



# **Breaking Belt and Tab Chain**

**This walkthrough will assist you in both breaking the belt, as well as separate tab chain on your standard conveyance. The difference between the 2 is substantial both in overall appearance and dimensions. the biggest difference being, if it can turn left or right, it's tab. If it only travels a straight path, it is belt.**

# **1. Breaking The Filler Belt**

**Filler belt is used on the infeed, as well as the seamer section of the CCL-45 filler. In a very similar realm, the Matte Belt used on Accumulation Tables and Single Filers is a very similar process, by which the first part of this walkthrough will be just as beneficial.**

# Tools Needed



**2, small screwdrivers,  
doesn't matter  
Philips/flathead**



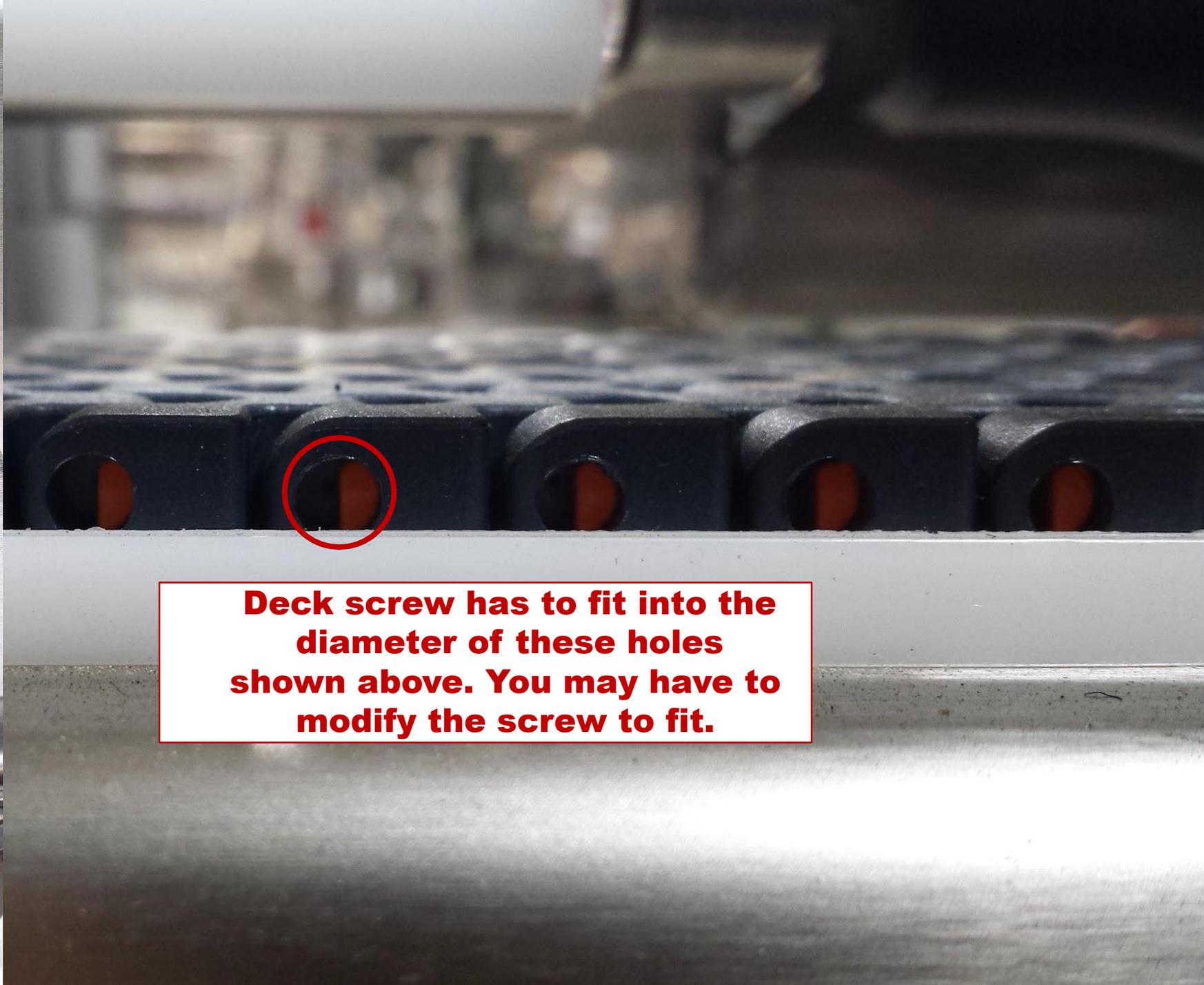
**#3 flathead  
screwdriver**



**Deck screw**



**Modified screw with grinder, keeping 2-3 threads on the tip of the screw**



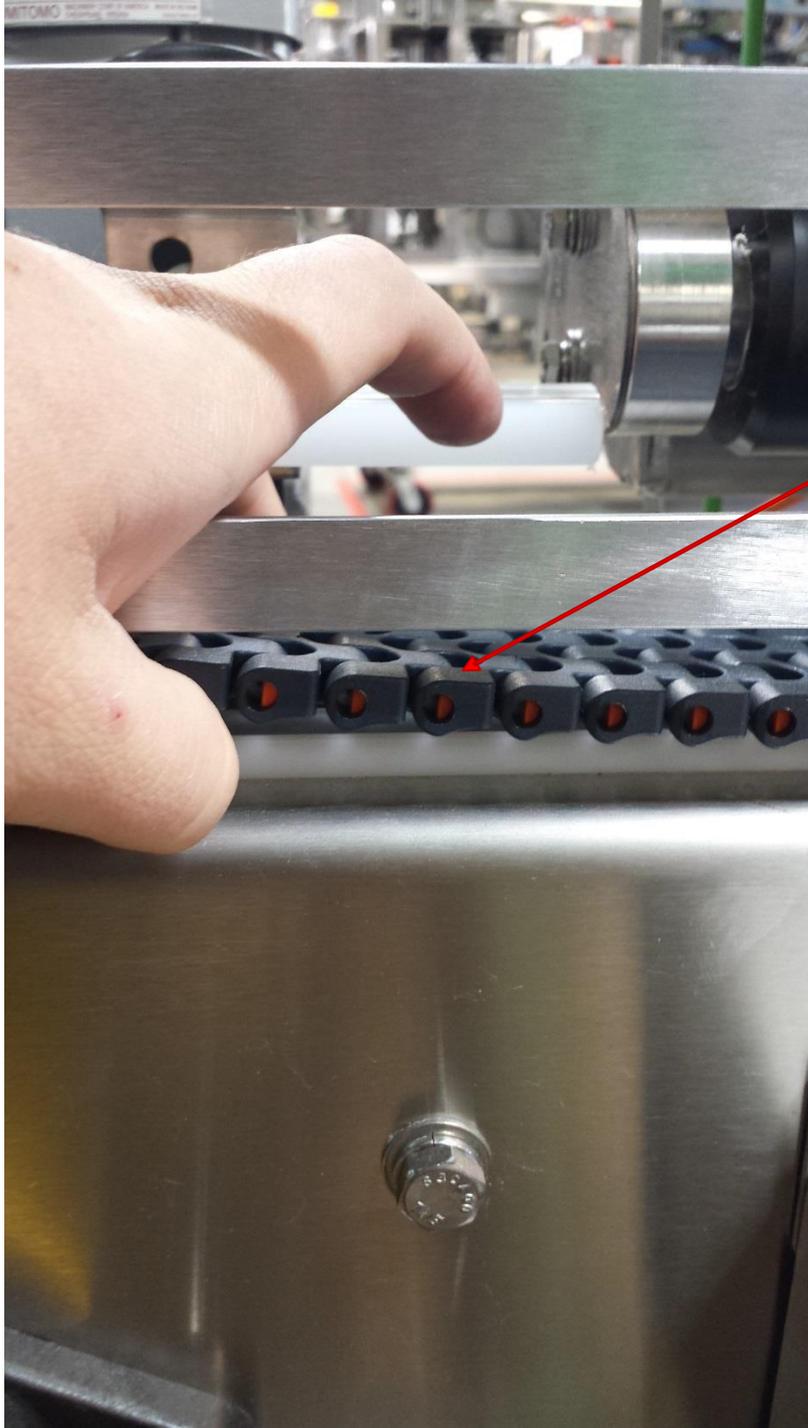
**Deck screw has to fit into the diameter of these holes shown above. You may have to modify the screw to fit.**



