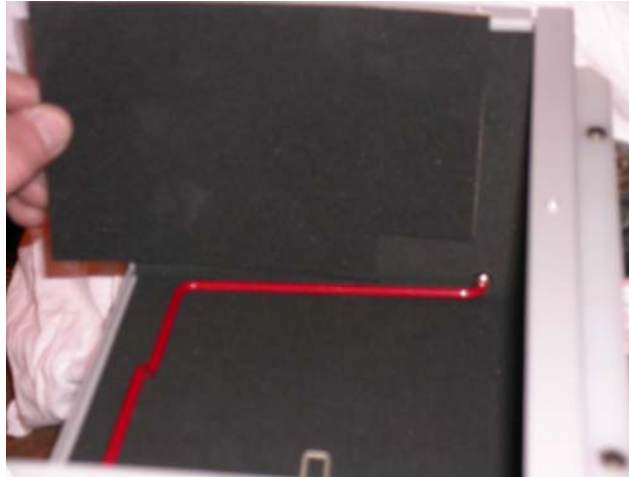
5. Knock out the three studs that held the C block in place. **BE CAREFUL THAT YOU DO NOT BEND THE CHASSIS.**



6. Mount the cable pulley C where the studs were with the 6-32 truss head screws that are in the cable pulley mounting plate.



7. Install the carrier liner provided over the liner that you have knocked the studs through. Be sure that the notch in the liner goes around the bail collar.



8. Feed the long cable around the C pulley making sure that the long cable is on the inside of the two pins in the mounting plate.
9. Lube the two remaining cable blocks with the clear grease provided. **DO NOT LUBE THE CABLE PULLEY.**
10. Activate the carrier door latch by hand to make sure that the carrier door opens and closes freely. If it does not, check the following:
 - A. The door spring bolts (if applicable) are too tight. Slightly loosen them.
 - B. The #10-32 nuts that hold the carrier door arms in place are too tight. Slightly loosen them.
 - C. The door pivots are damaged. Order new ones from the factory. The part number is 04066012.
 - D. The carrier has been hit. Please consult the factory for further assistance. A replacement carrier might need to be sent.

11. Mount the cover and back cover the same way as you removed it in step 2. Use the screws provided if needed.
12. Use the stabilizer gauge to check the inside and outside stabilizers (see the diagram on page 8).
13. Turn the unit back on and send the carrier.
14. Run the unit by putting it in auto cycle 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 shift speeds. If the shift points need to be adjusted, refer to the diagram on page 7.

