



RUBBER TRACKS

**Large range for Mini Excavators, Skid Steer Loaders
& Tracked Dumpers/Carriers**



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Where the Rubber hits the road!

A LARGE RANGE OF RUBBER TRACKS & PADS AVAILABLE FOR MINI EXCAVATORS, SKID STEER LOADERS AND TRACKED DUMPERS & CARRIERS

- Huge stocks of Tracks & Pads to fit over 2000 models of mini tracked machines
- Rubber Tracks from 160mm to 450mm wide
- Rubber Pads from 250mm to 600mm wide
- 12 month/2000 hour warranty on all parts
- Guaranteed quality, fitment & performance





GET BETTER PERFORMANCE WITH WEST-TRAK RUBBER TRACKS! HEAVY DUTY & TOUGHER DESIGN, FOR LONGER WEAR LIFE

West-Trak Rubber Tracks are made from the highest quality, chemically bonded rubber compound with high tensile continuous steel cording or Kevlar fibre cores for greater strength & durability.

West-Trak Rubber Tracks contain 75% natural rubber that is more flexible & longer lasting than other synthetic alternatives. They feature closely spaced short pitch core bars for smooth operation and reduced vibration.

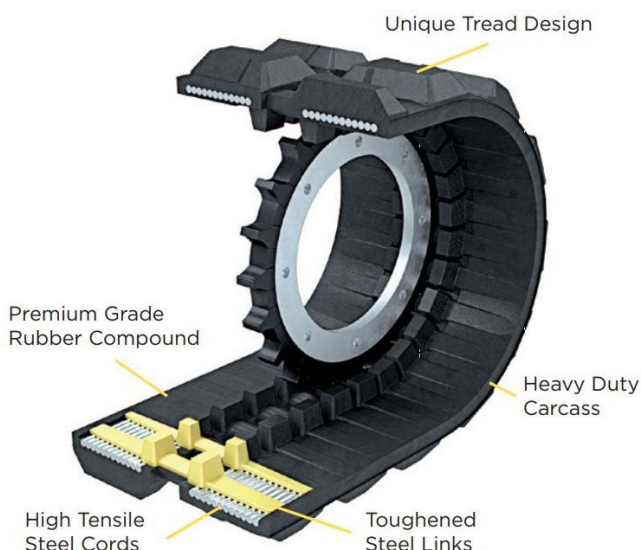
West-Trak Rubber Tracks are manufactured to exacting OEM specifications for correct form, fit & function.

We work directly with world leading Rubber Track manufactures to ensure you get guaranteed quality & long-lasting performance.

Our Tracks are designed for superior wear life with resistance against de-tracking, edge cutting & cleat cracking. They have been well proven in the toughest working conditions.

Get **West-Trak** Rubber Tracks on your machines today and stay on track for longer! All Tracks are stamped with our brand name, so you know where to buy your next set from.

Available to fit most rubber tracked machines.



MACHINE TYPES



Mini Excavators



ASV Posi-Track Loaders



Horizontal Drills



Compact Track Loaders (CTL)



Track Dumper/Carriers



Toro Dingo Machines

TRACK TREAD PATTERNS



Straight Bar ASV
ASV Loader Track



'C' Block
CTL Loader Track



Multi Bar
CTL Loader Track



Big Block
CTL Loader Track



Zig Zag
CTL Loader Track



Directional Block
Excavator Track



Directional L Block
Excavator Track



Traction Bar
Excavator Track



Multi Block
Toro Dingo Track

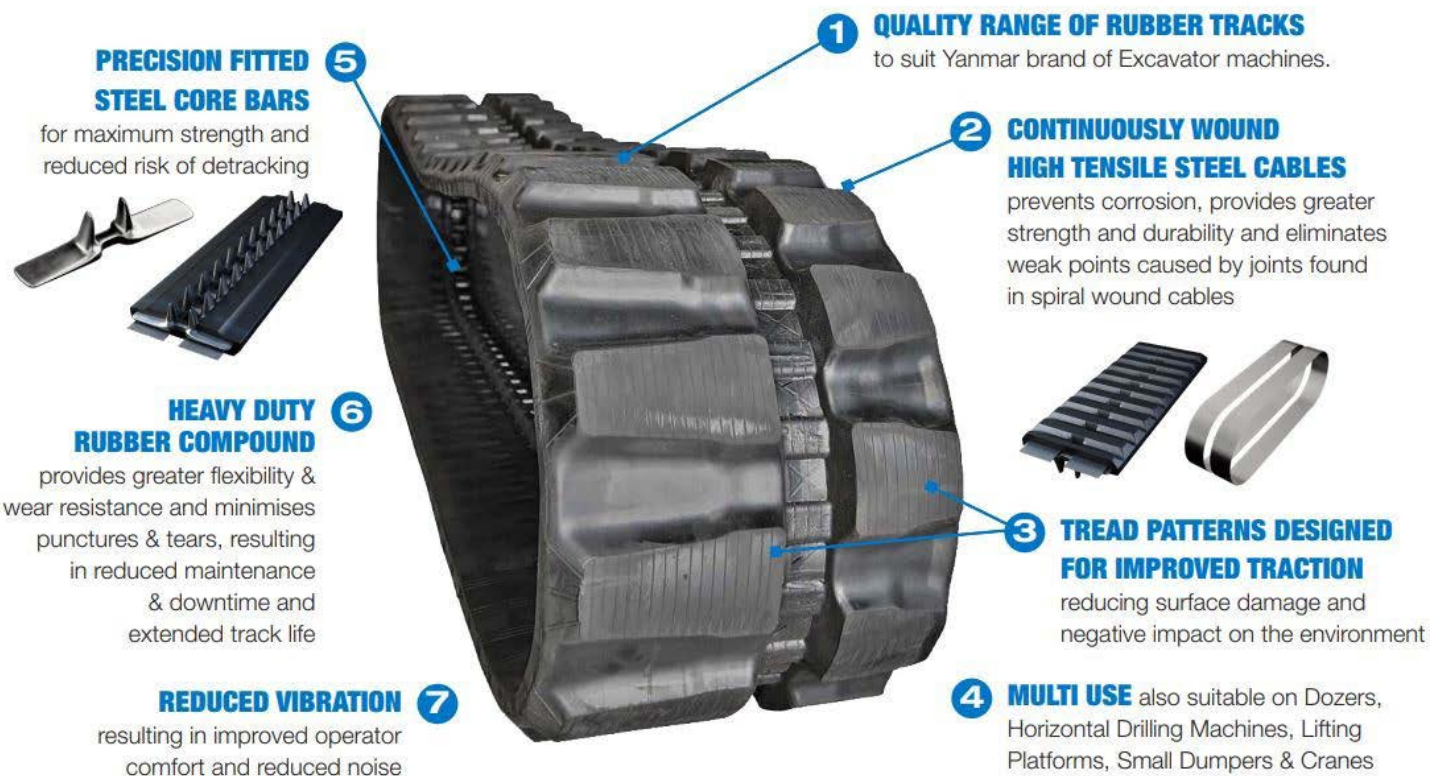


Straight Bar
Marooka Track

MINI EXCAVATOR TRACK - STANDARD TYPE



MINI EXCAVATOR TRACK - OFFSET TYPE



RUBBER TRACK RANGE

SKID STEER LOADER TRACK - ASV TYPE



1 COMPREHENSIVE RANGE OF RUBBER TRACKS
to suit leading OEM brands including ASV, Terex & CAT

2 NON-STEEL KEVLAR BELT CORE
for greater durability and reduced stretching

3 TREAD PATTERNS DESIGNED FOR IMPROVED TRACTION
reducing surface damage and negative impact on the environment

4 ONE PIECE MOLDING OF DRIVE LUGS TO TRACK
eliminating breakage and providing maximum strength for superior performance and extended track life

