WEST-TRAK

POWERED BY ASTRAK

UNDERCARRIAGE PARTS

FOR THE BEST ON EARTH

INDUSTRIES WE SERVE

CIVIL CONSTRUCTION

When you're hard at work building infrastructure the economy relies on, we'll keep your machines moving with parts, service & back-up support you can rely on.

MINING

Downtime costs. Our mining solutions ensure increased uptime & better performance from your front line machines.

QUARRYING

High wear & tear environments can grind your machines to pieces. Our tough steel solutions provide longer service life & reduced downtime.

FORESTRY

When you're miles away in the back blocks your machinery has to stay productive. Our range of forestry products & services will help you stick to the slopes & get more done.

ENGINEERING

Breakdowns, maintenance or fabrication, our wear steels & processing capabilities keep your jobs on schedule & deliver uptime to a wide range of machinery.

FAST FACTS

- **30+ Years** — Industry Experience
- **Nationwide** — Sales, Service & Support
- **1500+ Tonnes** — Of Undercarriage Parts
- **500+ Tonnes** — Of Ground Engaging Tools
- **10,000+ Machines** — Supported in NZ
- **Global Support** — From our parent company Astrak Global
- **500+ Tonnes** — Of Wear Plate & Profiles
- **50,000+** — Plans & Drawings

NATIONWIDE DISTRIBUTION

We deliver anywhere in New Zealand. Fast, reliable service to get you the right part, at the right price, on time, every time.

UNDERCARRIAGE PARTS

West-Trak understand the demands on tracked equipment in NZ, and our range of undercarriage parts is designed to excel in our environment.

TUFF Superseal® Chains

IT'S THE CHAIN THAT'S MAKING TRACKS IN THE EARTH MOVING & FORESTRY INDUSTRIES. A REVOLUTIONARY DESIGN AVAILABLE ONLY FROM WEST-TRAK.

EXTENDING CHAIN LIFE WITH BREAKTHROUGH TECHNOLOGY, OUR TUFF SUPERSEAL CHAINS INCORPORATE A UNIQUE INTERNAL DESIGN GIVING YOU:

- Up to 30% Longer chain life
- Reduced seizing
- 50% Quieter throughout chain life
- Designed to reduce noise for machines working in civil areas
- 50% Longer Lubrication in the seals
- Increasing operator comfort with smoother ride and less noise
- Reduced internal wear, maintaining original chain pitch
- Reduced external bush & sprocket wear
- Reduces snaking and detracking

UNDERCARRIAGE SOLUTIONS

ARE YOU ON THE RIGHT TRACK?

KEEP YOUR MACHINES ON TRACK WITH OUR LARGE RANGE OF UNDERCARRIAGE PARTS FOR MOST MAKES & MODELS OF EXCAVATORS & DOZERS

We've been NZ's trusted Track Gear specialists for over 30 years, with a huge range of Undercarriage Parts in stock, to fit most makes and models of Excavators and Dozers up to 100 tonne. Crawler Crane track parts are also available for cranes up to 800 tonnes.

Our Track parts are high quality aftermarket brands, which interchange with OEM fitment and are well proven in Forestry, Mining, Quarry and Construction industries, often outperforming other brands and delivering the best cost per hour.

We're committed to increasing your uptime and reducing unexpected downtime. As a one-stop-shop, you'll get trusted advice, guaranteed quality, fast service and reliable back-up support to keep your machines moving.

Large stocks of track parts are warehoused in Auckland and Westport to support our customers Nationwide. Track Presses and bolt-up tables are also based in each of these locations.

With our team of experienced track technicians we offer a range of services including Track Shoe re-lugging, Track Group bolt-ups, Pin and Bush turns, on-site wear measuring and technical advice.

You can rely on our expertise and huge database of machine models to deliver the right parts, fast. We know what fits your machine, so repeat ordering is quick and easy.

Our international network of world leading manufacturers ensures we have your Undercarriage needs covered, with access to the largest range of parts on the planet.

GREASED & SEALED EXCAVATOR CHAINS

HIGH QUALITY, KOREAN MADE GREASED & SEALED EXCAVATOR CHAINS ARE AVAILABLE FOR MOST MAKES & MODELS OF STEEL TRACKED EXCAVATORS

Grease filled and sealed with polyurethane seals (not steel) for quiet operation and extended wear life.

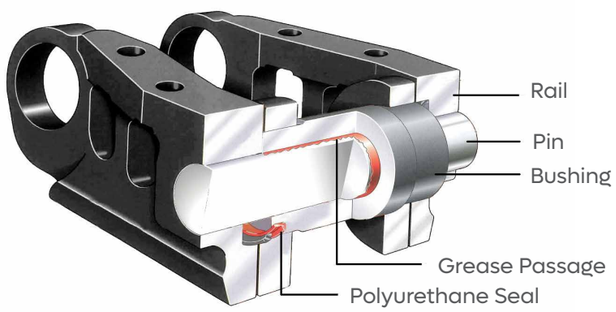
Polyurethane seals prevent abrasives from entering the internal pin and bushing, reducing bush wear.

