

MAINTENANCE

⚠ WARNING Never attempt to clean, adjust or lubricate a track unit while it is in motion. Failure to heed may result in serious personal injury or death.

GENERAL

Proper tension of the rubber track is essential for maximum track and under carriage life and will result in less down time. See ADJUSTMENTS on page 15.

Over tightening track can accelerate under carriage bearing wear and over stress and stretch or crack the rubber track allowing contaminants to deteriorate the rubber compound and steel reinforcing components.

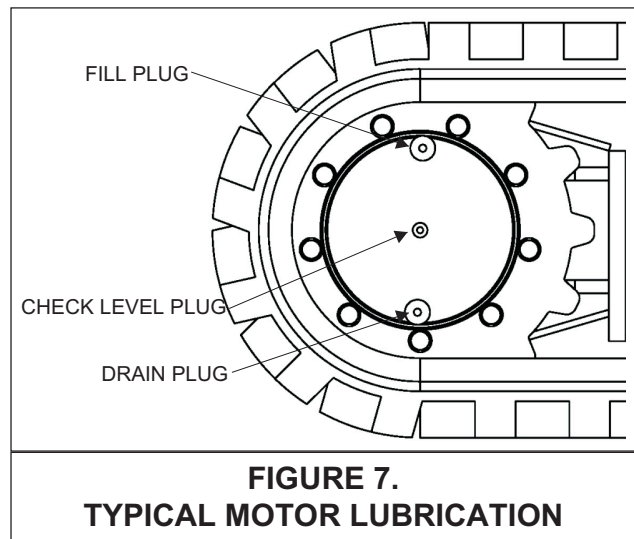
Loose tracks can derail during turning and can also reduce machine stability during operation. It is also possible for the drive sprocket to slip over the belt driving lugs causing wear to the rubber track and possible failure. Derailing causes track damage.

⚠ WARNING Loose tracks will allow excessive machine motion resulting in decreased stability during operation.

Never repair with used or worn components (idler, sprocket, rollers).

LUBRICATION

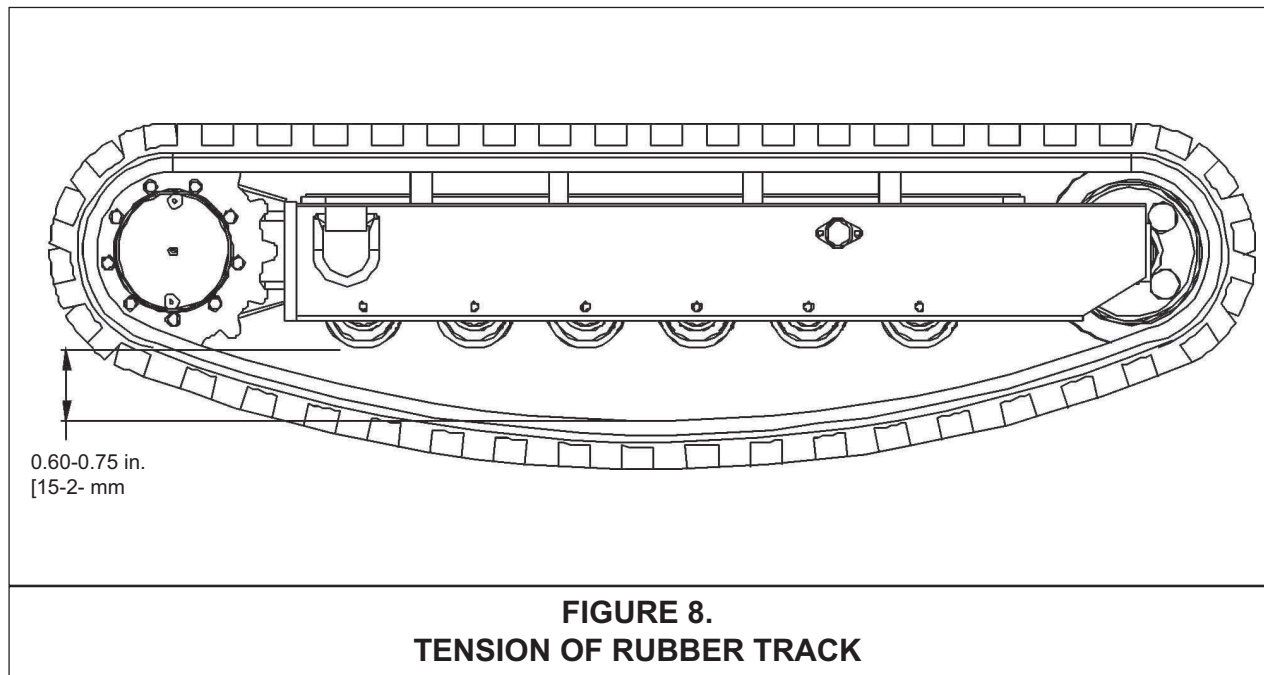
1. Different OEM brand hydraulic wheel motor drives are used on track unit assemblies, but the lubricating procedure is similar. See figure 7.
2. Park the unit so the fill plug is at the top. Some units will have a plug identified as "FILL". If the plug is not identified, the two opposite plugs are the same and either can be positioned at the top.
3. Check oil level at center check plug. Oil should seep out when plug is removed. Top off if required.
4. Lubrication Specifications: Consult the wheel motor manufacturer's instructions for the proper lubricant, quantity and operating temperature range.