5 HEAVY DUTY RUBBER COMPOUND
provides greater flexibility & wear resistance and minimises punctures & tears. Results in reduced maintenance & downtime and extended track life

6 REDUCED VIBRATION AND WEIGHT
resulting in improved operator comfort and reduced noise & fuel consumption

SKID STEER LOADER TRACK - BLOCK TYPE



1 COMPREHENSIVE RANGE OF RUBBER TRACKS
to suit leading OEM brands including Kubota, Takeuchi, Terex, CAT, Bobcat, Case, Komatsu and others

2 CONTINUOUSLY WOUND HIGH TENSILE STEEL CABLES
prevents corrosion, provides greater strength and durability and eliminates weak points caused by joints found in spiral wound cables

3 HEAVY DUTY RUBBER COMPOUND
provides greater flexibility & wear resistance and minimises punctures & tears, resulting in reduced maintenance & downtime and extended track life

4 PRECISION FITTED STEEL CORE BARS
for maximum strength and reduced risk of detracking

5 REDUCED VIBRATION
resulting in improved operator comfort and reduced noise

6 BLOCK PATTERN TREAD IDEAL FOR HARSH TERRAIN
Improves traction and extends track life

SKID STEER LOADER TRACK - MULTI BAR TYPE



1 CONTINUOUSLY WOUND HIGH TENSILE STEEL CABLES
prevents corrosion, provides greater strength and durability and eliminates weak points caused by joints found in spiral wound cables

2 COMPREHENSIVE RANGE OF RUBBER TRACKS
to suit leading OEM brands including Kubota, Takeuchi, Terex, Komatsu, CAT, Bobcat, Case and others

3 MULTI-BAR PATTERN FOR LONGER LIFE Offers a smoother ride, improves traction and reduces surface damage minimising environmental impact

4 REDUCED VIBRATION AND WEIGHT
resulting in improved operator comfort, reduced noise & fuel consumption and minimised wear & tear on the machine

5 HEAVY DUTY RUBBER COMPOUND
provides greater flexibility & wear resistance and minimises punctures & tears, resulting in reduced maintenance & downtime and extended track life

6 PRECISION FITTED STEEL CORE BARS
for maximum strength and reduced risk of detracking

IMPROVED TRACTION & SMOOTHER RIDE TREAD DESIGN

CRAWLER DUMPER/CARRIER TRACKS



1 HEAVY DUTY RUBBER COMPOUND
provides greater flexibility & wear resistance and minimises punctures & tears, resulting in reduced maintenance & downtime and extended track life

2 COMPREHENSIVE RANGE OF RUBBER TRACKS
to suit leading OEM brands including Morooka, CAT, Yanmar & Komatsu

3 REDUCED VIBRATION
resulting in improved operator comfort and reduced noise

4 CONTINUOUSLY WOUND HIGH TENSILE STEEL CABLES
prevents corrosion, provides greater strength and durability and eliminates weak points caused by joints found in spiral wound cables

5 PRECISION FITTED STEEL CORE BARS
for maximum strength and reduced risk of detracking

6 TREAD PATTERNS DESIGNED FOR IMPROVED TRACTION
reducing surface damage and negative impact on the environment

Excavator Tracks

Rubber Track Size	Part Number	Rubber Track Size	Part Number
Rubber Track 180x60x37	RT810617N	Rubber Track 250x96x40	RT526920N
Rubber Track 180x72Kx36	RT812716X	Rubber Track 300x52.5Kx78	RT032558X
Rubber Track 180x72Kx37	RT812717X	Rubber Track 300x52.5Kx80	RT032560X
Rubber Track 180x72Kx38	RT812718X	Rubber Track 300x52.5Kx88	RT032568X
Rubber Track 180x72Kx39	RT812719X	Rubber Track KB300x52.5Kx82	RT032562Z
Rubber Track 180x72Kx40	RT812720X	Rubber Track KB300x52.5Kx88	RT032568Z
Rubber Track 180x72Kx41	RT812721X	Rubber Track 300x52.5Nx72	RT032552S
Rubber Track 180x72Kx42	RT812722X	Rubber Track 300x52.5Nx74	RT032554S
Rubber Track 180x72x34	RT812741N	Rubber Track 300x52.5Nx76	RT032556S
Rubber Track 200x72x41	RT022721X	Rubber Track 300x52.5Nx78	RT032558S
Rubber Track 200x72x43	RT022723X	Rubber Track 300x52.5Nx80	RT032560S
Rubber Track 230x48Kx70	RT328450X	Rubber Track 300x52.5Nx82	RT032562S
Rubber Track 230x48x60	RT328440N	Rubber Track 300x52.5Nx84	RT032564S
Rubber Track 230x48x62	RT23C62	Rubber Track 300x52.5Nx86	RT032566S
Rubber Track 230x48x62	RT328442N	Rubber Track 300x52.5Nx88	RT032568S
Rubber Track 230x48x64	RT328444N	Rubber Track 300x52.5Wx72	RT032552F
Rubber Track 230x48x66	RT328446N	Rubber Track 300x52.5Wx76	RT032556F
Rubber Track 230x48x68	RT328448N	Rubber Track 300x52.5Wx78	RT032558F
Rubber Track 230x48x70	RT328450N	Rubber Track 300x52.5Wx80	RT032560F
Rubber Track 230x48x72	RT328452N	Rubber Track 300x52.5Wx82	RT032562F
Rubber Track 230x48x76	RT328456N	Rubber Track 300x52.5Wx84	RT032564F
Rubber Track 230x48x82	RT328462N	Rubber Track 300x52.5Wx90	RT032570F
Rubber Track 230x72Kx39	RT322719X	Rubber Track 300x52.5x82	RT30G82N
Rubber Track 230x72Kx41	RT322721X	Rubber Track 300x53Kx80	RT033560X
Rubber Track 230x72Kx42	RT322722X	Rubber Track 300x53Kx84	RT033564X
Rubber Track 230x72Kx45	RT322725X	Rubber Track 300x55.5Kx78	RT035558Y
Rubber Track 230x72Kx46	RT322726X	Rubber Track 300x55.5Kx82	RT035562Y
Rubber Track 230x72Kx47	RT322727X	Rubber Track 300x55.5x82	RT30182K
Rubber Track 230x72x39	RT322719N	Rubber Track 300x55x82	RT035562N
Rubber Track 230x72x42	RT322722N	Rubber Track 300x55x88	RT035568N
Rubber Track 230x72x43	RT322723N	Rubber Track 300x55x94	RT035574N
Rubber Track 230x72x49	RT322729N	Rubber Track 300x55YMx84	RT035564Y
Rubber Track 230x72x54	RT322734N	Rubber Track 350x52.5Wx90	RT532570N
Rubber Track 250x48.5Kx84	RT528464Y	Rubber Track 350x52.5x86	RT532566N
Rubber Track 250x52.5x72	RT522552X	Rubber Track 350x54.5Kx86	RT53466N
Rubber Track 250x52.5x74	RT522554X	Rubber Track 350x54.5x86	RT35N86K
Rubber Track 250x52.5x76	RT522556X	Rubber Track 350x56x84	RT536564N
Rubber Track 250x52.5x77	RT25G77	Rubber Track 350x73Yx76	RT533756Y
Rubber Track 250x52.5x78	RT522558X	Rubber Track 350x75.5Kx74	RT535754Y
Rubber Track 250x52.5x80	RT522560X	Rubber Track 400x72.5KBx70	RT042750X
Rubber Track 250x52.5x82	RT522562X	Rubber Track 400x72.5KBx72	RT042752X
Rubber Track 250x72SWx52	RT522732SW	Rubber Track 400x72.5KWx74	RT042754Z
Rubber Track 250x72x50	RT522730N	Rubber Track KB400x72.5Kx74	RT042754X
Rubber Track 250x72x56	RT522736N	Rubber Track 400x72.5Nx70	RT042750S