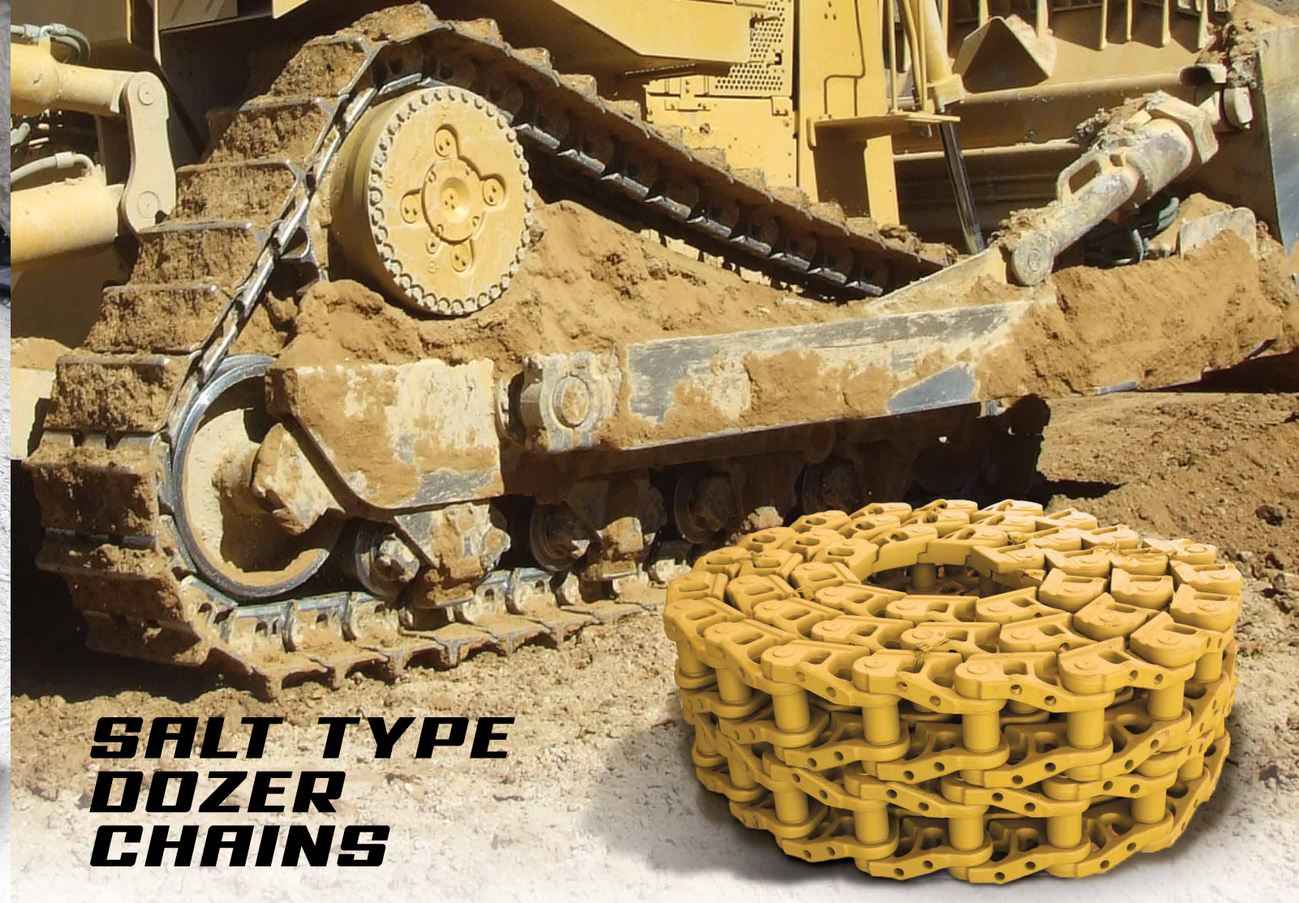
Internal bushing life is extended about 20% compared to dry Chains.

Rails are heat treated boron steel, hardened to 48-56RC up to 10mm deep for increased service life and higher wear resistance.

All pins and bushes are hardened to 55-60RC.

Heavy Duty EWL (Extended Wear Life) Chains are available for some models. These have bigger bushes and higher rails for greater strength and extended wear life.





SALT TYPE DOZER CHAINS

HIGH QUALITY, SEALED & LUBRICATED DOZER CHAINS ARE AVAILABLE FOR MOST MAKES & MODELS OF BULLDOZERS

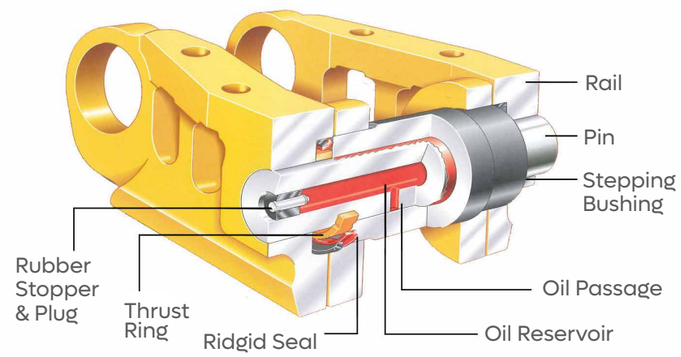
Oil filled lubricant eliminates internal friction and wear between the pin and bushing Internal bushing life is extended by up to 50% compared to standard sealed tracks.

Every link is individually pressure tested for guaranteed sealing.

Rails are heat treated boron steel, hardened to 48-56RC up to 13mm deep for increased wear life and wear resistance.

Pins and bushes are hardened to 55-60RC.

Heavy Duty EWL (Extended Wear Life) Chains are available for some models. These have bigger bushes and higher rails for longer service life.



SPARE TRACK LINKS & PINS

- A large range of spare Track Link Kits and Master Pin Kits are available for all Greased and Sealed Excavator Chains and SALT type Dozer Chains.
- These are available as individual Links pressed together with 2x Rails, 1x Bush, 1x Track Pin and 2x Seal Groups.
- Master Pin Kits are available as Press fit type and T-type to suit various Chains and come with 2x steel Seals.