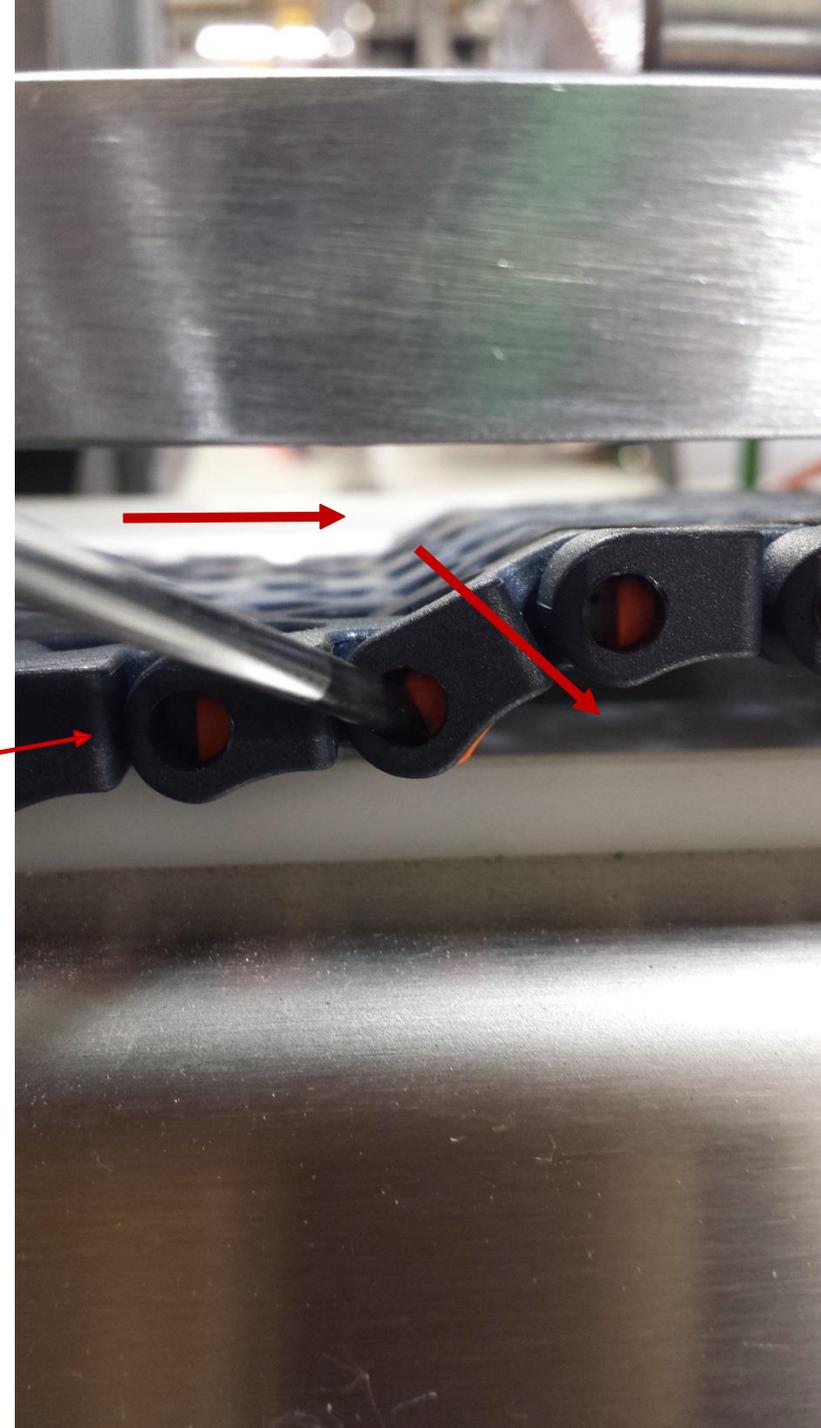
**Stick one end of the screwdriver into the conveyor to immobilize the belt. This example is the end coming out of the filler screw**



**Stick the other end of the screwdriver into the conveyor to immobilize the belt. This example is the end coming into the seamer screw before the transfer plate.**