Excavator Tracks

Rubber Track Size	Part Number	Rubber Track Size	Part Number
Rubber Track 400x72.5Nx72	RT042752S	Rubber Track 450x81Wx78	RT541858F
Rubber Track 400x72.5Nx74	RT042754S	Rubber Track 450x81Wx74	RT541854F
Rubber Track 400x72.5Wx72	RT042752F	Rubber Track 450x81Wx76	RT54186F
Rubber Track 400x72.5Wx76	RT042756F	Rubber Track 450x8Wx76	RT541856S
Rubber Track 400x72.5x74	RT40P74N	Rubber Track KB450x81.5x76	RT541856N
Rubber Track 400x73x76	RT043756Y	Rubber Track K450x83.5x74	RT543854N
Rubber Track 400x74x68	RT044748N	Rubber Track Y450x83.5x74	RT543854Y
Rubber Track 400x74x72	RT044752N	Rubber Track K450x83.5x76	RT543856N
Rubber Track 400x75.5x74	RT045754Y	Rubber Track 485x92x72	RT872952Y
Rubber Track 450x81Wx72	RT541852F		

Skid Steer Loader Tracks

Rubber Track Size	Part Number	Rubber Track Size	Part Number
CTL Rubber Track 320x86Tx46	RT236826T	CTL Rubber Track 400x86Wx56	RT046836B
CTL Rubber Track 320x86Tx48	RT236828T	CTL Rubber Track 400x86Wx60	RT046840B
CTL Rubber Track 320x86Wx45	RT236825B	CTL Rubber Track B400x86x52	RT046832B
CTL Rubber Track 320x86Wx48	RT236828B	CTL Rubber Track ZB400x86x50	RT046830B
CTL Rubber Track 320x86Wx53	RT236833B	CTL Rubber TrackB450x86x52	RT546832B
CTL Rubber Track 320x86Wx56	RT236836B	CTL Rubber TrackB450x86x55	RT546835B
CTL Rubber Track B320x86x49	RT236829B	CTL Rubber Track B450x86x56	RT546836B
CTL Rubber Track B320x86x50	RT236830B	CTL Rubber Track B450x86x60	RT546840B
CTL Rubber Track B320x86x52	RT236832B	CTL Rubber Track 450x86Wx50	RT546830B
CTL Rubber Track T320x86Kx52	RT236832T	CTL Rubber Track 450x86Wx58	RT546838B
CTL Rubber Track 400x86Wx49	RT046829B	CTL Rubber Track 450x100Tx48	RT540128T
CTL Rubber Track 400x86Wx53	RT046833B	CTL Rubber Track T450x100Kx50	RT540130T

ASV Posi-Tracks

Rubber Track Size	Part Number	Rubber Track Size	Part Number
ASV Rubber Track 280x100x37	RTP018237	ASV Rubber Track 450x101x56	RTP015456
ASV Rubber Track 380x100Sx51	RTP018351	ASV Rubber Track 457x101.6Cx51	RTP0154C51
ASV Rubber Track 380x101.6x42	RTP018342	ASV Rubber Track 457x101.6x51	RTP015451

Toro Dingo Tracks

Rubber Track Size	Part Number	Rubber Track Size	Part Number
Rubber Track 6x3.5x28	RTP886128	Rubber Track 10x3.5x28	RTP884228

Dumper/Crawler Tracks

Rubber Track Size	Part Number	Rubber Track Size	Part Number
Rubber Track 320x90x52	RT230932N	Rubber Track 500x90x82	RT050962N
Rubber Track 320x90x56	RT230936N		

HOW TO MEASURE A RUBBER TRACK

Measuring your Rubber Track is relatively straight forward if you know how. Below you will see our simple guide to help you identify the Rubber Track size you have fitted to your machine. All you need is a tape measure or ruler. For our example we have selected a 300x52.5x78 wide gauge rubber track.



STEP 1 - Measuring the width

Place the tape measure across the top of the rubber track (as in the photo) and note the size. This measurement is always given in mm (example shown is 300mm)



STEP 2 - Measuring the pitch

This is the measurement from the centre of one lug to the centre of the next lug. This measurement is always given in mm (example shown is 52.5mm)



STEP 3 - Counting the quantity of links

This is the quantity of pairs of links on the inside of the track. Mark one of the links off and then count each link around the total circumference of the track until returning back to the link which was marked. (example shown is 78 links with 6 links shown on the photo)



STEP 4 - Measuring the gauge

Measure between the lugs from the inside of one lug to the inside of the lug opposite. This measurement is always given in mm. (example shown is 46mm which is a wide gauge track)

IMPORTANT - step 4 is only required on 300mm/350mm/400mm and 450mm wide tracks



STEP 5 - Checking the type of roller fitted

This step is only required on some of the 300mm and 400mm wide tracks which can have an outer rail type roller style fitted as per on the left picture or a inner rail roller style fitted on the right of the picture



STEP 6 - Look for any markings

If you are having difficulties measuring your track, it is worth looking for any markings that will help you identify the size. Many rubber tracks have the size stamped into the rubber. This is usually found on the inside edges of the track. The numbers represent the width (300) x the pitch (52.5) the gauge (W) x the number of links (78)

After checking you have purchased the correct size Rubber Tracks, put the machine on a hard, flat surface and ensure all the necessary safety equipment, tools and help is at hand.

Step 1: Releasing the Track Tension

Remove the grease fitting using a wrench/adjustable spanner. Step down onto the bottom of the track to collapse the idler, releasing the track tension. Inspect the grease fitting and replace if required.