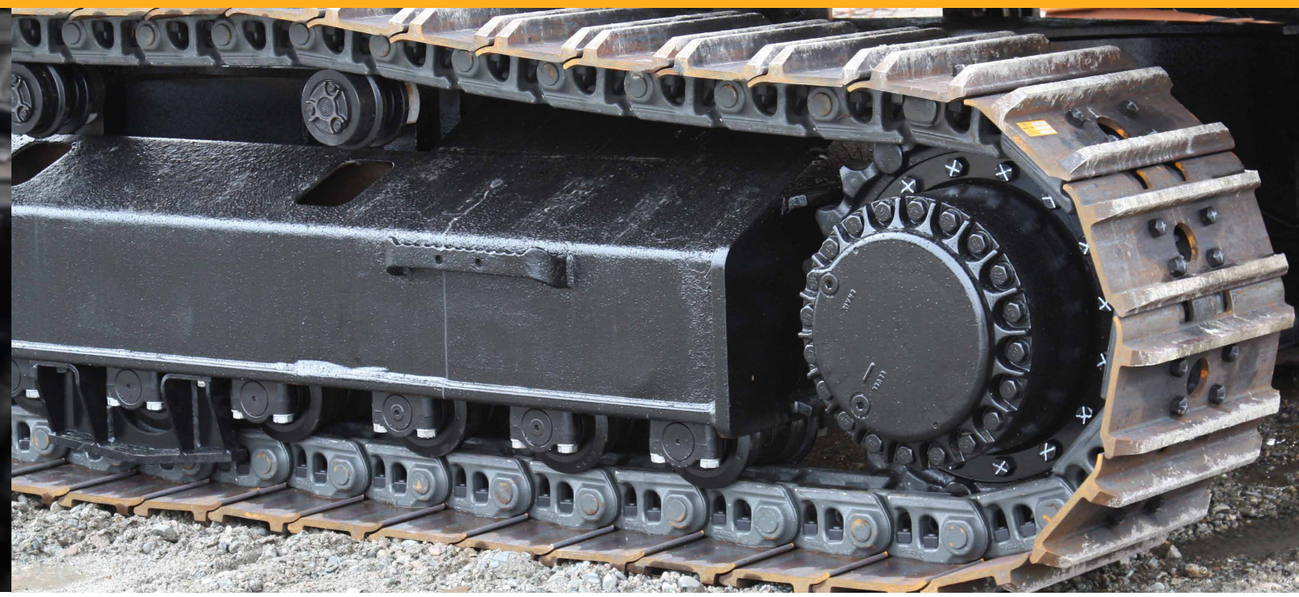
Excavator Link Kit

Press fit Master Pin

T-type Master Pin

Dozer SALT Link Kit

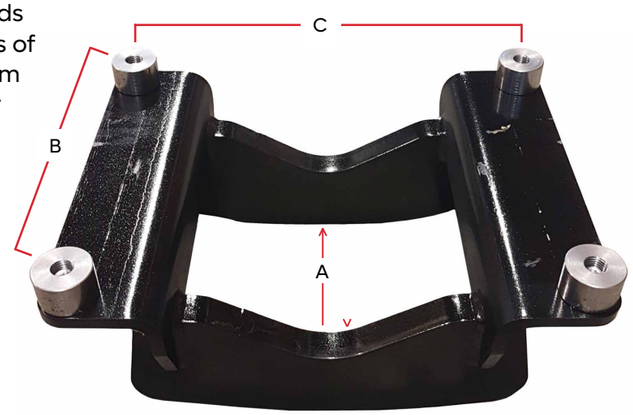
EXCAVATOR TRACK GUARDS



STAY ON TRACK WITH US

GET LONGER LIFE FROM YOUR EXCAVATOR CHAINS BY USING TRACK GUARDS

- High quality, custom made Track Guards are available for all makes and models of 10-40 tonne size Excavators. Made from G450 Abrasion resistant wear steel for maximum strength and wear life.
- Our Track Guards have 4 x mounts that weld to your track frame and the Track Guards bolt to them. Multiple Track Guards can be fitted along the track frame to get full length protection.
- Track Guards prevent your Excavator Chains from snaking and de tracking, prolonging the life of your Chains and Rollers. These are a must have for steep slope and Forestry applications where Roller flange wear and Chain snaking can be a big issue.
- All Track Guards come with 4x bolts and spring washers included.



Part No/Size	A	B	C	KG
10-14_TON	200mm	280mm	235mm	14
16-24_TON	240mm	320mm	425mm	35
25-29_TON	255mm	340mm	240mm	25
30-35_TON	270mm	380mm	260mm	40
40_TON	290mm	374mm	455mm	45

1 BAR DOZER SHOES

WHEN PUSHING PERFORMANCE MATTERS!

MAXIMISE YOUR TRACTION & PUSHING POWER WITH OUR 1 BAR DOZER SHOES

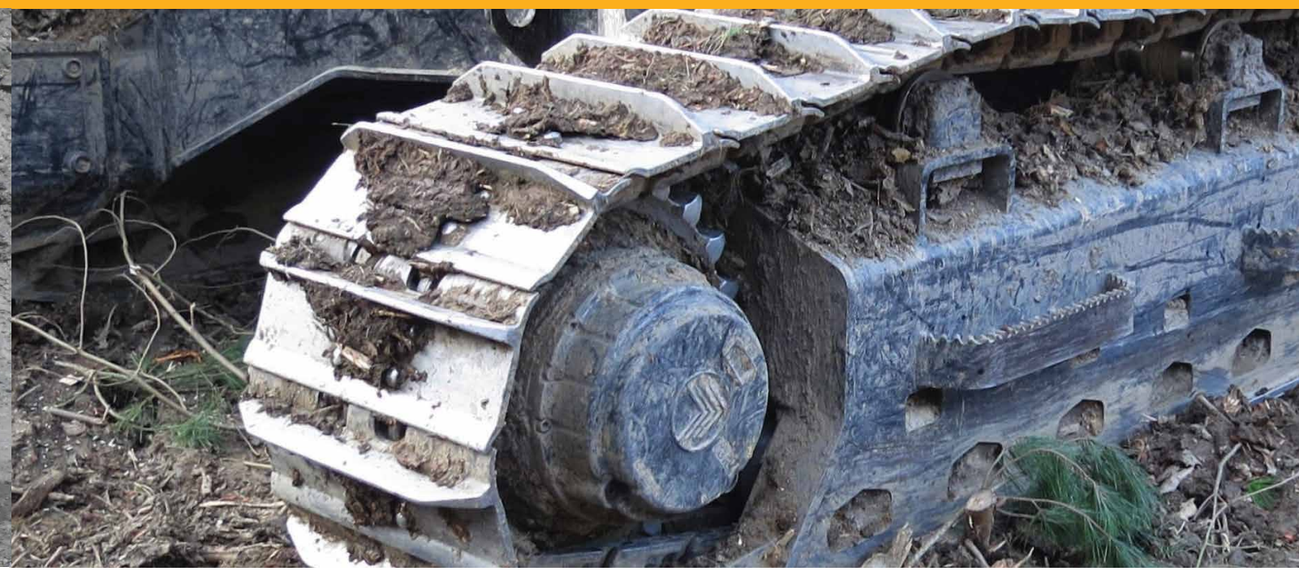
- Standard Dozer Shoes with no mud holes are available for light duty, low abrasion applications such as agricultural and civil earthworks.
- Extreme Service Shoes (ESS) are available for high impact, high abrasion applications such as Quarry, Mining and Forestry. These Shoes are thicker and stronger with more wear material and resistance to bending.
- Options of Round or Trapezoidal mud holes to help reduce material packing in landfill, Forestry and sticky clay applications.
- Large range of sizes and styles are available to suit most makes and models of Dozers.

No Mud Hole

Trapezoidal Mud Hole

Round Mud Hole

1 BAR FORESTRY SHOES



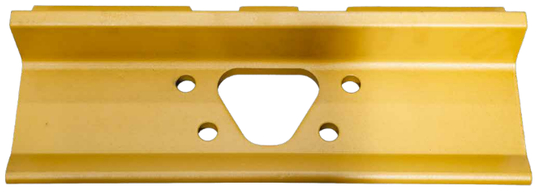
STICK TO THE SLOPES SAFELY

GET MORE GRIP & STAY SAFER ON THE SLOPES WITH OUR 1 BAR TRACK SHOES

1 BAR FORESTRY SHOES

- Extreme Heavy duty Shoe, which is thicker and stronger, with more resistance to wear and bending. More suitable for welding
- extensions on.
- Options of Round or Trapezoidal mud holes to clear debris and prevent material packing in the Chains.
- Options of Square or Clipped lug corners for maximum slope stability and ease of turning.
- Large range of Shoes for most makes and models of Forestry machines from 20 - 50 tonne size.

