

Alamall Pty. Ltd T/A



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How to Maximise the Life of Your Rubber Tracks.

Our Rubber tracks are designed and built to take the roughest (normal) wear and tear that an operator can put on them.

They are not designed to be abused and ignored. If you want your tracks to give you the longest, most productive life possible, here are some simple guidelines to follow to extend track life.

- **Do avoid** areas that will cause early wear or excessive damage to your tracks. Minimise use in rocky areas, sharp gravel areas, concrete surfaces, demolition areas, crop stubble fields, metal debris and any other sharp debris zone.
- **Do minimise** the track exposure to contaminants such as oils, salt, chemicals and abrasive fluids. Clean tracks immediately if they come into contact with contaminating liquids or corrosive chemicals.
- **Do keep** the tracks out of the sunlight as much as possible. Sunlight will cause deterioration to the rubber compound. Also be careful of the ambient temperature you are working in. Normal track temperature range is between -25°C and $+55^{\circ}\text{C}$. In times of extreme conditions slow your travel and turn speeds to reduce wear.
- **Do prevent** foreign objects becoming lodged in the undercarriage.
- **Do check** the undercarriage components regularly. Excessive wear on sprockets, idlers and rollers will cause unnecessary wear on your tracks, and affect performance and reliability. When purchasing new tracks, first ensure that the undercarriage components are in a fit state and will support your new track. Placing new tracks on worn undercarriage components is throwing money away.
- **Do clean** undercarriages frequently and prevent build-up of sand, mud or gravel.
- **Do maintain** the correct tension on your tracks always. Incorrect tension will result in damage and possible track 'throwing' when travelling. Over-tensioning will damage your tracks very quickly.
- **Do use** the correct track width as specified by the manufacturer. Using wider tracks than necessary or than what the machine was designed for will cause added stress on drive components and the track itself.
- **Do alternate** the direction of turns from one side to the other. Try to avoid continually turning in one direction only.
- **Do avoid** fast, sharp turns.
- **Do limit** any unnecessary high speed travel.

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- **Do limit** reverse travel.
- **Do reduce** slippage and spinning.
- **Do travel** with both tracks on level surfaces.
- **Do avoid** traversing hills. When mounting hills travel directly up or down. Traversing (driving at an angle) will put unnecessary sideways stress on the tracks.
- **Do not** drive with the sidewalls of the tracks up against curbs, walls or hard objects.
- **Do reduce** working on a crown or crest. This will place all the weight of the machine and load on the inside track links, inside roller, idler tread surface and sprockets.
- **Do reduce** working in depressions. This will place all the weight of the machine and load on the outside track links, outside roller and idler.
- **Do use care and common sense when operating a tracked vehicle. Fast wear on rubber tracks usually occurs for a reason. Make sure the reason is not lack of care by the operator.**