Step 2: Raising the Track

Push the blade of your machine down until the front of the rubber track moves upwards. Push the Bucket down on the other end to lift both tracks off the ground.

Step 3: Safety Precaution

For safety reasons place a heavy-duty jack or blocks underneath the track frame, to avoid the machine collapsing causing injury.

Step 4: Removing the Track

Manually remove one end of the track from the idler using a pry bar.

Step 5: Inspect the Parts

When the rubber track has been removed inspect the other undercarriage components for any signs of damage or wear. Replace them if required at this stage.

Step 6: Fitting the Track

Move the new rubber track into position beside the machine. Hook the track onto the sprocket teeth at the back of the machine. Have someone push the track forwards whilst you use the pry bar to align the front of the track into position on the front idler.

Step 7: Tensioning the Track

Once the track is fitted on and properly aligned, refit the grease fitting and tension the track. Below is a tension guide for the track sag (measured in the centre of the track frame)

Machine Size:	Track Sag Dimension:
0.75-1.5 tonne	8-10mm
1.5-3.0 tonne	10-15mm
3.0-6.0 tonne	12-20mm
6.0-8.0 tonne	15-25mm



Step 8: Checking Track Movement

While the track is still off the ground, drive the machine forwards and backwards a few times to ensure the track has been installed correctly and there are no obstructions or misalignments. (be sure to do full revolutions right around in both directions.

Step 9: Final Step

Your machine is now ready to operate. Ensure to check the track tension every few days during the first 4 weeks while the new track is bedding in, as the tension may reduce slightly.

Be proactive. Take steps to prepare the machine for adverse treatment ahead of time, and then educate workers about operating tracked machines. Offer up the following tips to help keep your equipment running and your ROI rolling in the right direction.

Maintain the Undercarriage

If the undercarriage parts are starting to wear out, replace them promptly. Worn sprocket teeth can pull out the links from tracks and worn rollers can cut the rolling area of the track, causing serious damage. Furthermore, it's important to use a pressure washer to clean the undercarriage. Neglecting to wash it can cause the recoil mechanisms to fail and, in turn, the track cables to break.

Avoid Too Much Tension

Always refer to the OEM manual for the proper tension, as different size machines require different tensions, and check the track tension each week. While some people believe that keeping track tension especially tight will make it last longer, that's not the case. Some flex is needed, or the track will react similarly to an over-inflated tire. Conversely, tracks that are too loose can eventually damage the cleats around the planetary drive wheel.

Stay on Track

De-tracking can cause catastrophic damage to rubber tracks, with the severity correlating with the length of time the operator continued to use the machine. While an experienced operator can recover a partially de-tracked machine with a series of manoeuvres, a completely de-tracked machine will need to be moved to a stable, level area for the tracks to be repositioned.

Don't Cruise Over Curbs

Driving over curbs puts excessive stress on tracks, which can cause de-tracking. If the tracks stay in place, the stress could cause the rubber to crack. It's a domino effect from there: Chunks of rubber fall off and expose internal steel cords to moisture, which leads to corrosion and, ultimately, track failure.

Drive Carefully

Remember that while tracks will not puncture like pneumatic tires, sharp objects still should be avoided. Jagged debris can cause rubber pieces to slice off, reducing the track's effectiveness and eventually damaging the inner steel cords. When it comes to aggressive terrain, steel tracks may be a better option.

Avoid Contaminants

Chemicals, oil, salt and farmyard manure, as well as other abrasive environments, can wreak havoc on a set of tracks, causing the rubber to deteriorate. Avoid these elements if possible. Also, keep an eye out for hydraulic oil and grease that may drip from the machine onto the tracks. If the tracks do become exposed to any of these elements, rinse them immediately afterward.

Keep Looking Forward

Traveling in reverse, especially at high speeds, will unnecessarily stress the tracks which are designed for forward motion. Putting a notice on the dashboard may help remind operators of this.

Rotate Regularly

Rubber tracks should be rotated periodically to ensure even tread wear. When it's time to replace the tracks, do both at the same time. Replacing only one track at a time may cause alignment issues and damage the undercarriage.

Avoid Direct Sunlight

When the machine is parked for long periods of time, make sure it's in the shade or cover the tracks with a tarp or cloth. Sunlight is a natural enemy of any rubber product, including rubber tracks. This preventive action alone can double the track life.

Store Tracks Properly

When the tracks are not in use, store them in a cool dry environment, and allow them to rest on their sides in a relaxed position to prevent crimps and folds. If the tracks are left on the machine, operate the vehicle at least once every two weeks for about five minutes to help maintain track flexibility and prevent the tracks from becoming misshapen.



Rubber tracks can de-track due to any, or mostly a combination of the following causes:

- 1. Insufficient Track Tension (or broken track spring)**
- 2. Leaking Track Adjusters**
- 3. Worn Undercarriage**
- 4. Incorrect Track Fitted**
- 5. Operator Abuse**
- 6. Operating Conditions**
- 7. Faulty Tracks**
- 8. Track Breakage**

These issues are explained in further detail below to help you determine the problem and find a solution.

1. Insufficient Track Tension (or broken track spring)

The first consideration when de-tracking problems happen is to check if the machine was converted from steel tracks to rubber tracks. Insufficient track tension is the most common cause of this problem.

Many manufacturers of mini-excavators including Komatsu, Hitachi, Kubota, Kobelco have track adjuster assemblies with two tension settings; tight for rubber tracks and loose for steel tracks. The reason for this is that there is no stretch in steel tracks, therefore the track adjuster needs to have enough give to relieve tension build up if any material is caught in the track.

Rubber tracks however, due to their design and construction have a certain amount of inherent flexibility and typically run a much tighter spring tension. Therefore, if a machine has been converted from steel to rubber tracks (without tightening the track adjuster), or if the track adjuster has broken; you are highly likely to experience de-tracking problems.

A simple but effective way to identify this as a problem is to perform the following test: Lift the machine off the ground (using bucket and blade) and jump on the bottom edge of the track. While you are jumping, get someone to carefully watch the idler and measure the amount of retraction. If the idler is retracting more than 5mm under the weight of a person – imagine how much it will retract with the weight of the excavator. This retraction causes temporary track slackness which will often result in de-tracking. Particularly at the idler end.

2. Leaking Track Adjusters

Another common cause of de-tracking is leaking or bypassing track adjuster seals. This can be caused by a bent, scarred, rusted or contaminated (often by concrete set on the exposed rod) adjuster piston. This causes the track to slowly become loose over time, causing slackness and de-tracking.

The easiest way to check if this is the cause, is to tighten up the offending track first thing in the morning, then regularly monitor it during the day while working. If the tension has noticeably dropped off or the track has come off, then I would highly recommend pulling the track adjuster out for examination and repair.

3. Worn Undercarriage

Probably the first and easiest problem to determine the cause of de-tracking.

- Check if all the top & bottom rollers rotate smoothly and are not loose and wobbly.
- Check if the roller flanges are still distinct and upright, not rounded off.
- Check if the idler still has a prominent and straight sided centre guide flange and tight bushings without excess slop.