Clipped Corners



Square Corners

2 & 3 BAR EXCAVATOR SHOES

2 BAR FORESTRY & MINING SHOES

- Designed for Forestry, Quarry and Mining Excavators in heavy duty and high abrasion applications
- Extreme Service Shoe (ESS) type which is thicker and stronger than a standard Shoe
- Higher lug height providing more penetration and traction than a 3 bar Shoe
- Round or Trapezoidal mud holes to prevent material packing in the Chains
- Large range of sizes available to suit most makes and models of Excavators

Round Mud Hole

Trapezoidal Mud Hole

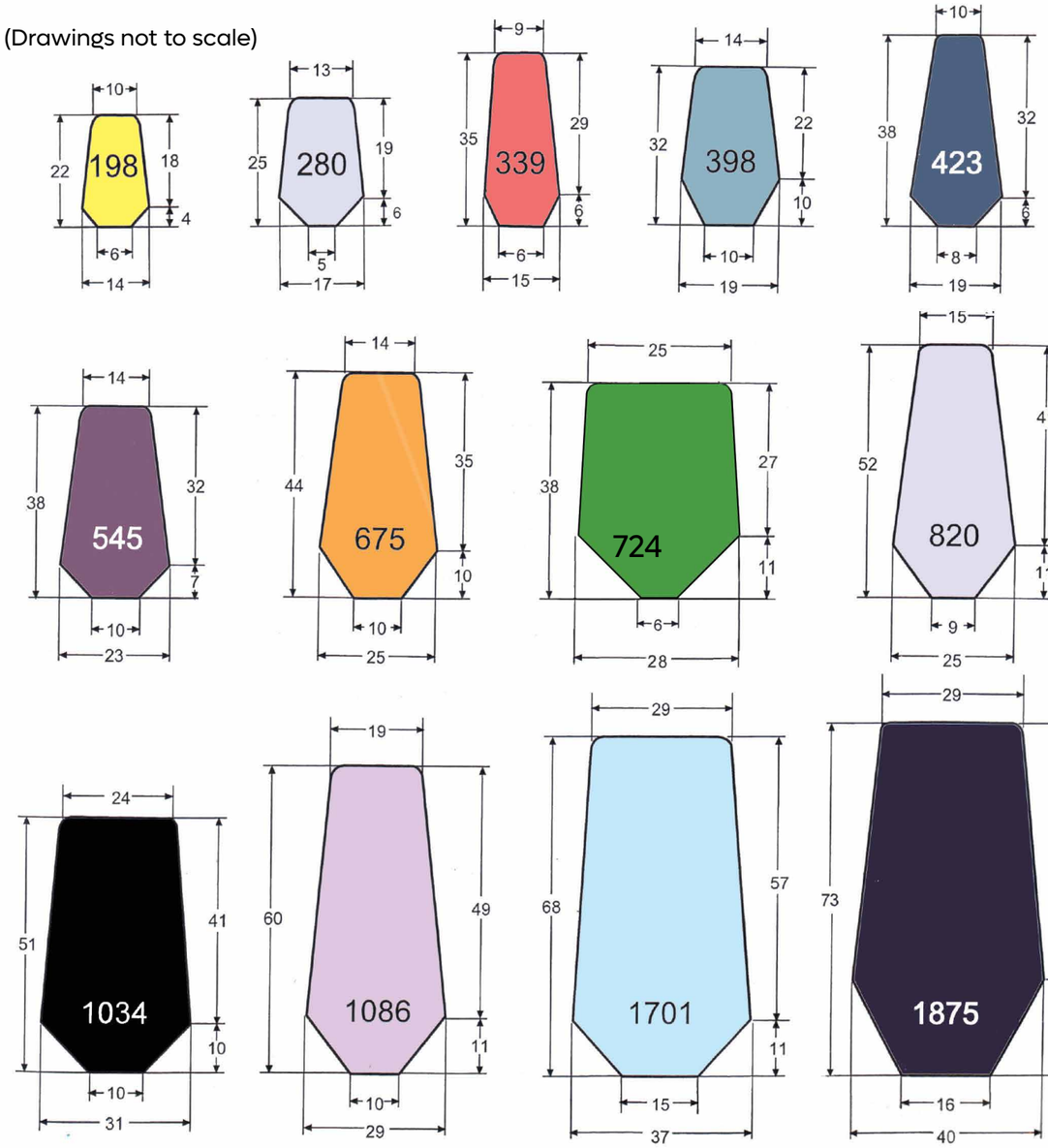
3 BAR STANDARD SHOES

- A general purpose Shoe for Excavators that provides good flotation and moderate traction
- Recommended for applications that require good turning capability with minimal ground disturbance
- Oval shape mud holes to prevent material packing in the Chains
- Large range of sizes available to suit most makes and models of Excavators

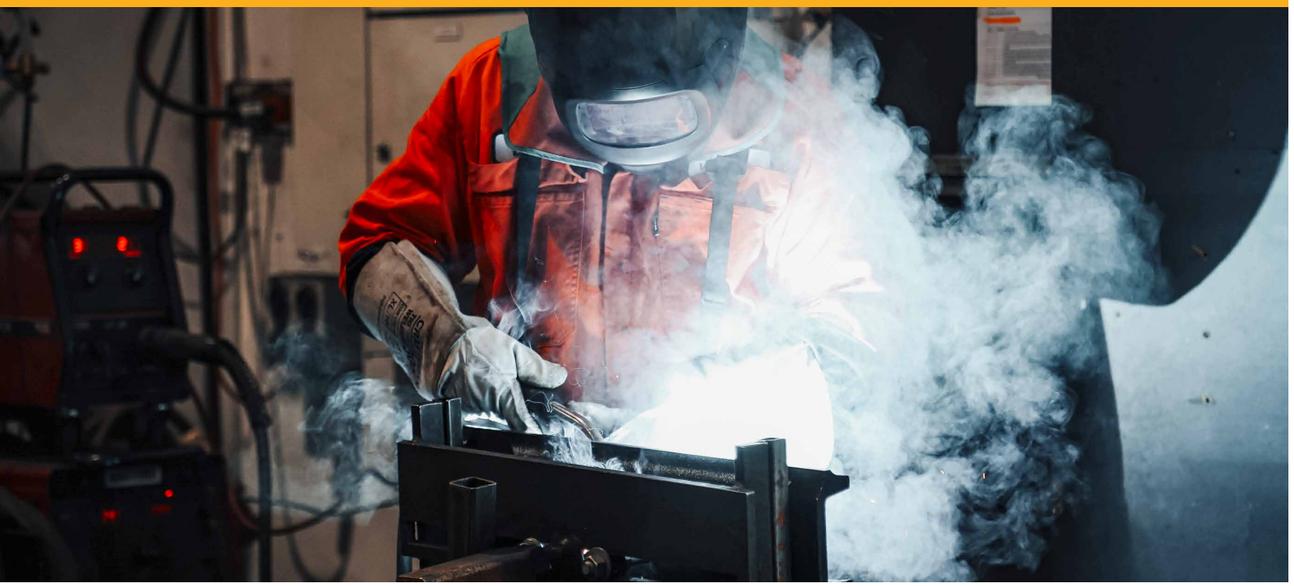
GROUSER RELUG BAR

- A great way to increase your machine's traction by re-lugging your old Shoes, or enhancing your new ones
- Available in 3m lengths or cut to any size
- Heat treated to 450HB for long wear life
- These can be welded using low hydrogen electrodes, E7018, and Mig 71T flux core wire or equivalent

