

2023-2024 BELTDRIVE SYSTEM







Cycle Drive Systems is a division of Delta Cycle Corporation, operating successfully in the U.S.A. since 1990 with a reputation for innovative design of useful bicycle accessories. In recognizing that the traditional roller chain with cog has changed little in 100 years, Cycle Drive developed it's unique matching toothed belt and precision sprocket system specifically for use on bicycles. This has been made available as Original Equipment for Manufacturers since 2008.

As demand has grown in this ideal drive-train systems for bicycles, the Cycle Drive team of dedicated design engineers have continued to research new materials and processes allowing us to pioneer the most cost-effective belt drive technology available for mass produced OEM bicycle manufacturers. Effective design and engineering support ensures the successful integration of the CDRIVE belt drive system into production bicycles.

Sales and customer support is provided through direct contact with either our US headquarters in Massachusetts, U.S.A. or via appointed agents who cover manufacturers in Asia.



BELT INTRODUCE

GTS BELT RUBber Carbon Fiber REVIEW REVIEW FIBER



BELT MATERIAL

POLYURETHANE (PU)

Has the elasticity of rubber combined with the strength of plastic. High heat, sound and oil insulation. Abrasion resistance.

RUBBER

Resilience. Abrasion, bending and cracking resistance.

CORE MATERIAL

CARBON FIBER

Highest tensile strength. Strength-to-weight ratio. Corrosion and heat resistance.

KEVLAR FIBER

Highest tensile strength. Strength-to-weight ratio. Heat resistance.

GLASS FIBER

Highest tensile strength. Strength-to-weight ratio. Corrosion and heat resistance.

TENSILE TEST

	MAX STRENGTH (kgf)	MAX STRENGTH: DISPLACEMENT (mm)	BREAKING POINT: STRENGTH (kgf)	BREAKING POINT: EXTENSION (mm)	YIELD POINT: STRENGTH (kgf)
GTS	2040.08	32.62	2039.32	32.62	1173.90
RTS	2016.23	18.29	414.30	18.34	1972.13

	MAX STRENGTH (kgf)	MAX STRENGTH: DISPLACEMENT (mm)	MAX STRENGTH: ELONGATION (%)	BREAKING POINT: STRENGTH (kgf)	BREAKING POINT: EXTENSION (mm)
R8M	1389.18	19.68	37.14	1389.18	19.68

THE GEAR RATIO AMPLIFIER

XAMPLIFIER





OUTER GEAR (O.G.) X PLANETARY GEARS (P.G.) = INFINITE RATIO POSSIBILITIES

AVAILABLE SPEC





FRONT SPROCKET(T)	XAMPLIFIER INTERNAL RATIO	REAR SPROCKET(T)	STANDARD RATIO	TOTAL SYSTEM RATIO
35T	1.91	22T	1.59	3.04
38T	2.40	22T	1.73	4.49
46T	2.71	22T	2.09	5.67

CHOOSE YOUR SYSTEM











FRONT SPROCKET (T)	BCD(MM)	CRANK(MM)	BELT	REAR SPROCKET (T)
CWD-GTSP-44T Ø163mm			118T	
CWD-GTSP-48T Ø177mm			120T	
CWD-GTSP-52T	104	170	122T	GTSP-22T
Ø191mm		170	125T	Ø84mm
CWD-GTSP-56T Ø205mm			128T	
CWD-GTSP-60T Ø219mm			133T	

- OTHER COMBINATION (SPROCKET SIZE AND BELT LENGTH) CAN BE CUSTOM MADE BY ORDER
- · BELT SPROCKET MATERIAL : ALLOY
- · SPIDER ARE CUSTOM MADE BASED ON EACH MOTOR SPEC

PERFORMANCE CLASSIC

FRONT SPROCKET (T)	BCD(MM)	CRANK(MM)	BELT	REAR SPROCKET (T)
CH-PCGP-44T Ø163mm	110		115T	
CH-PCGP-48T			118T	
Ø177mm			120T	
CH-PCGP-52T Ø191mm	130	170	122T	GTSP-22T Ø84mm
CH-PCGP-56T			125T	
Ø205mm			128T	
CH-PCGP-60T Ø218mm			133T	