Worn sprockets is also another possible cause of de-tracking and often harder to diagnose. The sprocket teeth will look very sharp and shiny. Fitting a new track on worn sprockets will result in a pitch mismatch that shortens the track life, because the pitch of a sprocket changes as it wears out.

All of these can cause issues with keeping tracks on and unless they are badly worn, are usually a contributing factor, rather than the sole cause of de-tracking.

4. Incorrect Track Fitted

Indicators for a poorly fitting or incorrect track size or type can include;

- Banging or clunking on the sprocket when tracking - this can be the wrong track pitch or the track is fitted around the wrong way (this could also be sprocket wear)
- Track rollers are cutting grooves in the sides of the track.
- Tracks are not seating on the rollers correctly.
- Too much space either side of the sprocket and/or idler flange.

Track frame misalignment can also be a factor for de-tracking. If the track frame or idler mount has become twisted or damaged it can cause the track to run off centre.

5. Operator Abuse

This is not usually the sole reason for de-tracking, but a rough operator coupled with worn undercarriage, can cause some damage. At the end of the day a few basic operating rules can save a lot of problems:

- Don't drive over it – move it. You have a bucket, shift rocks and rubble out of your way rather than tracking straight over it.
- Don't turn on side slopes or when tracking over a pile or curbs.
- Track turn – don't skid turn. Turn a wider radius ensuring both tracks are moving, rather than just using one track to turn. This causes less build-up of rubble in your tracks.



6. Operating Conditions

The worst operating conditions for rubber tracks is heavy mud, heavy sand and or gravel. These conditions cause a build-up of soil/rubble inside the track which is then compacted by the rollers and sprockets. If you are not careful, the tension builds up until 'bang', the track is off or broken.

A couple of tips to avoid this include regularly lifting your machine up off the ground and tracking at high speed. This helps clear the tracks. Please remember that this compacted material in the track can cause a massive increase in track tension, resulting eventually in reduced track life. It also pays to back the track tension off substantially by letting grease out when in these conditions to avoid this build-up of pressure.

Side slopes are another condition which can cause de-tracking. Especially if the spring tension is a bit soft and/or the undercarriage is worn. It is always best to work up and down a slope rather than side-to-side.

7. Faulty Tracks

De-tracking is rarely a track fault – but it can and does happen sometimes. If the steel cables inside the track are broken, worn or fractured, then the track will tend to flex excessively and ride off the sprocket or idler.

Check if both tracks are coming off or just one. If it's just one track, we recommend swapping them left to right side. If the problem continues on the same side, it is definitely not the track at fault. Whereas if the same track continues to come off on the opposite side, then we have most likely identified the problem and the track is likely at fault.

8. Track Breakage

The possible causes of track breakage can include;

- Track tension too tight.
- Excessive track wear or damage.
- Cuts or cracks that go through the steel cords.
- Track being damaged or stretched from de-tracking issues.
- Excessive material packing, causing the track to over stretch.
- Moisture or chemical contact causing the steel cords to corrode.





A RANGE OF TOUGH RUBBER PADS ARE AVAILABLE FOR MOST MODELS OF EXCAVATORS & OTHER TRACKED MACHINES FROM 5-30 TONNE SIZE

Our Heavy Duty Rubber Pads are designed and engineered to fit most triple grouser shoes and consist of a thick, anti-wear rubber pad, bonded to a forged steel core.

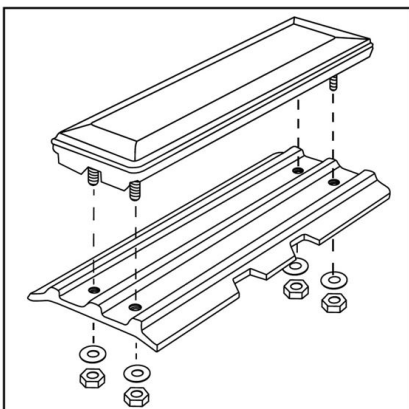
Track Pads are made to fit onto most 3 Bar steel Track Shoes and come in Bolt-on, Clip-on & Chain-on Types, depending if your existing steel shoes have pre-drilled bolt holes in them or not.

Rubber Track Pads are available to suit a wide range of machines including excavators, dozers, drilling machines, profiling and paving machines.

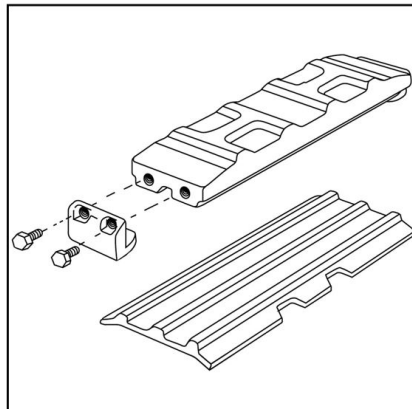
Our rubber pad technology pairs flexibility with genuine strength to reduce wear and tear and optimise long service life.

Advantages of using Rubber pads are;

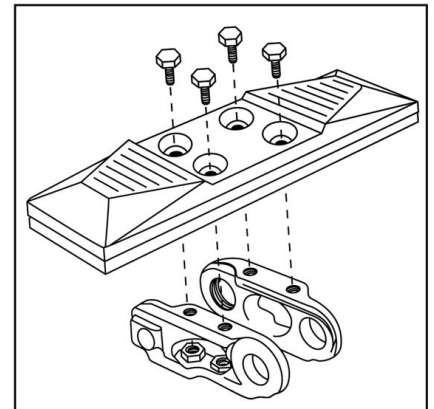
- Protection of road surfaces
- Easily installed & removed onsite
- Increased traction on hard/wet surfaces
- Reduced noise & vibration
- Reduction in overall downtime
- Better machine stability



Bolt-on Rubber Pads



Clip-on Rubber Pads



Chain-on Rubber Pads



BOLT-ON RUBBER PADS

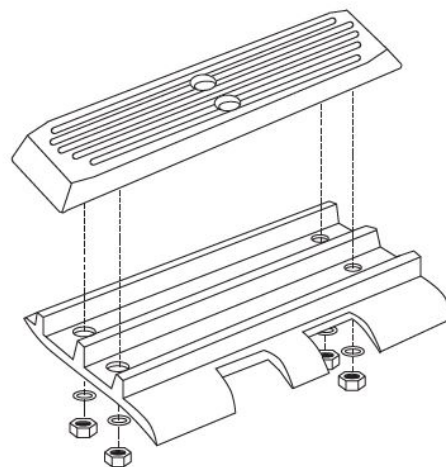
West-Trak Bolt-On Rubber Pads have been designed and manufactured to be easily fitted to existing steel tracks on excavators, profilers and drill equipment to alleviate surface damage that is caused by steel tracks.