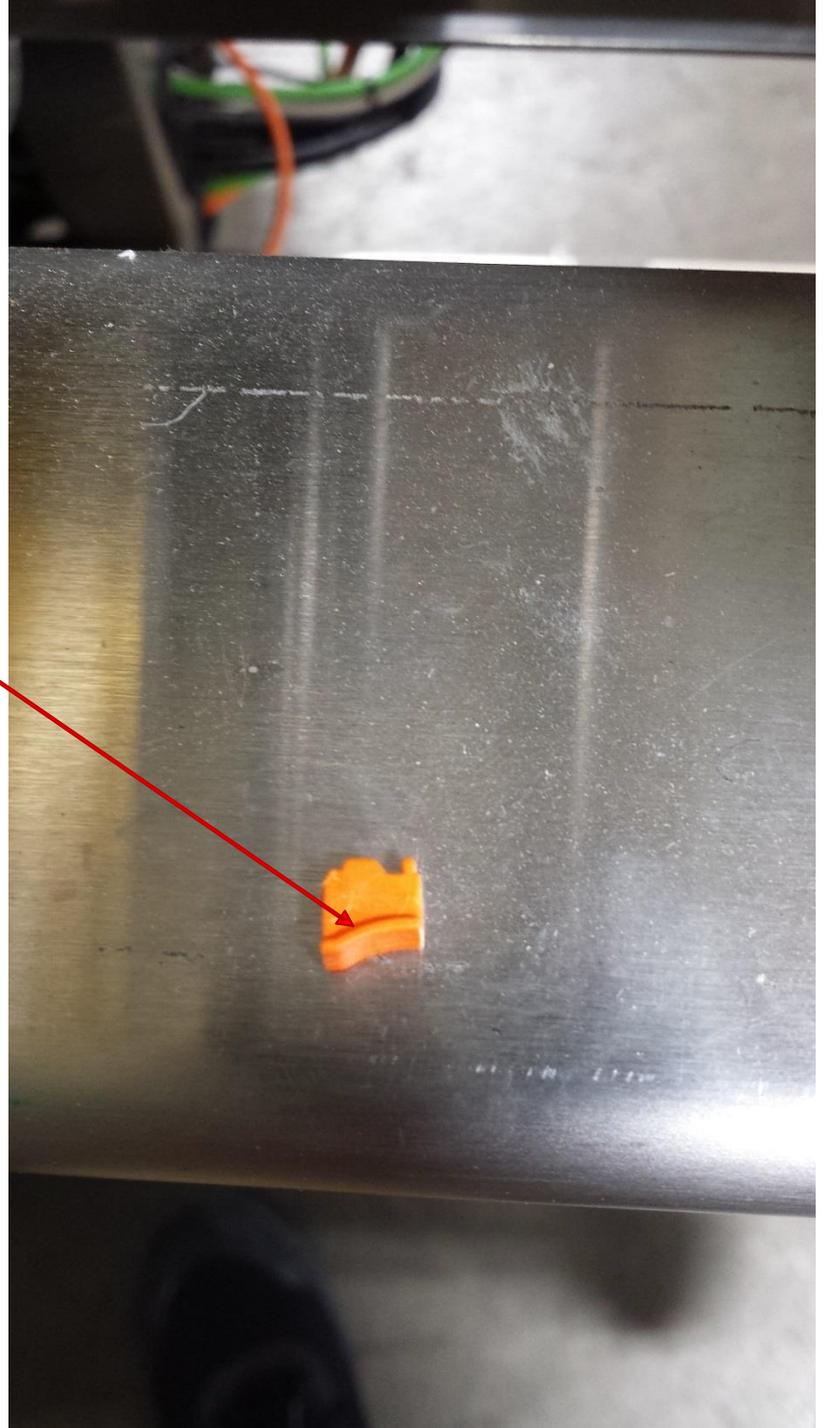
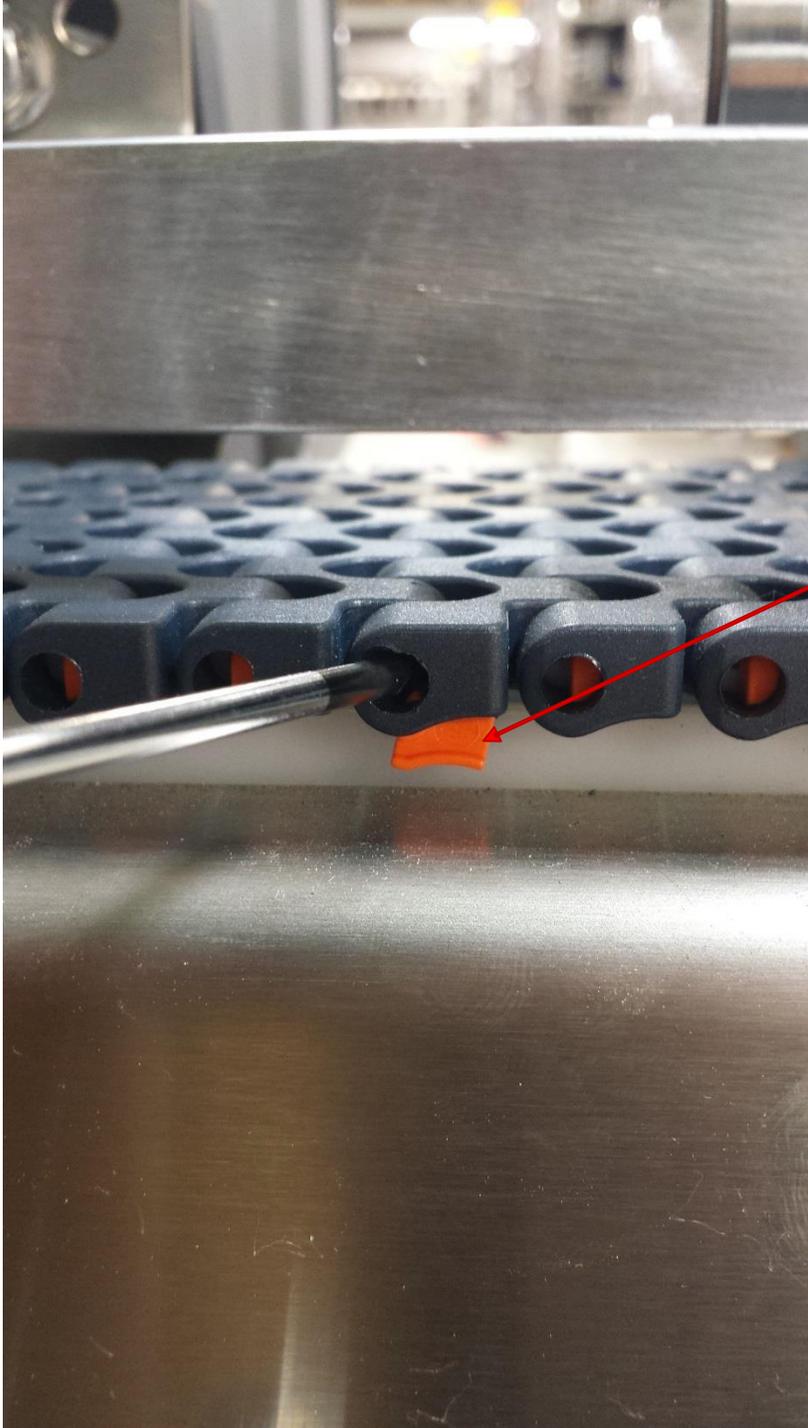
**Grab the belt pulling it up and out of the white UHMW track**



**With #3 screwdriver, pry the orange piece out of the belt. Pry the direction following the red arrows, over, then down.**