Autocycle

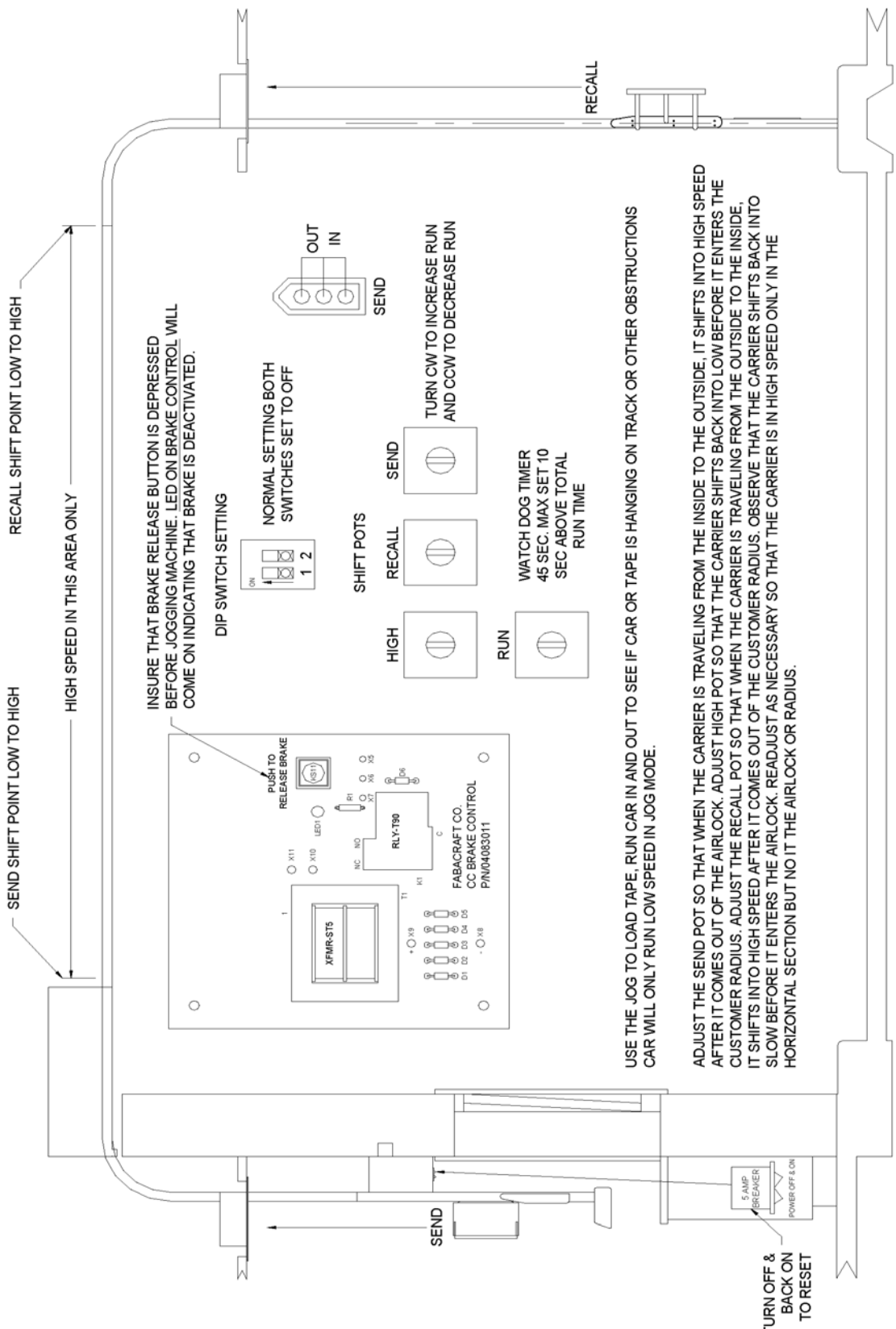
The Captive Carrier[®] is equipped with an autocycler that can be activated to run the carrier in and out. This is useful to check the unit for proper operation after installation or service.

The procedure for doing this is as follows:

1. Recall the car to the inside stop.
2. Turn the power off using the breaker located on the bottom of the black standoff.
3. Press and hold the car and truck buttons on the inside control panel while turning the breaker back on.
4. When the car starts moving, release the car and truck buttons

To turn off the autocycler, press the power button on the inside control panel and turn off the unit.

To resume normal operating procedure, press the power button and turn the unit on.



SEND SHIFT POINT LOW TO HIGH

RECALL SHIFT POINT LOW TO HIGH

HIGH SPEED IN THIS AREA ONLY

INSURE THAT BRAKE RELEASE BUTTON IS DEPRESSED BEFORE JOGGING MACHINE. LED ON BRAKE CONTROL WILL COME ON INDICATING THAT BRAKE IS DEACTIVATED.