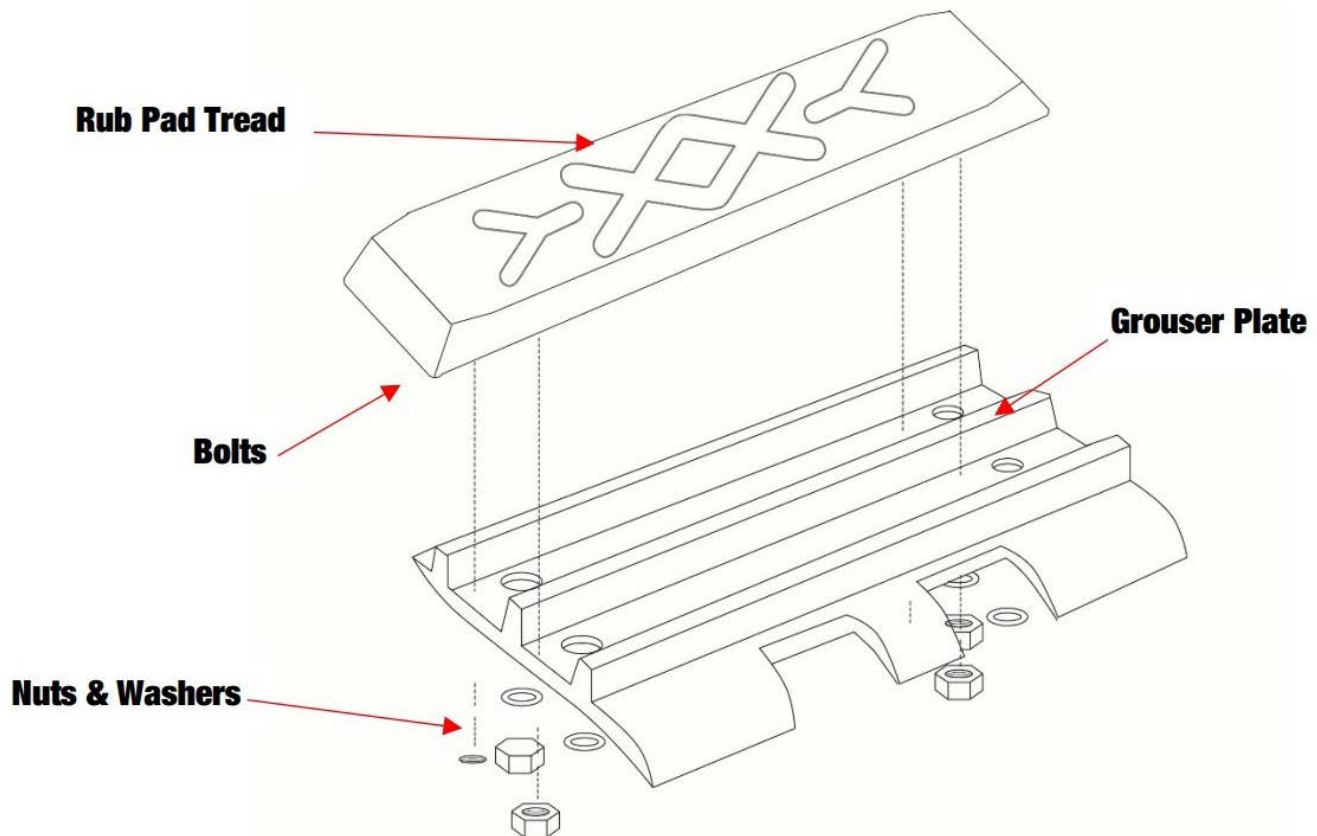
The core features and benefits of a West-Trak Bolt-On Rubber Pad that make it more superior to all other pad in the market are:



TECHNICAL SPECIFICATIONS					
Pad Width	Style	Core Bar	Rubber Compound	Pad Life	Warranty
230mm to 800mm	Bolt On	4mm Steel	Heavy Duty Natural & Synthetic Fibre Virgin Rubber	3 to 5yrs*	12mths

* Based on normal operating conditions of the equipment.





Step 1:

If the Bolt-on Rubber Pads are being installed onto new machines skip to Step 2. If being fitted to used machines, ensure all mud and other debris have been removed from the surface of the grouser plates before fitting the new pads.

Step 2:

Position the Pad bolts (on the underside of the pad) in-line with the pre-drilled holes on the grouser plate.

Step 3:

Place the rubber pad firmly onto the grouser plate and fasten with spring washers and dome nuts from the underside of the grouser plate.

Step 4:

Use an impact wrench to fasten the bolts and nuts. Tighten further with an offset wrench.

Step 5:

Once all the rubber pads have been installed, move the machine forward slowly to check they have been fitted securely and adjust if necessary.

Torque Setting for Bolt-on Rubber Pads

Bolt Size - Metric (mm)	Bolt Size - Imperial (Inches)	Torque	Pad Size (varies)
M12	1/2	113Nm	200mm
M14	9/16	178Nm	450mm
M16	5/8	275Nm	500mm
M20	3/4	556Nm	600mm

These torque settings are a guide only, refer to your machines Operating and User Manual for the recommended torque settings.

CLIP-ON RUBBER PADS

West-Trak Clip-On Rubber Pads have been designed and manufactured to be easily fitted to existing steel tracks on excavators, profilers and drill equipment to alleviate surface damage that is caused by steel tracks.

The core features and benefits of West-Trak Clip-On Rubber Pad that make it more superior to all other pads in the market are:



1 CLIP ON STYLE

Enables the Rubber Pad to clip onto the end of the existing steel grouser plate and then tightened to secure for quick and easy installation. Used when pre-drilled holes do not exist on the grouser plate.

2 HEAVY DUTY RUBBER COMPOUND

Provides greater strength and wear resistance in all types of applications and conditions. Reduces vibration and noise.

3 SOLID FORM STEEL CORE

A Heavy Duty 4mm steel core provides greater strength, minimal pad flex and delamination.