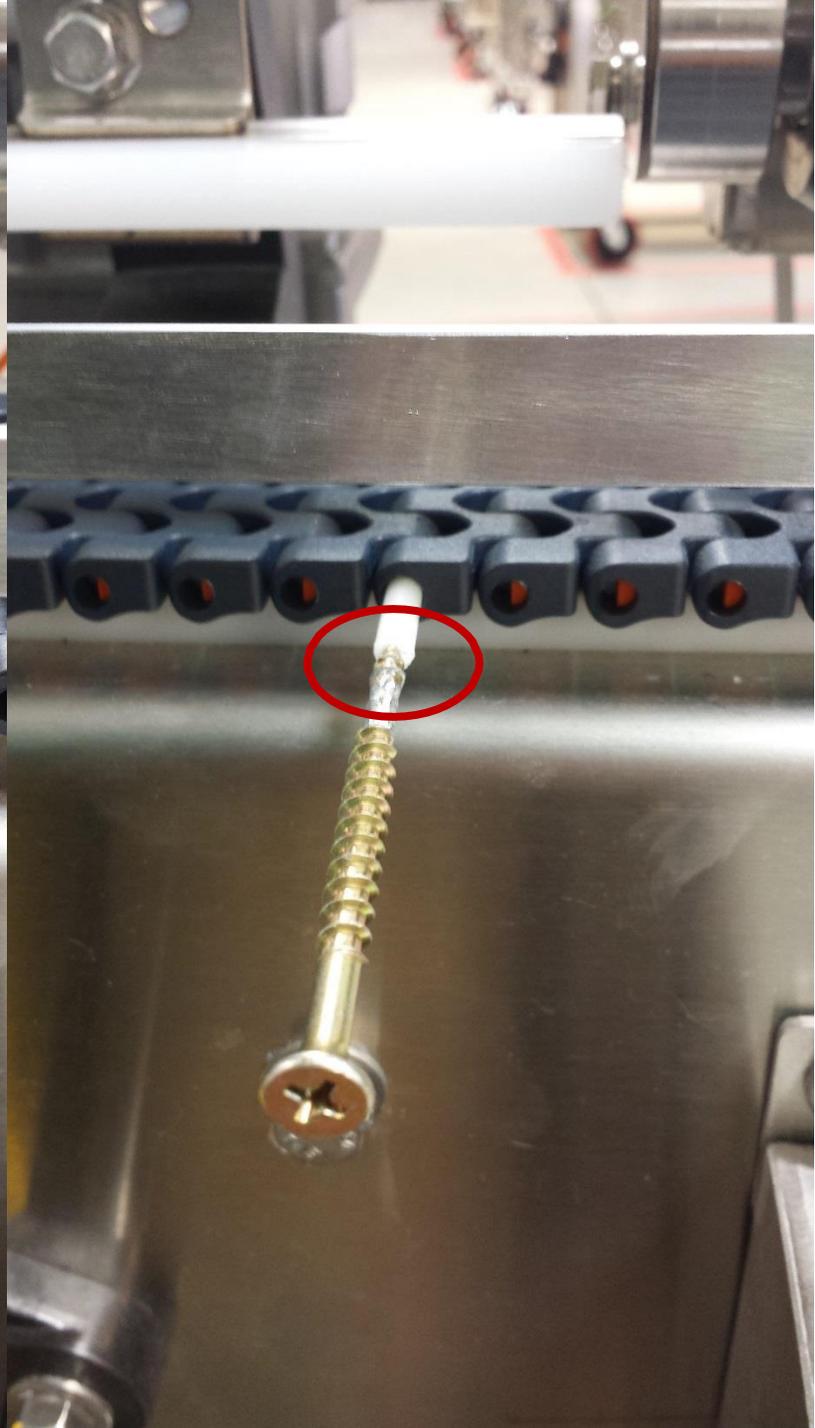
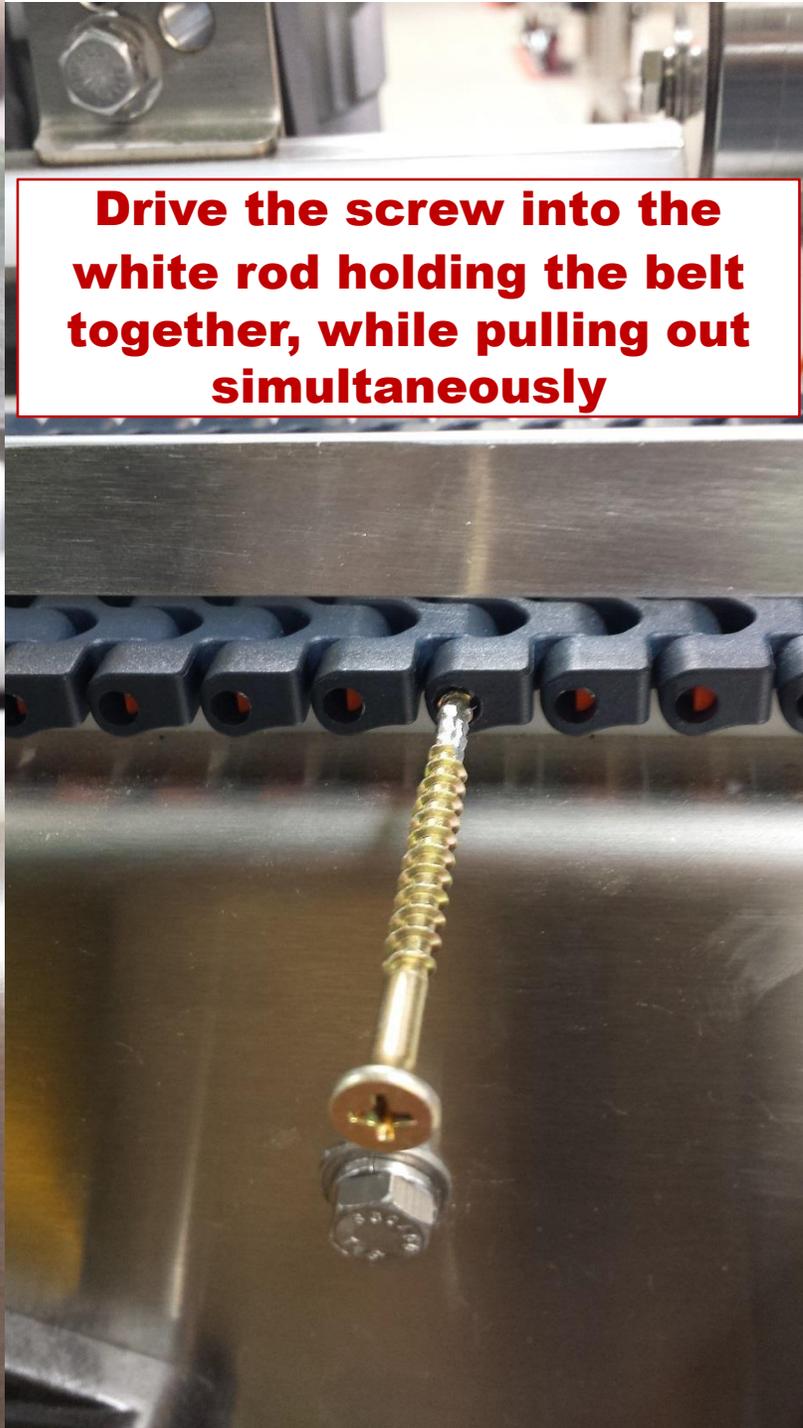
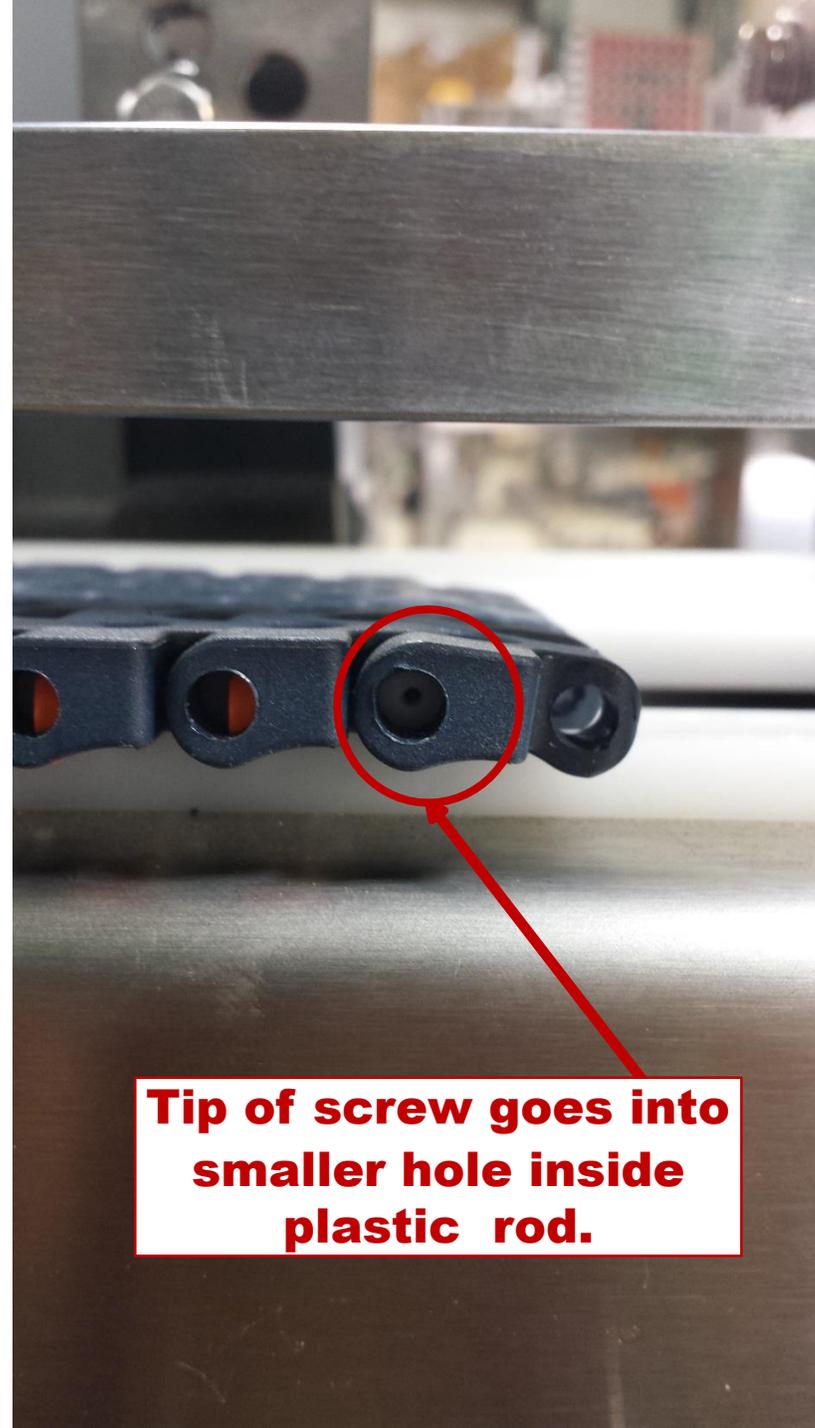
**Pop out this pin  
keeper. Take care not  
to damage the belt.**