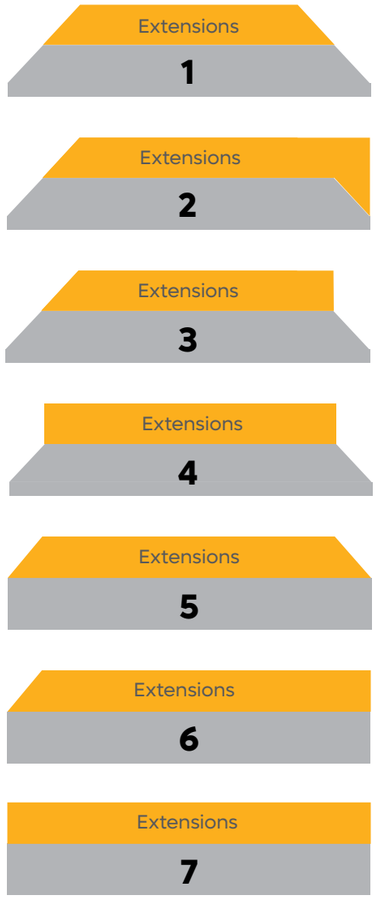
(Drawings not to scale)

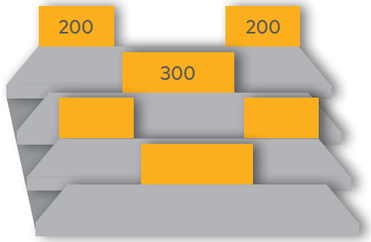


RE-LUG OPTIONS



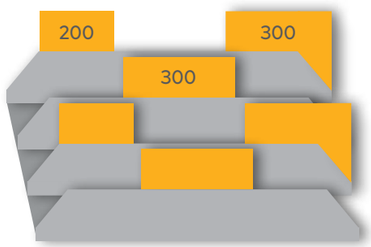
Forestry work punishes your undercarriage. That's why we offer Re-Lug Options to restore, upgrade, & extend the life of your track shoes giving you serious traction in steep, rugged terrain.



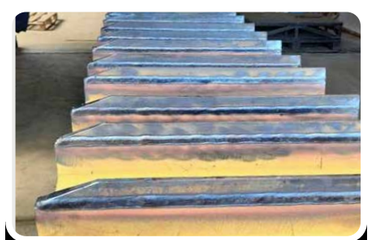


Staggered Lug Pattern 1

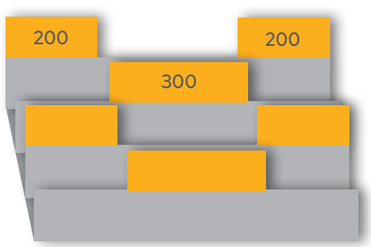
Extentions 2



Staggered Lug Pattern 2



Extentions 6



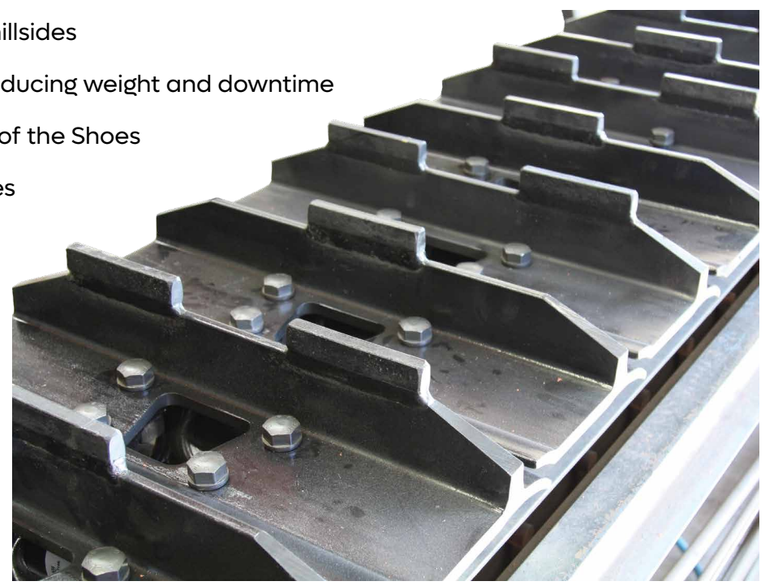
Staggered Lug Pattern 3

Staggered Lug Pattern 2

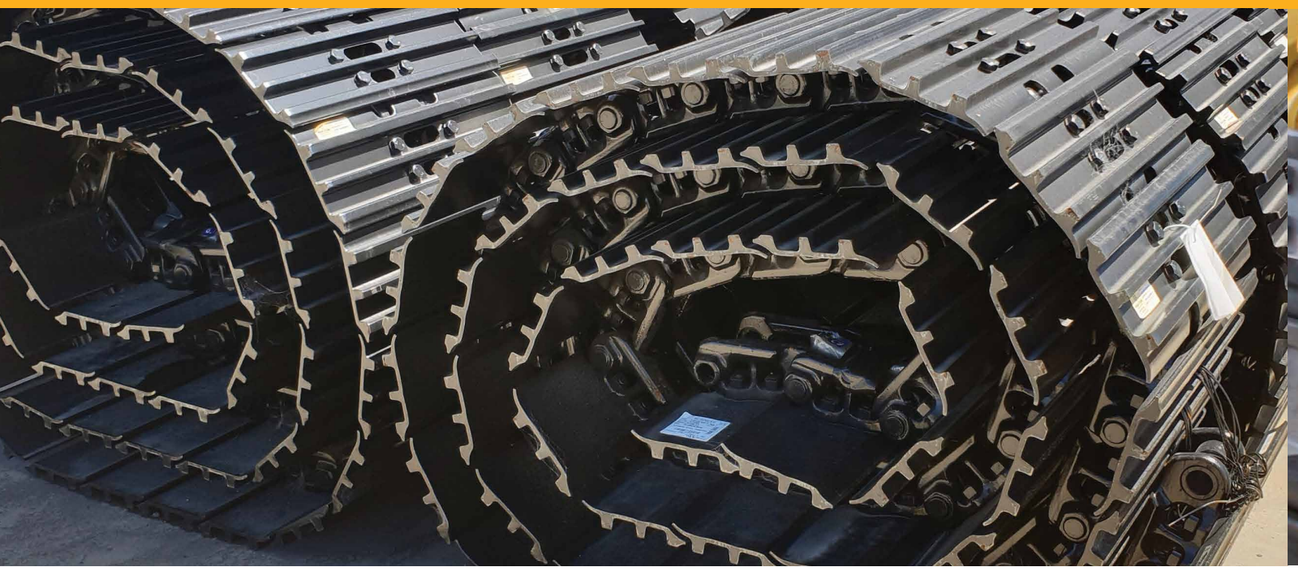
MAXIMISE YOUR TRACTION ON FORESTRY MACHINES

STAY SAFE & STICK TO THE SLOPES WITH GROUSER BAR GRIP.
THIS 'STAGGERED' GROUSER BAR PATTERN WILL DO JUST THAT.