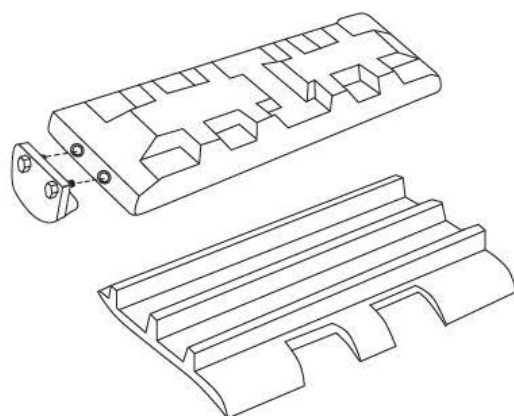
4 TREAD PATTERNS DESIGNED FOR IMPROVED TRACTION

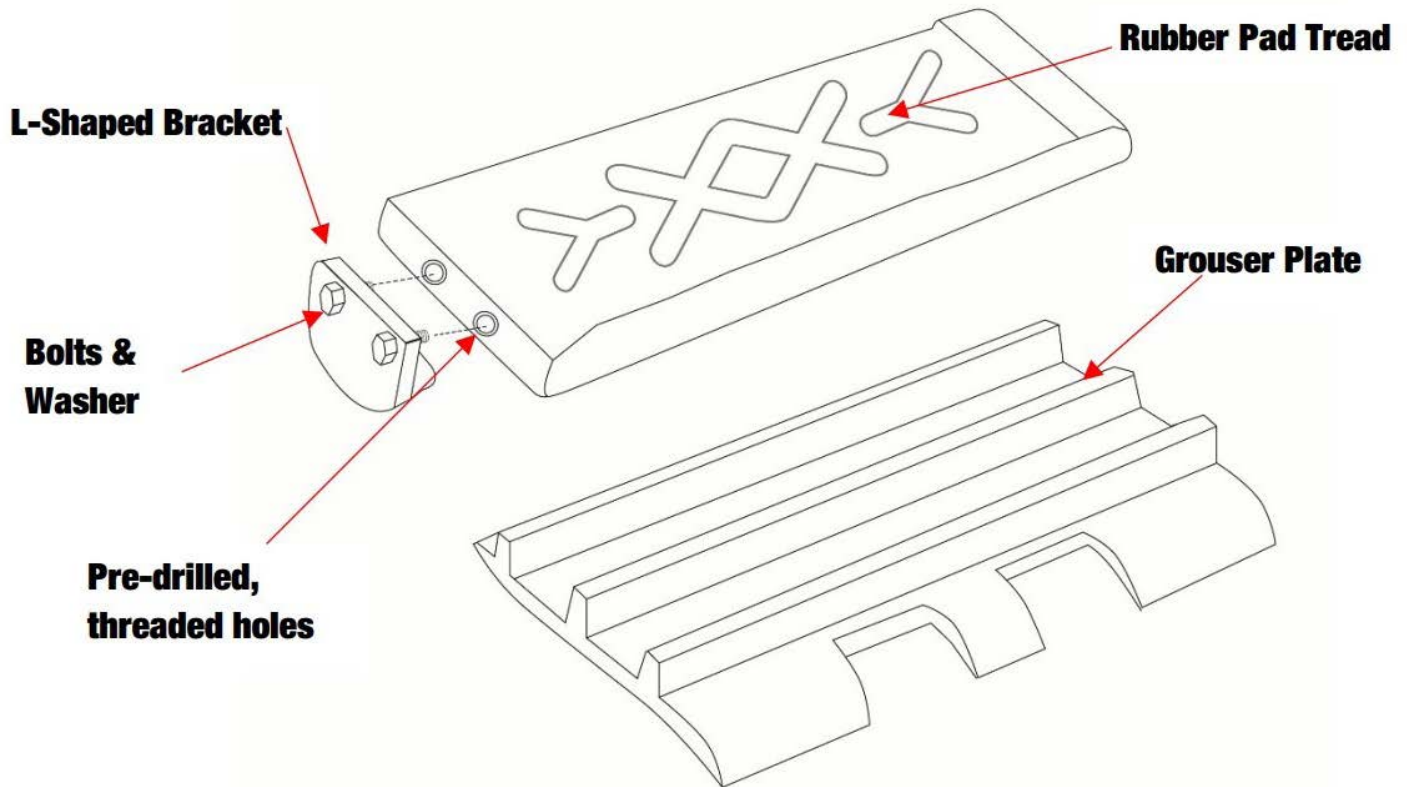
Reduces surface damage and negative impact to the environment.

TECHNICAL SPECIFICATIONS

Pad Width	Style	Core Bar	Rubber Compound	Pad Life	Warranty
230mm to 800mm	Clip On	4mm Steel	Heavy Duty Natural & Synthetic Fibre Virgin Rubber	3 to 5yrs*	12mths

* Based on normal operating conditions of the equipment.



**Step 1:**

If the Clip-on Rubber Pads are being installed onto new machines skip to Step 2. If being fitted to used machines, ensure all mud and other debris have been removed from the surface of the grouser plates before fitting the new pads.

Step 2:

Hook the attached L-shaped bracket onto the inner end of the grouser plates and then close the opposite end with another L-shaped bracket and screw in bolts.

Step 3:

Position the Rubber Pad onto the grouser plate, fitting the L shaped bracket into position to secure the rubber pad.

Step 4:

Use an impact wrench to fasten the bolts and nuts. Tighten further with an offset wrench.

Step 5:

Once all the rubber pads have been installed, move the machine forward slowly to check they have been fitted securely and adjust if necessary.

Torque Setting for Clip-on Rubber Pads

Bolt Size - Metric (mm)	Bolt Size - Imperial (Inches)	Torque	Pad Size (varies)
M12	1/2	113Nm	200mm
M14	9/16	178Nm	450mm
M16	5/8	275Nm	500mm
M20	3/4	556Nm	600mm

These torque settings are a guide only, refer to your machines Operating and User Manual for the recommended torque settings.

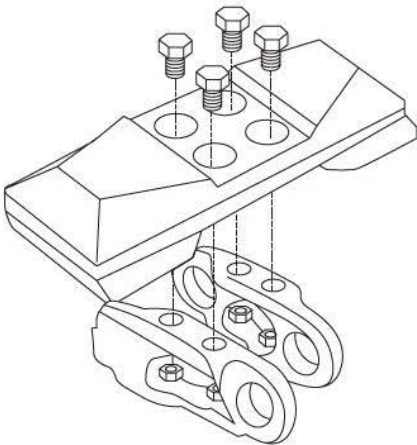
CHAIN-ON RUBBER PADS

West-Trak Chain-On Rubber Pads have been designed and manufactured to be easily fitted to existing steel tracks on excavators, profilers and drill equipment to alleviate surface damage that is caused by steel tracks. They are also ideal for use on earthmoving and construction equipment that is dedicated for sealed surface applications.

The core features and benefits of a DEKK Chain-On Rubber Pad that make it more superior to all other pad in the market are:

