

OPERATIONAL GUIDELINES

AGRICULTURAL TRACK-FRICTION DRIVE

IMPORTANT
Please read before operating your Camso Track.



Camso Key Elements

Track machines offer benefits which can be maximized by following specific operational practices. By review of these guidelines, you will learn the best ways to gain these benefits.

The four basic rules for maximizing track life are:

1. Follow track break-in procedures
2. Verify and maintain alignment
3. Understand ways to maximize tread life
4. Use correct operational techniques

By understanding these rules, you will learn operational techniques and methods which help achieve years of trouble-free service.

Follow Track Break-In Procedures

Guide lug life benefits from correct break-in procedures. Correct break-in reduces initial guide lug and midroller edge wear. During the break-in period, rolling components undergo a polishing-in process to achieve a smooth steel to rubber interface with the guide lug.

Rubber surfaces use dust and dirt as a dry lubricant during break-in to minimize heat and reduce rubber stickiness, and new tracks or tracks lacking a coating of dust should be exposed to dry and dusty soil conditions as soon as possible.

Operation without dust or soil in the system, **especially during high speed roading**, generates excessive amounts of damaging heat. If roading must be done, a dry lubricant such as soil, talc, or oil-dry should be applied to the guide lugs periodically during roading until exposure to the field commences.

1. TRACK BREAK-IN

Expose new or clean tracks to dry and dusty soil conditions as soon as possible. Avoid high speed roading with new or clean tracks without use of a dry lubricant.

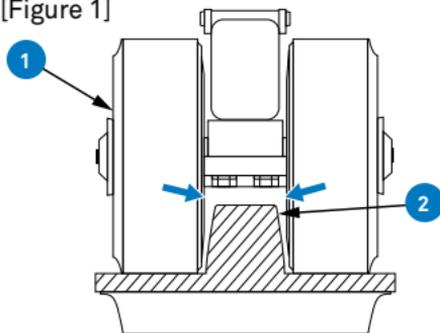
Verify and Maintain Alignment

Track alignment is the most important periodic check that can be made on a track system. Alignment can change due to component wear, track damage, or after tread width adjustment or track replacement.

Misalignment causes wear to guide lugs and rubberized wheels, so periodic alignment checks are important. By checking if there is significant difference in surface temperatures between the inner and outer guide lug faces, you determine if the track is in proper alignment. Refer to the track machine manufacturer's operation manual for ways to check and adjust alignment, and how to troubleshoot the cause if acceptable alignment can not be achieved.

One simple way to check alignment is to drive **without any steering or braking input** on a flat surface for at least 150 ft. After stopping, observe if there is clearance with the front midrollers (1) on both sides of the guide lugs (2).

[Figure 1]



If no clearance is evident on one side, the track may be out of alignment.

Note: narrow tracks are more difficult to align and may not always have clearance, so minimizing guide lug inner / outer temperature difference is the best way to achieve correct alignment.

2. TRACK ALIGNMENT

Monitor track alignment. Recheck alignment whenever machine configuration changes are made.

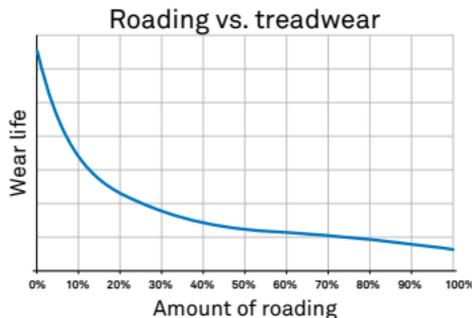
Maximize Tread Life

Several operational factors influence tread and rubberized wheel component wear:

- Amount of roading (roading increases wear)
- Track width (narrower wears faster)
- Field soil conditions (abrasive increases wear)
- Ballasted weight amount and distribution
- Maximum drawbar pull (High slip increases wear)
- Operator techniques

Tread life decreases with high amounts of roading. Tread wear rates can be minimized by staying off pavement, reducing transport weight and speed, and adjusting ballast for even **transport weight distribution** front to back. A track machine ballasted for proper field operation is usually not ballasted correctly for roading. The greatest rate of tread wear occurs on a hot day with a poorly balanced, heavy machine. Always transport during cooler parts of the day and at reduced travel speeds and weight, as this will lower temperatures of the treads, guide lugs, and rolling components.

[Figure 2]



3. MAXIMIZE TREAD LIFE

Use care during road transport. Note conditions that cause high tread wear wear rates.

Operational Techniques

Avoid low speed, high torque operation

Tracks slip less than tires during high torque, low speed operation. This imposes higher powertrain loads. Follow manufacturer's guidelines by staying above the minimum speed for full load operation. Do not operate at full load in the lowest gears, or powertrain damage may result.

Use and place ballast only where needed

Ballast machine to achieve **no less** than 2-5% slip under heavy pull conditions. Place ballast to create an even weight distribution during field operation. Respect manufacturer's maximum ballasted weight. Proper weight distribution results in less tread wear, longer wheel life, less compaction, and better ride and turning performance.

Maintain correct track tension

Proper tension is critical for best track performance. Tension can

change during service. Improper tension can result in drivewheel slippage, increase the potential for derailing or untracking, or reduced life of bearings and rolling components.

Keep material out of the undercarriage

Track systems will allow some material to pass through them, but sharp non-compressible objects cause high localized loads to both track and wheels, which if severe enough can result in track and wheel damage. Use guarding (if available) to deflect material out of the track, and you can reduce the chance of track damage. Inspect and clean material from the undercarriage before starting work.

Crossing ditches or diagonal transitions

During transitions from sloped to flat areas (or vice versa), the front and rear of the track may be in contact with the ground while the midsection is unsupported.

If turning is attempted at this time, the risk is higher for derailing or untracking to occur.

Limit spot turning

Track machines have a zero turning radius. However, this can cause berming, road surface damage, and can cause excessive tread wear.

Configure drawbar and hitch correctly during field operation

Steering performance benefits by removing the sway blocks when using hitch mounted implements in the operational position. In addition, unpinning of the drawbar will also improve turning performance with drawn implements. In both cases, steering corrections will be easier to accomplish and the load on the implement and hitch will be significantly reduced.

Use optimal track and wheel widths

Use recommended track width for the application and the appropriate width rolling stock. Use of wide tracks and wide midrollers increases track and wheel life, resulting in less ground disturbance, better ride, and better ground pressure distribution.

Use correct track steering techniques

When turning, steering performance can be improved by using a “bump” or “ratchet” steer technique - turning in several small turn corrections, returning to the neutral position between each steer. This keeps more traction on the outer track while completing the turn more efficiently and with less ground disturbance.

4. OPERATIONAL TECHNIQUES

Use recommended practices from machine manufacturer to improve track performance.

For further information on care, operation, and maintenance of Camso Track, refer to the OEM operations manual, consult with your dealer, or search the track machine manufacturer's web site for publications available regarding rubber track machine operation and usage.

Additional information may also be found at camso.co.

camso.co