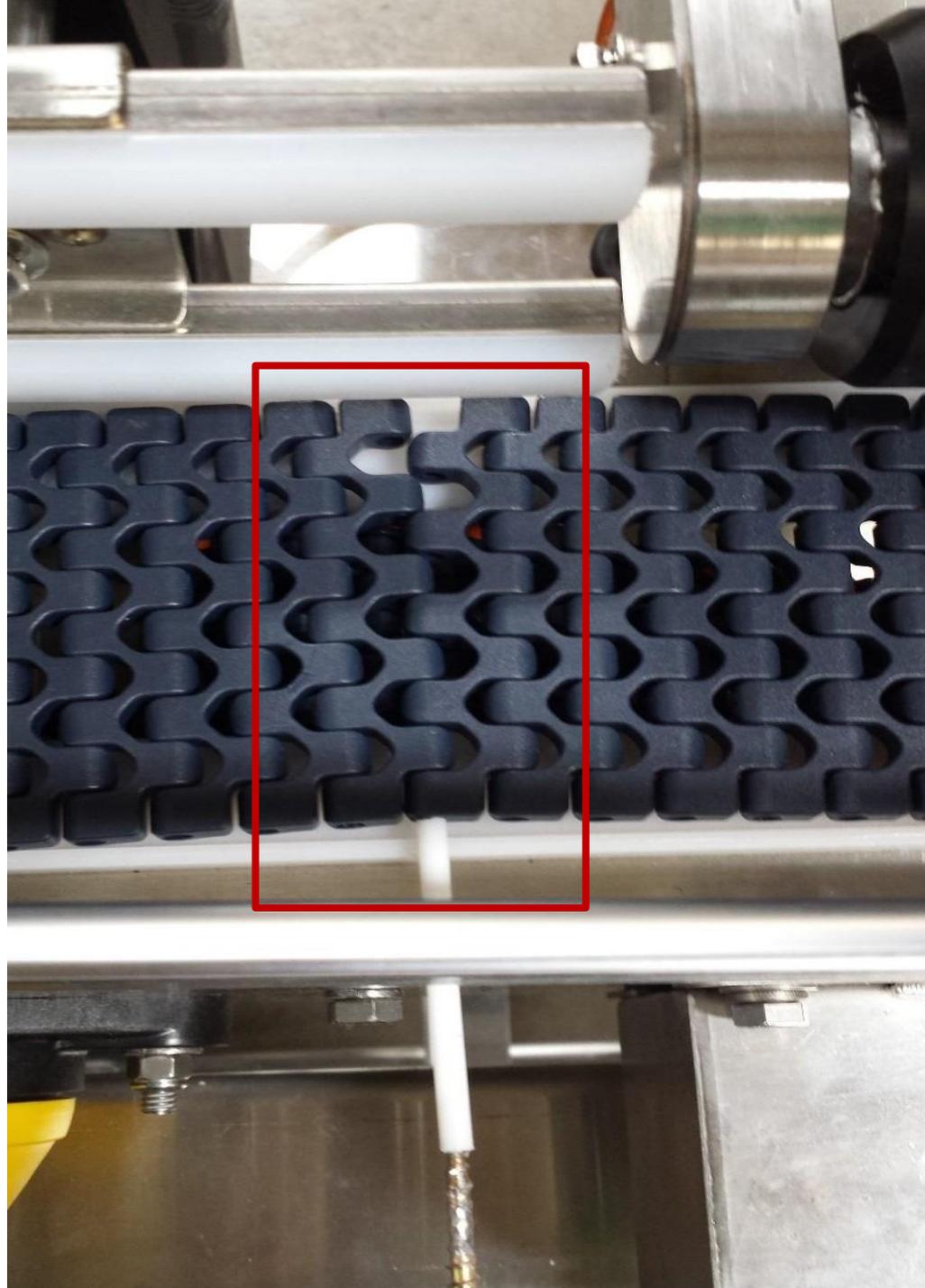
**DO NOT LOSE THIS  
PIECE**



**Drive the screw into the white rod holding the belt together, while pulling out simultaneously**

**Tip of screw goes into smaller hole inside plastic rod.**

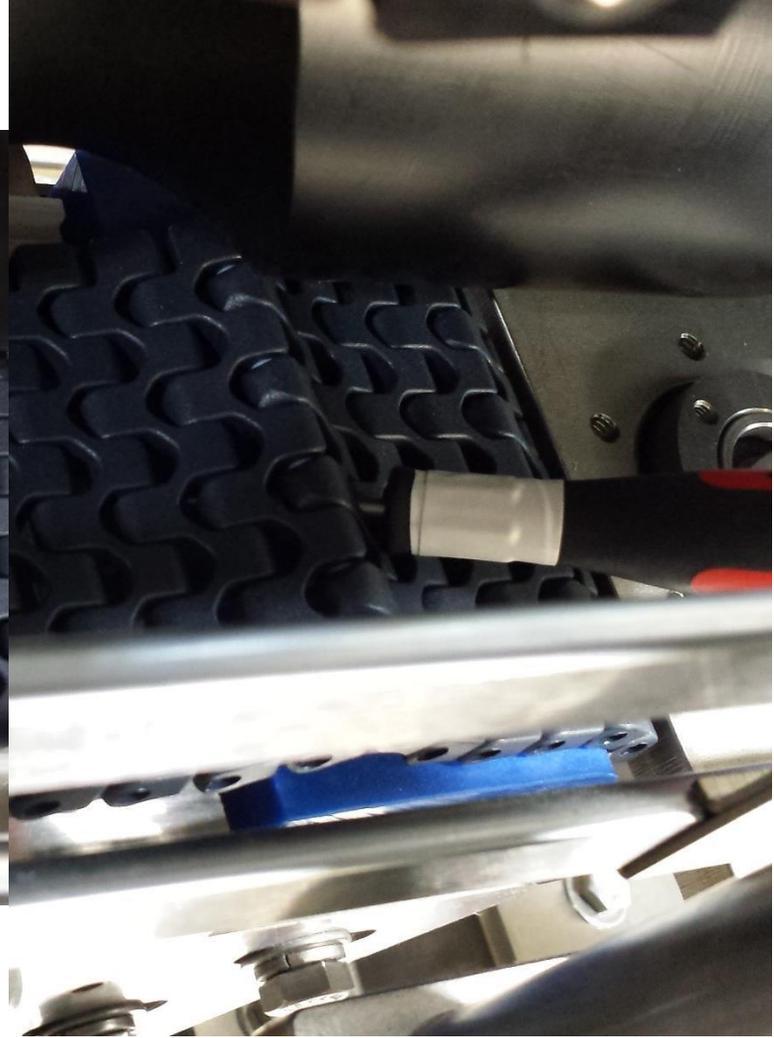




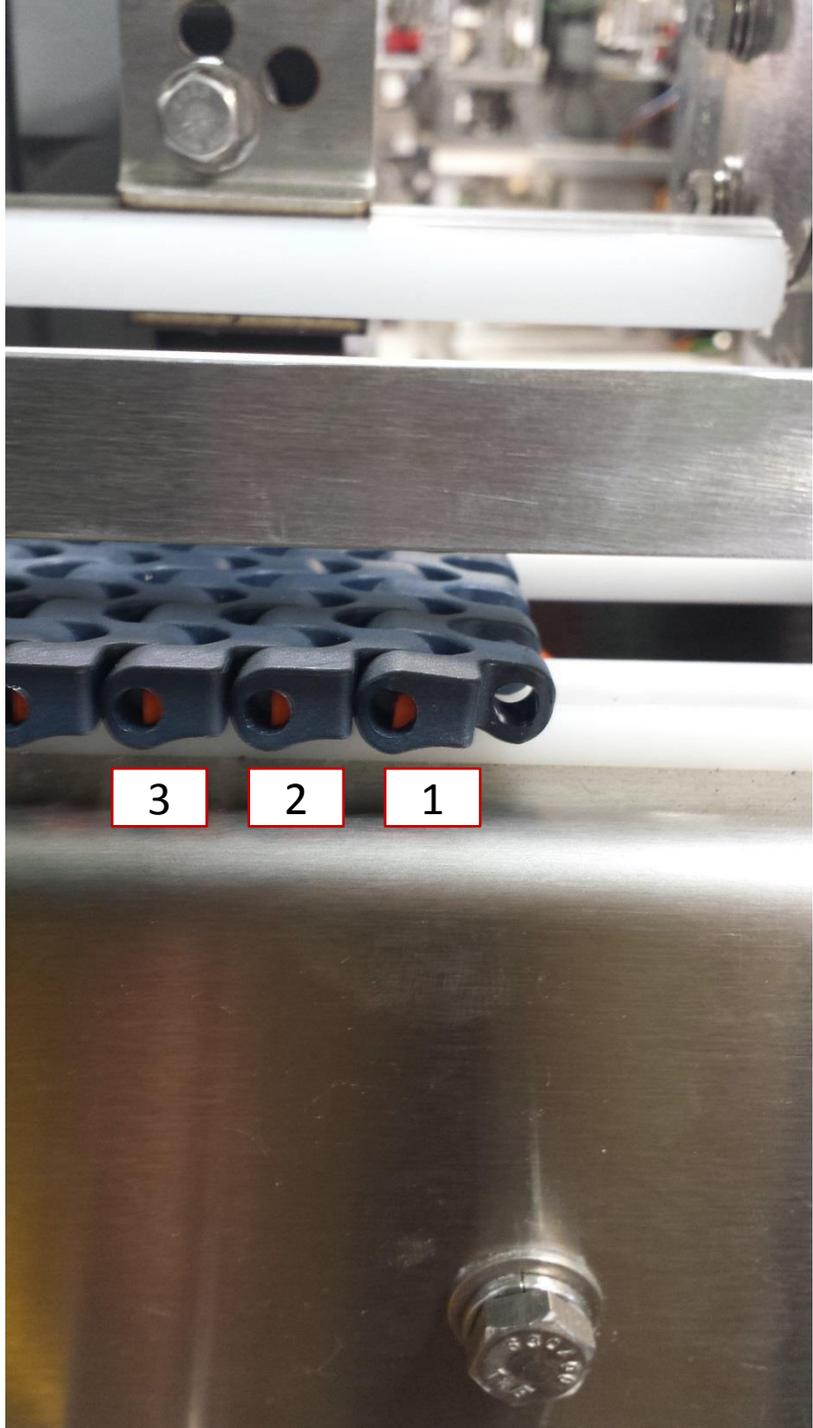
**When you pull the white rod out, the belt wants to come apart. The screwdrivers at both ends should hold it into place from falling to the ground. If the belt does come loose, do not attempt to re-route without calling Codi Service first.**