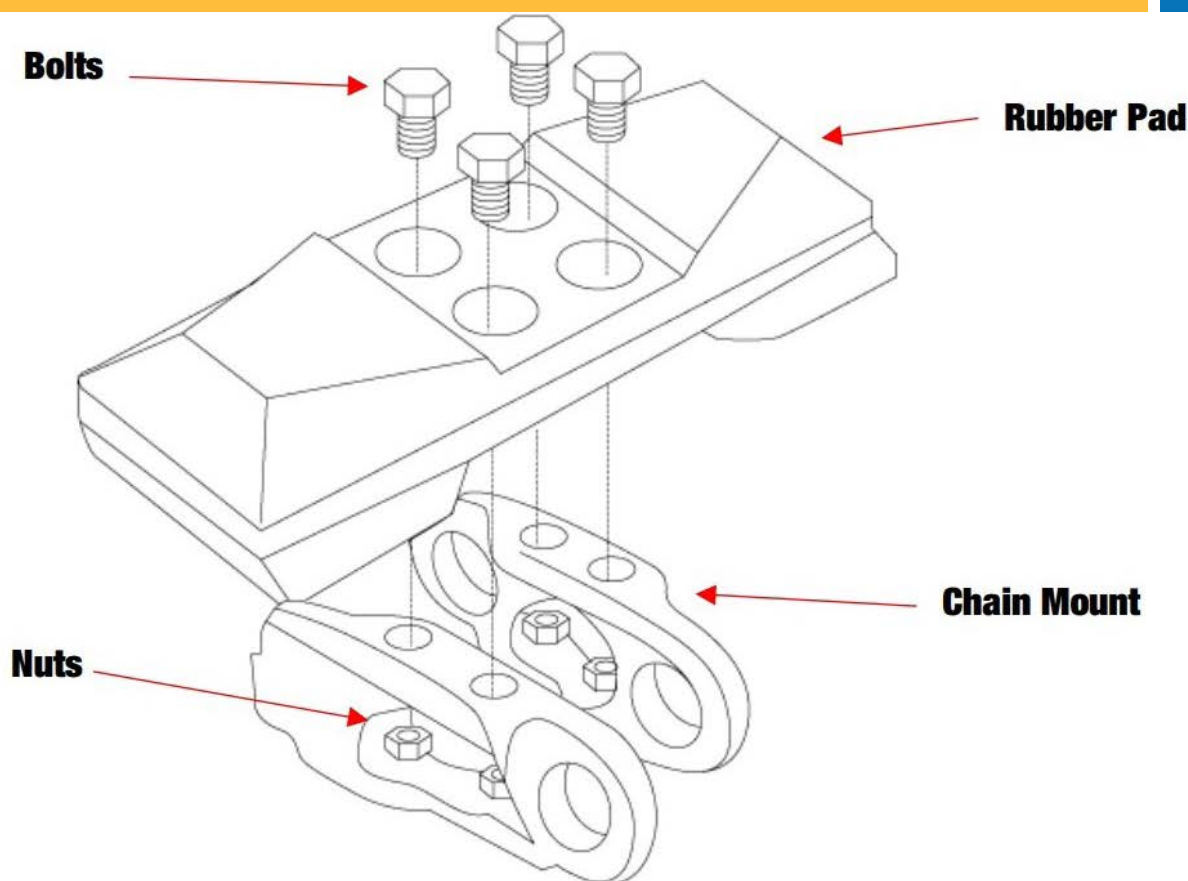


- 1 HEAVY DUTY RUBBER COMPOUND**
Provides greater strength, increased wear resistance and reduced vibration and noise. Ideal for use in rail work applications to prevent rail damage and on equipment dedicated to operating on sealed surfaces.
- 2 CHAIN ON STYLE**
Enables the Rubber Pad to be chained directly onto the track chain using track bolts, rather than grouser plates, for quick and easy installation.
- 3 SOLID FORM STEEL CORE**
A Heavy Duty 10mm steel core provides greater strength, minimal pad flex and delamination.
- 4 TREAD PATTERNS DESIGNED FOR IMPROVED TRACTION**
Reduces surface damage and negative impact to the environment.



TECHNICAL SPECIFICATIONS					
Pad Width	Style	Core Bar	Rubber Compound	Pad Life	Warranty
230mm to 800mm	Chain On	10mm Steel	Heavy Duty Natural & Synthetic Fibre Virgin Rubber	3 to 5yrs*	12mths

* Based on normal operating conditions of the equipment.



Step 1:

If the Chain-on Rubber Pads are being installed onto new machines skip to Step 2. If being fitted to used machines, ensure all mud and other debris have been removed from the surface of the Chain Mount before fitting the new pads.

Step 2:

Position the Pad holes in-line with the holes on the chain mounts and fasten the bolts onto the chain mount nuts.

Step 3:

Use an impact wrench to fasten the bolts. Tighten further with an offset wrench.

Step 4:

It is recommended you install the rubber pads onto every chain link rather than every second to evenly distribute the weight of the machine.

Step 5:

Once all the rubber pads have been installed, move the machine forward slowly to check they have been fitted securely and adjust if necessary.

Torque Setting for Chain-on Rubber Pads

Bolt Size - Metric (mm)	Bolt Size - Imperial (Inches)	Torque	Pad Size (varies)
M12	1/2	113Nm	200mm
M14	9/16	178Nm	450mm
M16	5/8	275Nm	500mm
M20	3/4	556Nm	600mm

These torque settings are a guide only, refer to your machines Operating and User Manual for the recommended torque settings.

RUBBER PAD MEASURE UP FORM

You can use this form to help us find the right Rubber Pads to suit your Grouser shoes.
Fill out the details and email to sales@west-trak.co.nz

Company Name: _____ Address: _____

Phone: _____ City: _____

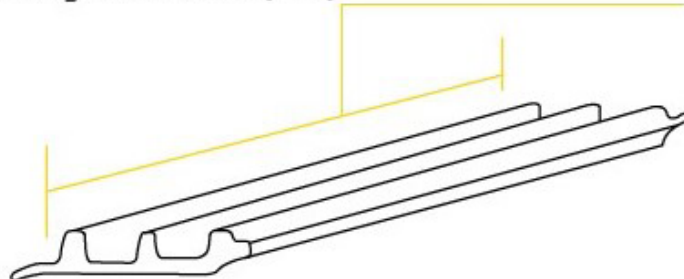
Email: _____ State: _____ Zip: _____



☐ Bolt-On Pads

☐ Clip-On Pads

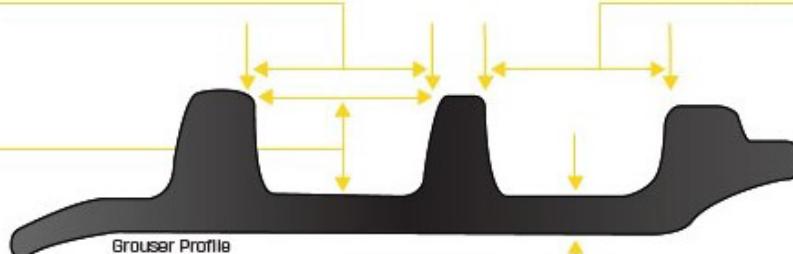
Overall Length of Grouser (mm) _____



Valley Length (mm) _____

Valley Length (mm) _____

Valley Length (mm) _____



Grouser Profile

☐ Triple Grouser

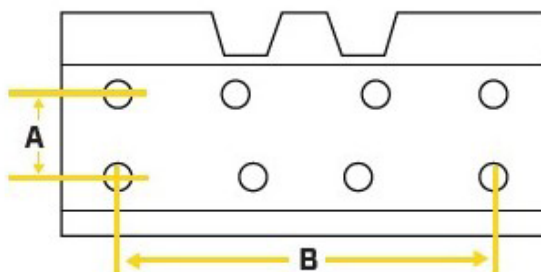
Shoe Thickness (mm) _____

Machine Make: _____

Model: _____

Total Tracks Links: _____

Pitch: _____



A _____ B _____





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you need to stay
productive***

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RUBBER TRACK SOLUTION**

Machine names and part numbers are for reference only.
All parts are high-quality replacement parts and are not produced by the original equipment manufacturers.

Contact us:



Phone us on
0800 654 323



Fax us on
03 789 8093



Email us on
sales@west-trak.co.nz



Visit our Website
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