DIP SWITCH SETTING

NORMAL SETTING BOTH SWITCHES SET TO OFF

SHIFT POTS

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

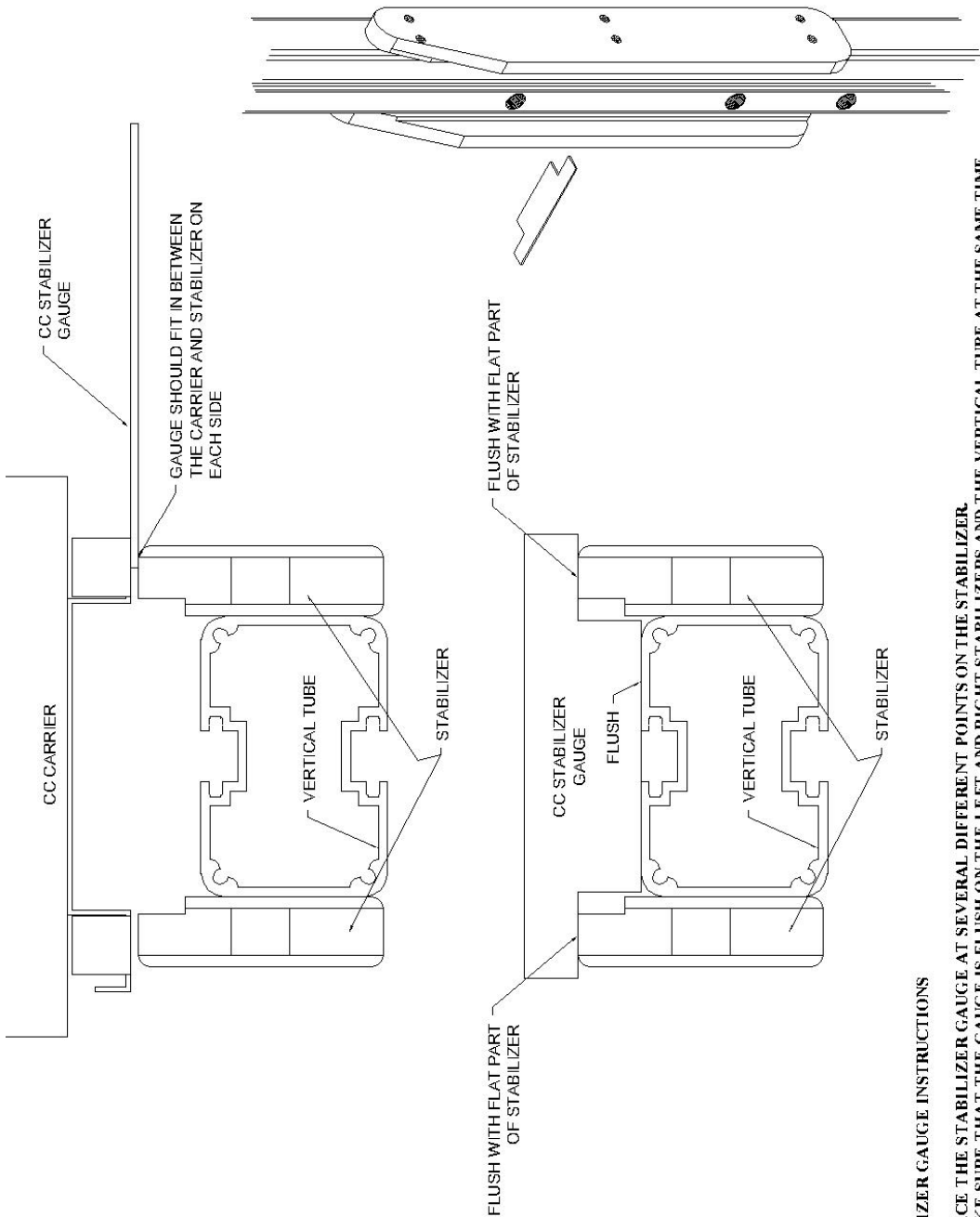
TURN CW TO INCREASE RUN AND CCW TO DECREASE RUN

TURN OFF & BACK ON TO RESET

USE THE JOG TO LOAD TAPE, 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.

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 NO IT THE AIRLOCK OR RADIUS.

Stabilizer Gauge Diagram



STABILIZER GAUGE INSTRUCTIONS

1. PLACE THE STABILIZER GAUGE AT SEVERAL DIFFERENT POINTS ON THE STABILIZER.
2. MAKE SURE THAT THE GAUGE IS FLUSH ON THE LEFT AND RIGHT STABILIZERS AND THE VERTICAL TUBE AT THE SAME TIME.
3. IF THERE IS A GAP BETWEEN THE GAUGE AND THE VERTICAL TUBE, TRY LOOSENING THE STABILIZER MOUNTING SCREWS, TAPPING THE STABILIZERS BACK, AND RETIGHTENING THE MOUNTING SCREWS.
4. IF YOU STILL HAVE A GAP, REMOVE THE STABILIZERS AND MOVE THEM UP AND BACK JUST ENOUGH SO YOU WILL MISS THE EXISTING MOUNTING HOLES AND THE GAUGE IS FLUSH WITH THE VERTICAL TUBE AND STABILIZERS DRILL THE NEW MOUNTING HOLES WITH A 9/64 DRILL BIT AND REMOUNT THE STABILIZERS.
5. SLIDE THE GAUGE BETWEEN THE CARRIER AND THE STABILIZER ON EACH SIDE. IF YOU ARE UNABLE TO DO SO, PLEASE CONSULT WITH THE FACTORY.

NOTE: IF THIS UNIT HAS THE EXTENDED CONTROLS (THE START SWITCH AND CALL BUTTONS ARE ON AN ARM), PLEASE CONSULT THE FACTORY FOR FURTHER INFORMATION.