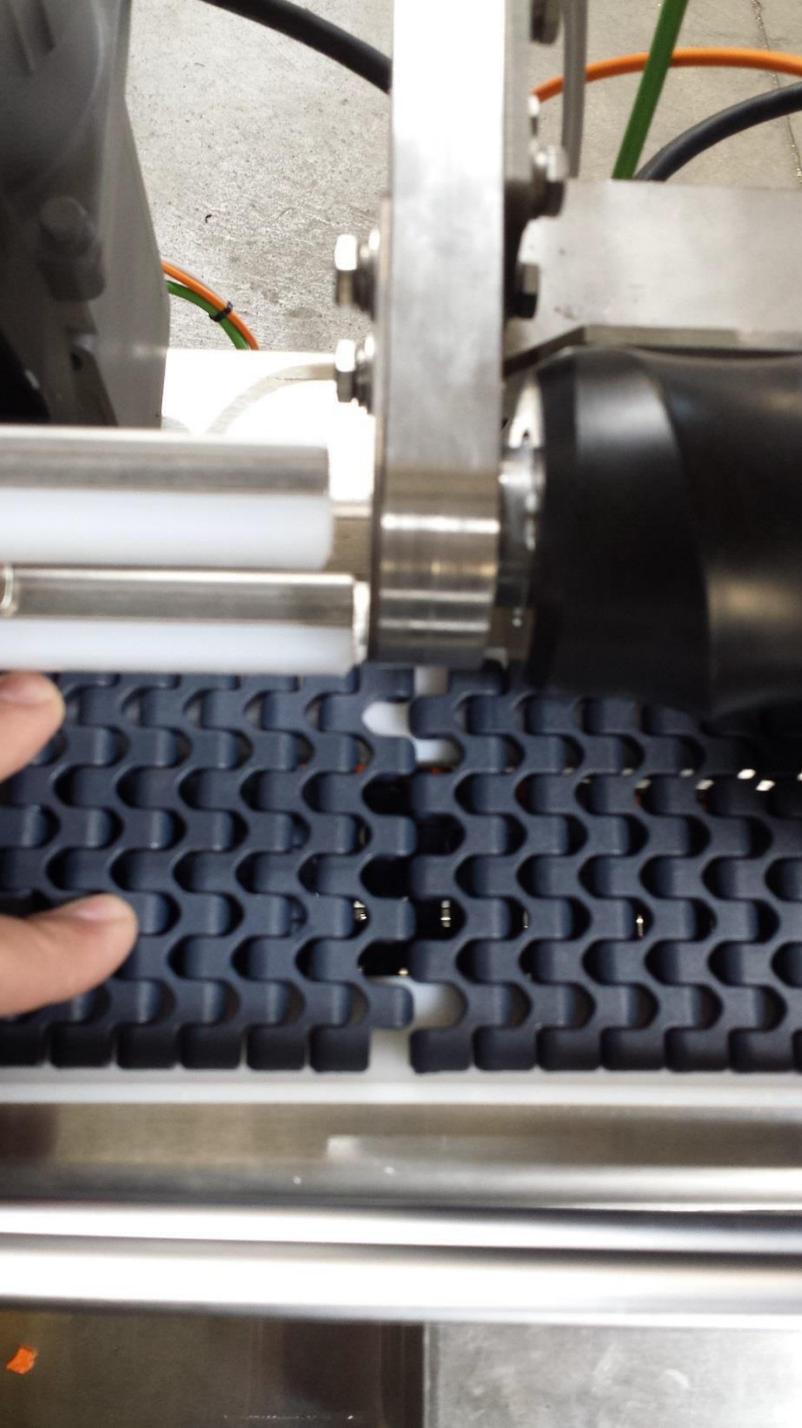
**Components from  
removing one link**



**Belt being held on both ends by screwdrivers**

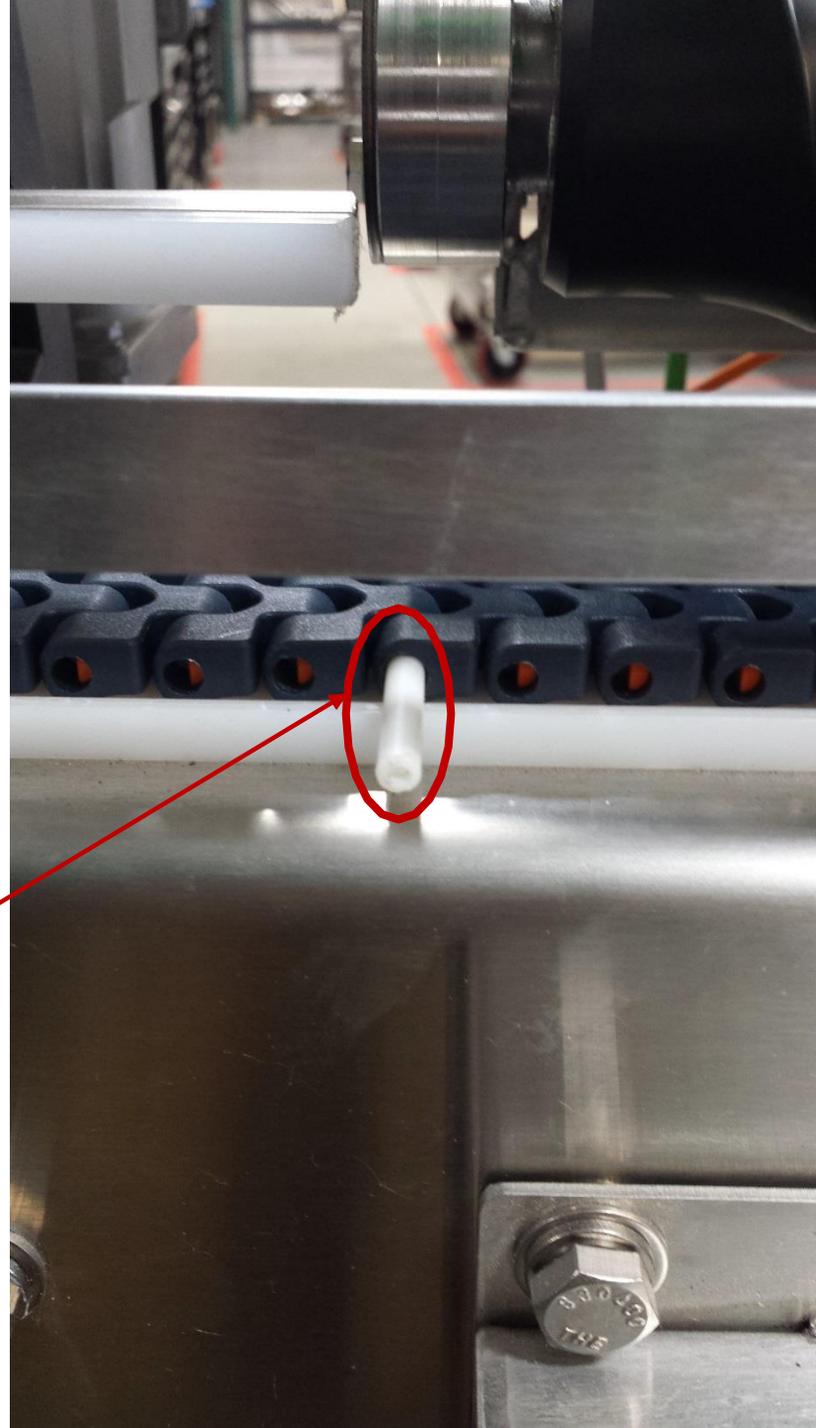