- Better ground penetration, increasing traction
- Reduces sideways slippage on hillsides
- Less grouser bar and welding, reducing weight and downtime
- Less packing of material on top of the Shoes
- Can be fitted to 1, 2 & 3 Bar Shoes
- Increased safety on the slopes



CALL US NOW
03 229 8006



CUSTOMISED TRACK GROUPS

Ready to roll on

SAVE YOURSELF THE HASSLE OF BOLTING TRACK SHOES TO YOUR CHAINS AND BUY THEM READY TO ROLL ON AS A TRACK GROUP

We make track replacements easy by supplying Track Groups with your choice of Track Shoes already bolted on. You can just roll off the old, roll on the new and keep on tracking!

A huge range of 1, 2 and 3 Bar Track Groups are available for most makes and models of Excavators and Dozers up to 100 tonne.

Our hydraulic nut runner and Roller bed offers a fast and efficient Shoe fitment, ensuring the right Shoe-Chain installation and correct bolt torque settings are applied.

Don't take the risk of your Shoes coming loose when you're hard at work. You can trust our team of expert track technicians to get it right every time.

Get more grip with Grouser Relug Bar welded to your Track Shoes! You can boost traction on your Forestry machines and stick to slopes for longer with our huge range of profiles to suit all Shoe sizes.

We can weld this Relug Bar to your new Track Shoes in various patterns to enhance your climbing performance and productivity.

1 Bar Dozer Track Group

1 Bar Excavator Track Group

2 Bar Excavator Track Group

3 Bar Excavator Track Group

TRACK ROLLERS

A LARGE RANGE OF ROLLERS ARE AVAILABLE TO SUIT MOST MAKES & MODELS OF EXCAVATORS, DOZERS & OTHER TRACKED MACHINERY

- Manufactured with reinforced flanges for increased wear life and structural reliability under severe operating conditions
- Heavy Duty Duo-Cone seal groups are fitted to guarantee perfect sealing in all working applications
- Shafts are made from forged alloy or rolled carbon steel and hardened over 3mm deep to 56-60 RC
- Roller shells are forged in two halves, welded together by friction or submerged arc then through-hardened and machined

Shaft Type
Carrrier Roller

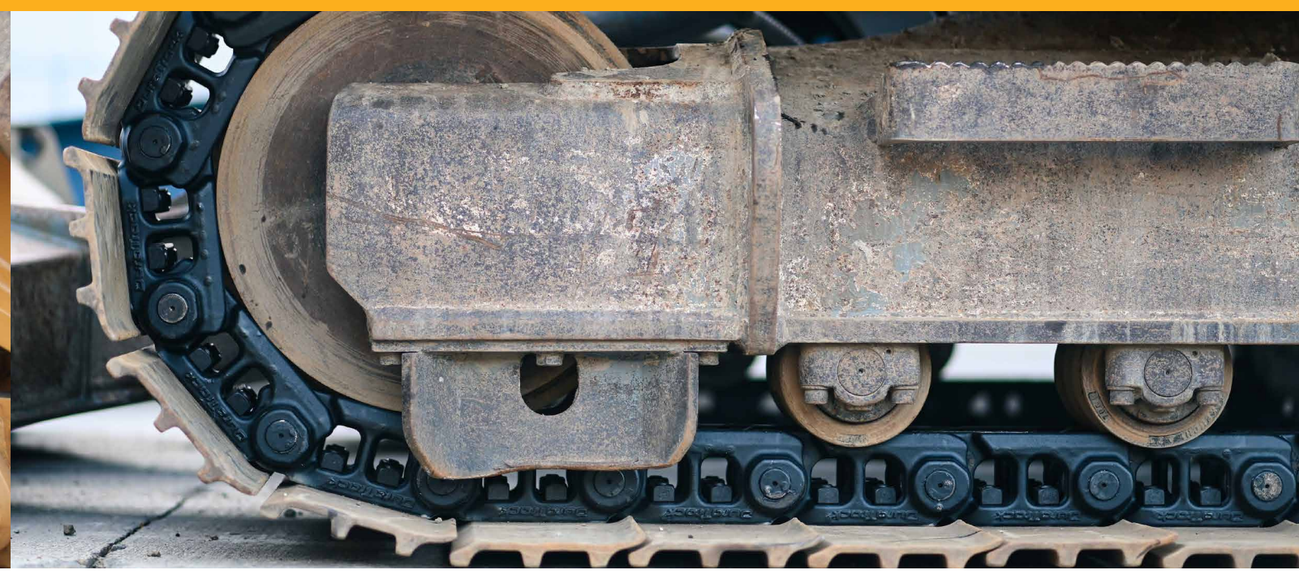
Bolt-on Type
Carrier Roller

Single Flange
Track Roller

Double Flange
Track Roller

Inner Flange
Track Roller

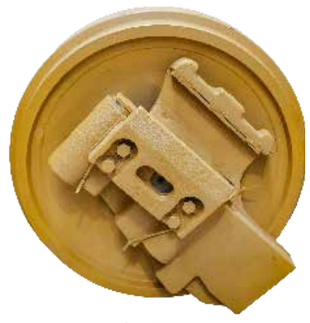
IDLERS



A LARGE RANGE OF IDLERS ARE AVAILABLE TO SUIT ALL MAKES & MODELS OF EXCAVATORS, DOZERS & OTHER TRACKED MACHINERY

- Cast Idler Groups come completely assembled with heavy duty Duo-Cone seal groups, shafts and/or mounting arms, blocks or brackets
- Through-hardened Manganese steel is used for Idlers and Rollers, which provides high strength and good wear resistance
- Idler shells are cast or forged, depending on the design, then heat-treated to 48-56 RC and machined to size
- All Idlers are made to OEM fitment specifications and are pressure tested to ensure guaranteed sealing and reliability
- 12 month/2000 Hour Warranty (whichever comes first) on all Undercarriage Parts