- $\boldsymbol{\cdot}$ OTHER COMBINATION (SPROCKET SIZE AND BELT LENGTH) CAN BE CUSTOM MADE BY ORDER
- · BELT SPROCKET MATERIAL : ALLOY



CHOOSE YOUR SYSTEM













FRONT SPROCKET (T)	CRANK(MM)	BELT	REAR SPROCKET (T)
CH-JUAGP-44T Ø163mm	125 140 145 150 160	108T 111T 113T	GTSP-22T Ø84mm

- OTHER COMBINATION (SPROCKET SIZE AND BELT LENGTH) CAN BE CUSTOM MADE BY ORDER
- · BELT SPROCKET MATERIAL: ALLOY



FRONT SPROCKET (T)	CRANK(MM)	BELT	REAR SPROCKET (T)
CH-48T-ALD Ø133mm CH-52T-ALD Ø143mm	79 89 102 114 127	108T 111T 113T	GTSP-22T Ø84mm

- · OTHER COMBINATION (REAR SPROCKET SIZE AND BELT LENGTH) CAN BE CUSTOM MADE BY ORDER.
- FRONT BELT SPROCKET MATERIAL; POLYCARBONATE (PC) +24T ALLOY GEAR
- · REAR BELT SPROCKET MATERIAL: ALLOY



REAR SPROCKETS







9-SPLINE HUB
MATERIAL: ALLOY



FREEWHEEL

MATERIAL: ALLOY + STEEL

• OTHER TYPE OF SPLINE AVAILABLE • INTERFACES CAN BE CUSTOM MADE TO FIT



DROPOUT



BRACKET

BELT TENSION GAUGE



DR-01



TEN-B-20



CJP-7-8
CJP BRACKET
FOR SHIMANO NEXUS 7/8



T-GAUGE
BELT TENSION GAUGE

PULLEY



PUL-B
PULLEY GUIDE



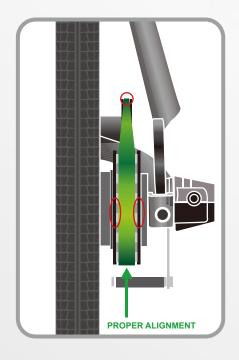
PUL-BX
PULLEY GUIDE



PUL-FWP
PULLEY GUIDE

CAUTION & CARE OF BELT

BELT ALIGNMENT SETTING

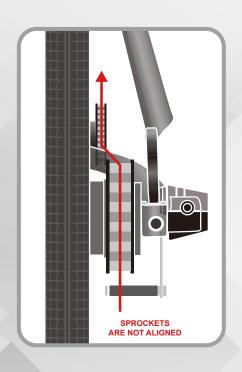


✓ INSTALL CORRECTLY



PROPER ALIGNMENT

The principal maintenance of belt drive system depends on proper and precise alignment. When the belt or the belt sprockets are not alignedproperly, additional load are induced, vibration, friction, noise, belt / sprocket wear, belt skipping can be caused and lead to quality claim.







MISALIGNMENT

The only way to avoid quality claims, belt drive system MUST NOT be angular between the driving (front) and driven (rear) sprocket in either the vertical or horizontal. Indeed, multiple types of belt misalignment can exist at the same time. Correct spacers* can be used to ensure proper alignment.



CARE FOR YOUR CARBON DRIVE



DO NOT USE BELT AS A SPROCKET REMOVAL TOOL



DO NOT BACK BEND



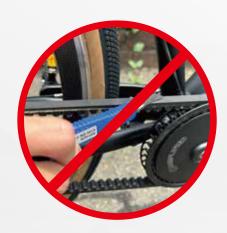
DO NOT CRIMP



DO NOT TWIST



DO NOT PRESS HARD



DO NOT CUT OR PRY



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