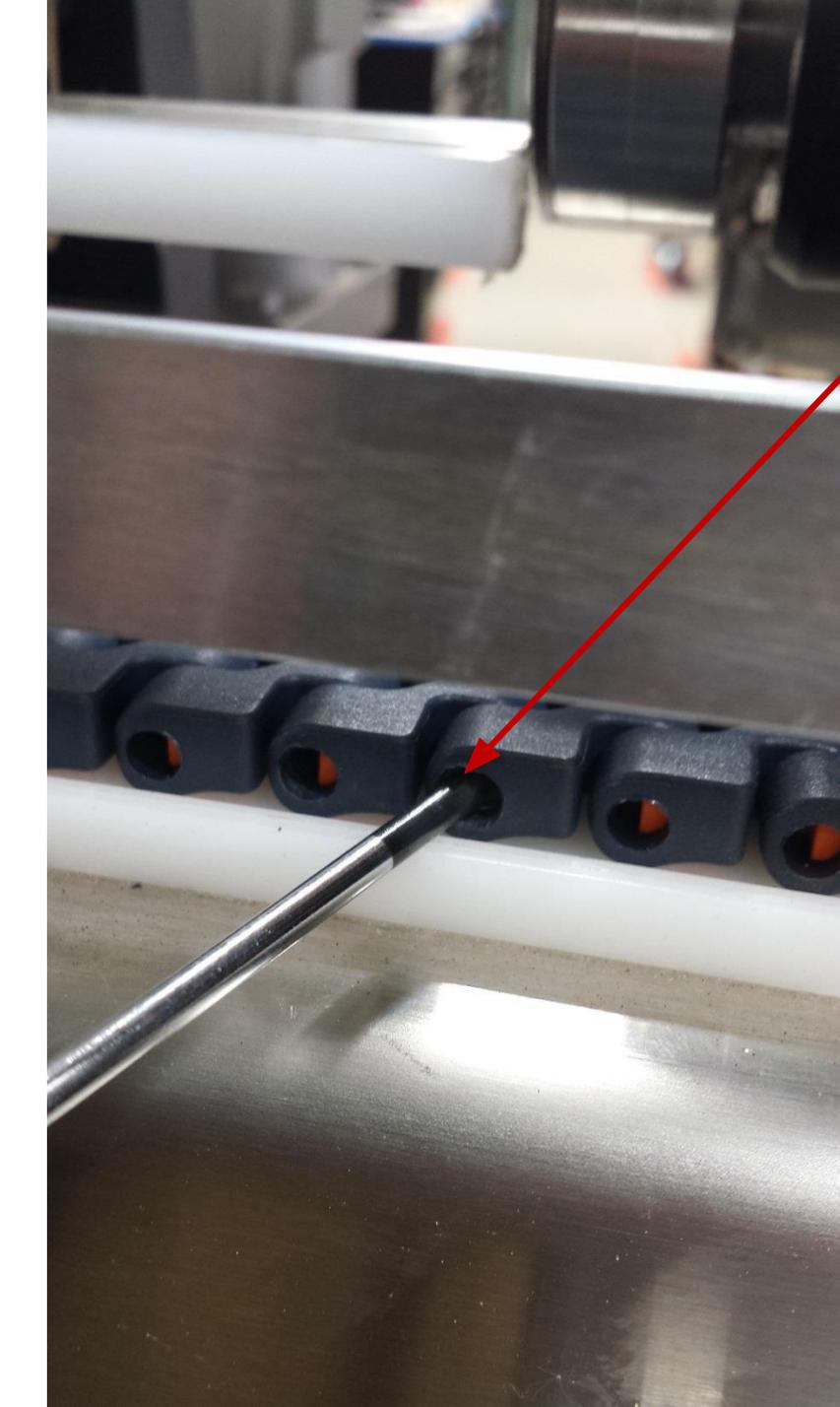
**Decide how many links to take out? We recommend doing 1 at a time until the belt stops skipping.**