Shaft Type
Dozer Idler

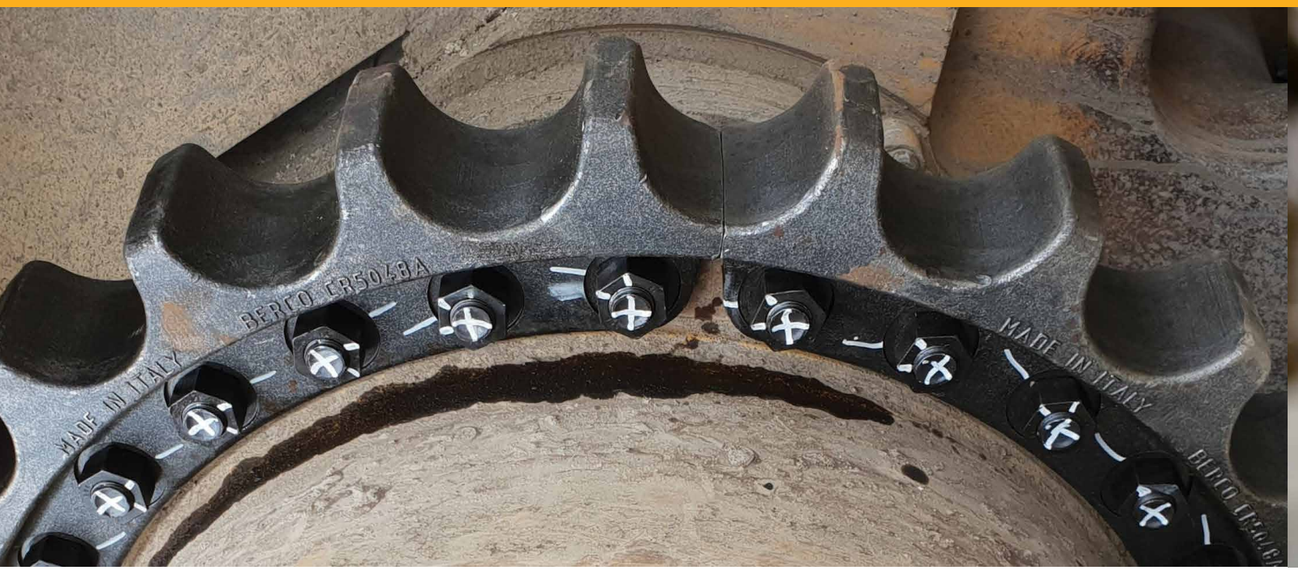


Bracket Type
Dozer Idler

Arm Type
Excavator Idler

Block Type
Excavator Idler

SPROCKETS & SEGMENTS



- A large range of high quality Sprockets and Segments are available to suit all makes and models of Excavators, Dozers and other tracked machinery up to 100 tonne

- Sprockets are made to OEM fitment specifications and manufactured from cast steel, with the external tooth profiles deep induction hardened in excess of 50RC to provide long service life

- Segments are made to OEM fitment specifications and manufactured by forging, with the tooth profiles being through-hardened for extra toughness, better wear resistance and long service life

Sprocket

Segment

Sprocket Hub

FINAL DRIVES

WEST-TRAK OFFER A COMPREHENSIVE RANGE OF OEM QUALITY FINAL DRIVES OR TRAVEL MOTORS FOR A WIDE RANGE OF EXCAVATORS FROM 1 TO 30 TONNES.

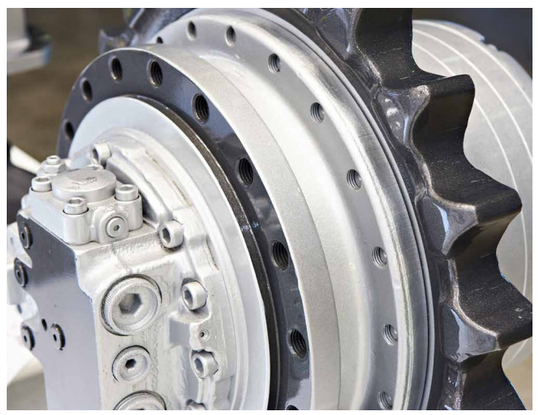
By utilising our expansive supply chain, we can bring a wide range of final drives to the market at prices substantially below manufacturer branded drives.

Benefits of West-Trak final drives:

- PREMIUM QUALITY
  Designed and manufactured to OEM specification.

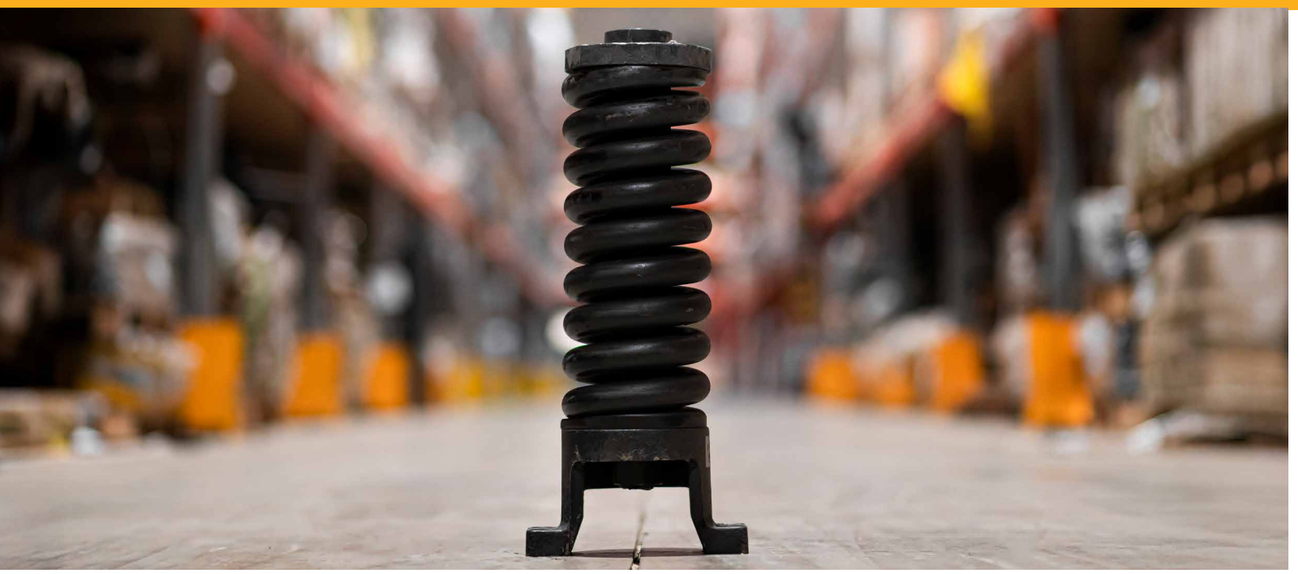
- ADVANCED DESIGN
  Fully tested and inspected to ensure correct fitment and performance.