ADJUSTMENTS

Inspect Tension

Check the tension at the center track roller every 10 to 15 hours of work. See figure 8. Tension should be by measuring the slack between the track rollers and inside of the track. When correctly adjusted, this slack should be 0.60-0.75 inches. The spring loaded tensioner in the track unit is engineered by Chermack Machine, Inc. to tension the track in proportion to the gross machine weight as required for construction, agricultural and snowfield machinery when the measured slack is as specified.



Adjust Tension

1. Remove the protective cap from the grease valve. See figure 9.
2. Support track assembly so the track clears the ground.
3. Apply a standard grease gun to the grease valve fitting (zerk) and slowly pump grease to extend the track tensioner against the compression spring. Continue to pump grease until the track slack is 0.60-0.75 inches as shown in figure 8.
4. The grease valve has a check valve behind the zerk to prevent grease from coming back under pressure. If it is necessary to release track tension, turn the check valve CCW one half turn and allow grease to expel. Retighten when complete.
5. Lower the track back onto the ground and replace the protective cap.

CLEANING

Keep driving system cleaned and properly maintained. Remove any debris or mud which could interfere with the operation of the machine.

If mud and debris is allowed in the under carriage it can plug the spring loaded tensioner preventing it from relieving stress on the track when traveling over irregular surfaces. Mud can build up on the track rollers thereby over tensioning and stretching the track or the rollers can stop turning and then scrub on the track creating wear and failure.

Wash fuel and oil from the tracks.

REPAIR

In order to prevent bonding or corrosion failures, tracks should be repaired immediately when damaged.

Minor cracks in the rubber can be filled with rubber repair compound.

Once the steel cords have failed, the track is no longer serviceable.

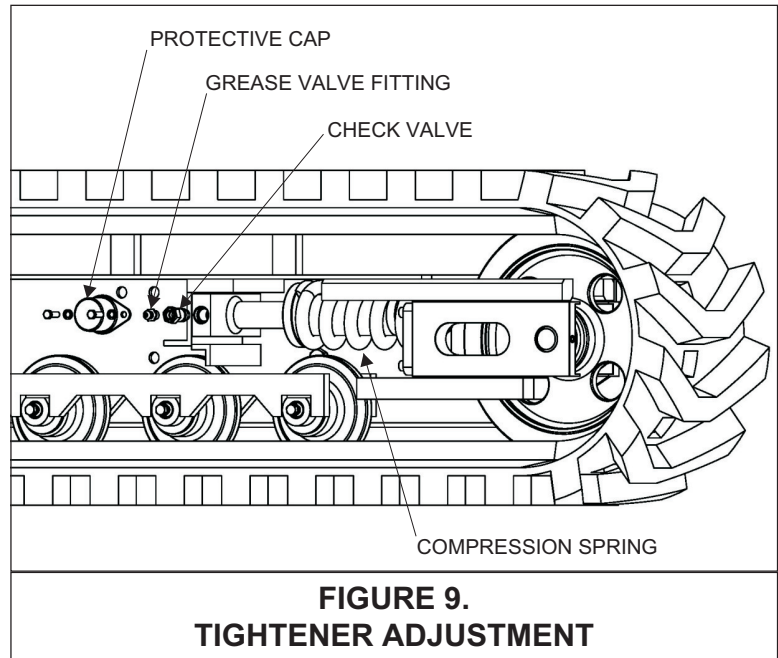


FIGURE 9.
TIGHTENER ADJUSTMENT