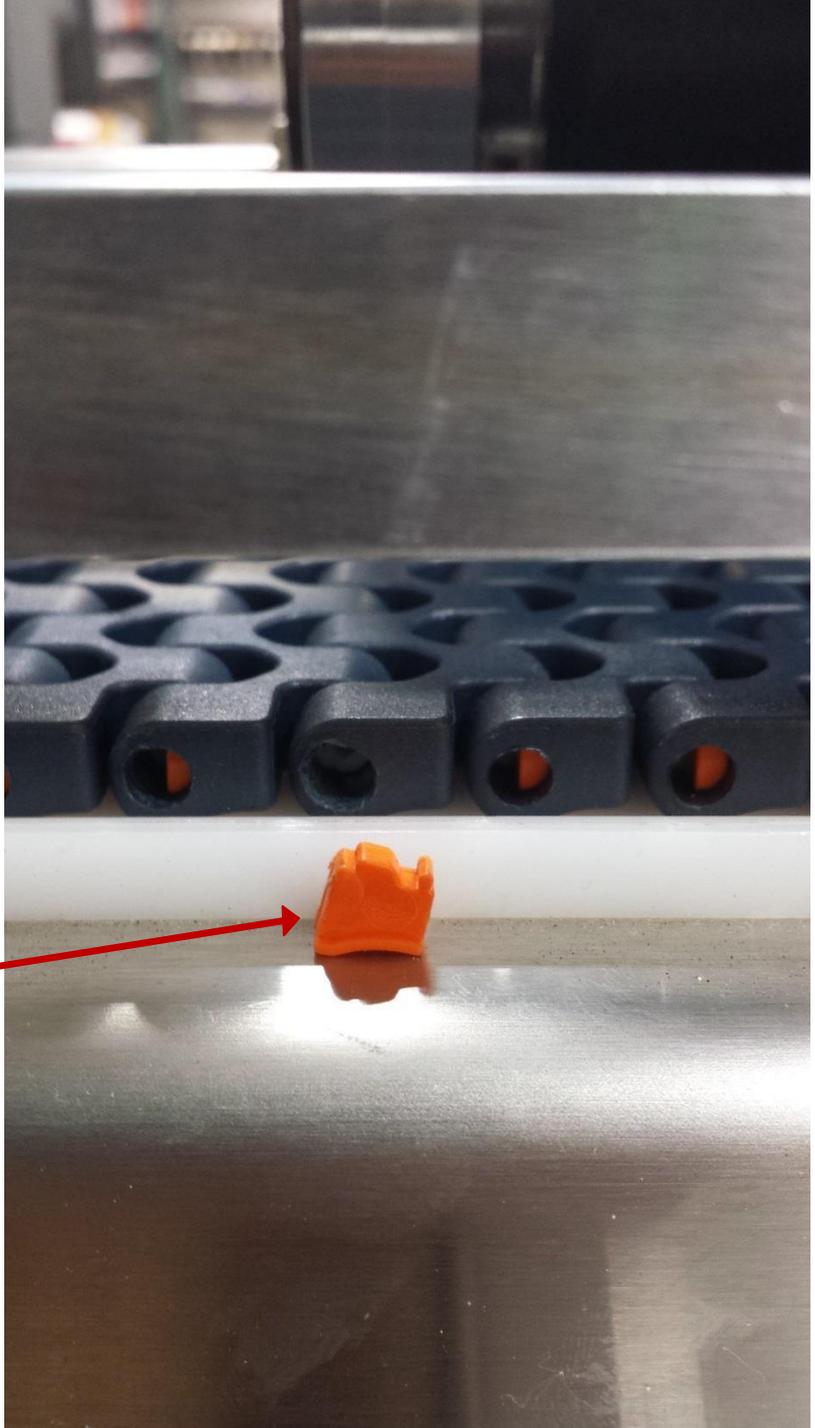
**Next, push/pull the belt back together and insert rod back through the eye of the belt.**

**Eye of the belt**





**Push the rod in with the tip of the screwdriver as far back as it will go.**



**Place the tab back into the belt following this orientation. You can push it in with the tip of your finger. Have patience during this part and double check the orientation.**



**Finished**

## **2. Separating Tab Chain**

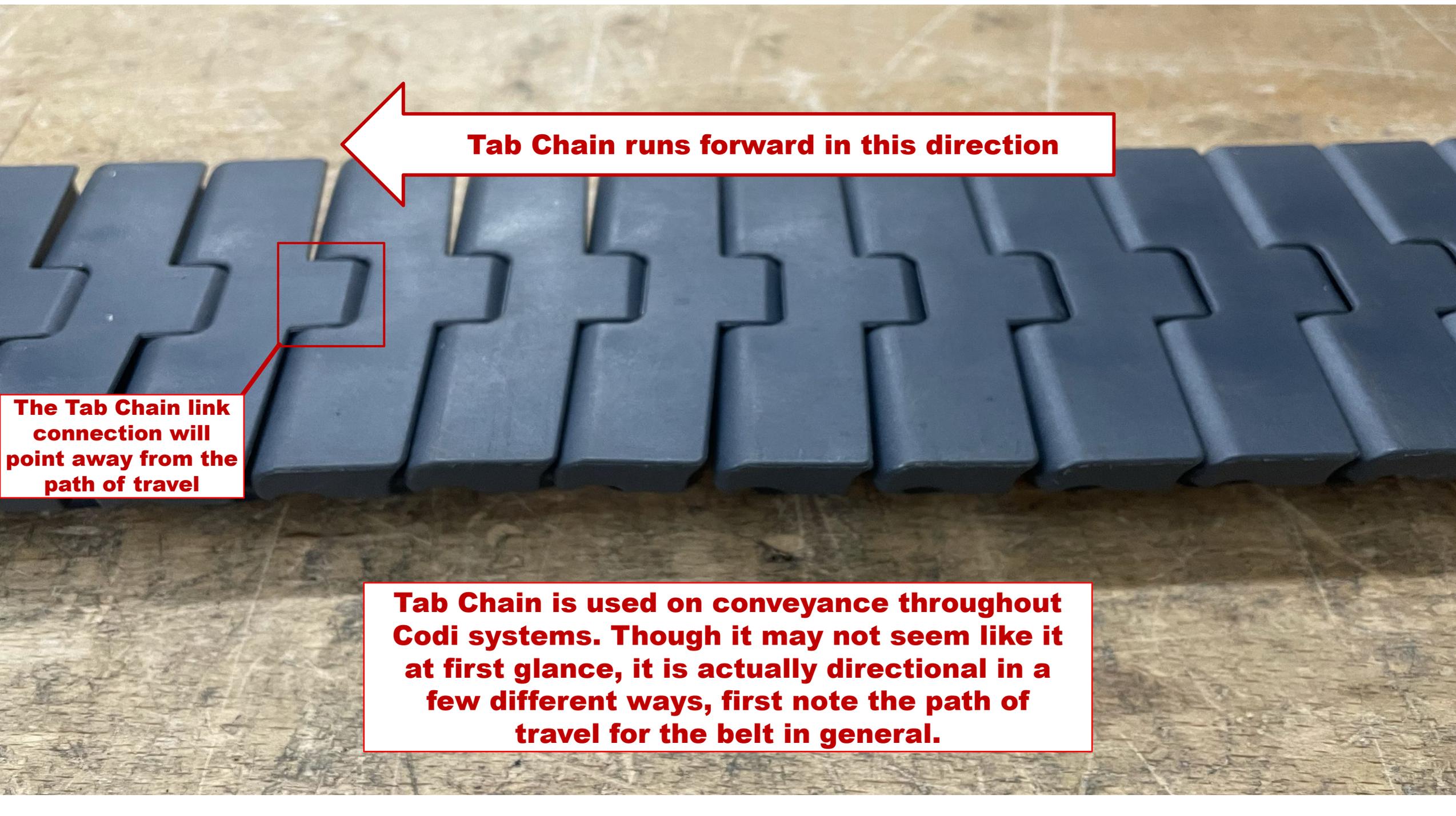
# Tools Needed



**Slender punch or pickle**



**Dead blow or mallet**



**Tab Chain runs forward in this direction**

**The Tab Chain link connection will point away from the path of travel**

**Tab Chain is used on conveyance throughout Codi systems. Though it may not seem like it at first glance, it is actually directional in a few different ways, first note the path of travel for the belt in general.**

**On the underside of the tab chain, you will notice the next markings that will help you get your orientation squared away.**

**Run**

**OUT** **IN**

**Path of travel for the belt noted by a marking that says "Run"**

**Direction the pin is to be removed and inserted.**



**After noting the In/Out direction on the bottom of the tab chain, use the punch and mallet to drive the pin out of the connection point**



**As the pin begins to drive out of the other side of the Tab Chain, you will notice the knurling on the pin. Take note at this stage of the process and remember to drive the pin back in the same direction upon reconnecting the Tab Chain back together**

**Knurling on the pin**

**This is our Tab Chain disconnected. At this stage, repeat the process to remove sections of tab if need be.**

**When reconnecting the Tab Chain back together, again, make note of the orientation of not only the pin, but the directional arrows on the Chain itself.**





**Once the pin has been driven back into the connection slot, it needs to be flush with the surrounding area of tab itself. This will ensure that the pin will not catch or bind on the conveyance during operation.**



**Finished**

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**For parts email: [orders@codimfg.com](mailto:orders@codimfg.com)**