- WIDE RANGE
  Many parts available from stock to fit a wide range of excavators



West-Trak can provide final drives for excavators from many manufacturers, including; Airman, Atlas, Bobcat, CASE, CAT (Caterpillar), Daewoo, Develon (Doosan), Fiat Hitachi, Fiat Kobelco, Hanix Nissan, Hitachi, Hyundai, IHI, JCB, John Deere, Kato, Kobelco, Komatsu, Kubota, New Holland, Sany, Sumitomo, Takeuchi, Terex, Volvo, Wacker Neuson, XCMG, Yanmar, Yuchai, and many more.

TRACK ADJUSTERS



- A large range of Track Adjusters are available to suit most makes and models of Excavators

- A Track Adjuster assembly consists of a recoil spring, cylinder and sometimes a yoke, depending on the machine model

- All Track Adjusters are manufactured to OEM fitment specifications and are fully inspected and tested to ensure reliable performance

- Maintaining proper track tension is critical for getting the longest possible Undercarriage life and ensuring even wear rates. Track Adjusters are designed to absorb shock, keep proper track tension and protect the entire track system

- Weak or broken recoil springs and leaking Track Adjusters will cause unnecessary wear and tear on all Track components including Idler and Roller flange wear, Sprocket jumping, Chain damage and de-tracking issues

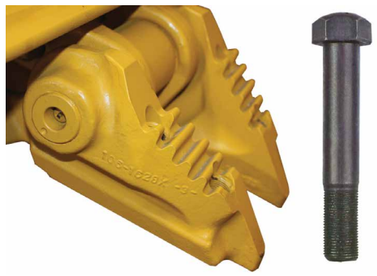
UNDERCARRIAGE HARDWARE

HARDWARE RANGE

- A full range of Metric and Imperial Track Bolts, Sprocket/Segment Bolts, Roller Bolts and hardened washers are stocked to suit most models of tracked machines
- Track Bolts, Segment Bolts and Split Master Link Bolts are 12.9 grade
- Roller Bolts and Sprocket Bolts are 10.9 grade
- All hardware is forged from alloy steels and heat treated to the specifications of OEM

TRACK BOLTS & NUTS

SPROCKET /SEGMENT BOLTS & NUTS



SPLIT MASTER LINK BOLTS

ROLLER BOLTS

INSTALLATION NOTES:

- Remove all paint and scale from points of connection
- Clean bolt holes from all grease and foreign materials
- Align parts together and thread bolts in by hand or with a rattle gun before applying the final torque setting
- Install self-interlocking, HD cone type track nuts with rounded corners against the link
- Tighten ALL bolts 70% of torque rating before applying the final torque value
- It is recommended to use OEM torque settings for all Roller and Sprocket bolts

TRACK BOLTS & NUTS - METRIC RANGE

Size	Part Type	Part No	Pitch	Grade
M12x39mm	Track Bolt	M12X39X1.5P	1.5P	12.9
M12mm	Track Nut Square	M12_SQUARE	1.5P	12.9
M14x39mm	Track Bolt	M14X39X1.5P	1.5P	12.9
M14x45mm	Track Bolt	911407	1.5P	12.9
M14x56mm	Track Bolt	911408	1.5P	12.9
M14mm	Track Nut Square	970114	1.5P	12.9
M16x46mm	Track Bolt	911607	1.5P	12.9
M16mm	Track Nut Square	M16SQ	1.5P	12.9
M18x57mm	Track Bolt	911809	1.5P	12.9
M18mm	Track Nut Square	970118	1.5P	12.9
M20x60mm	Track Bolt	912009	1.5P	12.9
M20x63mm	Track Bolt - stepped shank	912008	1.5P	12.9
M20x68mm	Track Bolt	912011	1.5P	12.9
M20x85mm	Track Bolt	M20X85X1.5P	1.5P	12.9
M20mm	Track Nut Square	970120	1.5P	12.9
M22x55mm	Track Bolt	912255	2.0P	12.9
M22x66mm	Track Bolt - stepped shank	912200	1.5P	12.9
M22x70mm	Track Bolt	M22X70X1.5P	1.5P	12.9
M22mm	Track Nut Square	970122	1.5P	12.9
M24x68mm	Track Bolt - stepped shank	150-4741	1.5P	12.9
M24x76mm	Track Bolt	912412	1.5P	12.9
M24mm	Track Nut Square	970124	1.5P	12.9
M27x82mm	Track Bolt	KM263	1.5P	12.9
M27x92mm	Track Bolt	4218740	2.0P	12.9
M27mm	Track Nut Square	KM264	1.5P	12.9

Track Bolt

Track Nut

Track Nut HD Cone Type

UNDERCARRIAGE HARDWARE

TRACK BOLTS & NUTS - IMPERIAL RANGE

Size	Part Type	Part No	Pitch	Grade
1/2"x1.11/16"	Track Bolt - stepped shank	890821	20-UNF	12.9
1/2"	Track Nut Square	950108	20-UNF	12.9
5/8"x1.13/16"	Track Bolt	891004	18-UNF	12.9
5/8"x2.3/32"	Track Bolt	891006	18-UNF	12.9
5/8"x2.5/32"	Track Bolt - stepped shank	891046	18-UNF	12.9
5/8"	Track Nut Square	950110	18-UNF	12.9
3/4"x2.5/32"	Track Bolt	891206	16-UNF	12.9
3/4"x2.13/32"	Track Bolt - stepped shank	891210	16-UNF	12.9
3/4"x2.5"	Track Bolt	7H3598	16-UNF	12.9
3/4"x105mm	Track Bolt	6T2162	16-UNF	12.9
3/4"	Track Nut Square	950112	16-UNF	12.9
7/8"x2.21/32"	Track Bolt - stepped shank	891410	14-UNF	12.9
7/8"x3.27/64"	Track Bolt	891435	14-UNF	12.9
7/8"	Track Nut Square	950114	14-UNF	12.9
1"x3.35/64"	Track Bolt	891631	14-UNS	12.9
1"	Track Nut Square HD Cone Type	950121	14-UNS	12.9
1.1/8"x3.25/32"	Track Bolt	7T1000	14-UNF	12.9
1.1/8"	Track Nut Square HD Cone Type	5P8221	14-UNF	12.9
1.3/8"x4.1/4"	Track Bolt	6T-8853	12-UNF	12.9
1.3/8"	Track Nut Square HD Cone Type	3T-6292	12-UNF	12.9

TRACK BOLT TORQUE SETTINGS

FINAL TORQUE SETTING METHOD

Metric Thread - Grade 12.9	
Bolt Size	Final Torque ft-lb
M12 x 1	118 ± 6
M14 x 1.5	177 ± 7
M16 x 1.5	273 ± 15
M18 x 1.5	398 ± 22
M20 x 1.5	553 ± 30
M22 x 1.5	752 ± 37
M24 x 1.5	995 ± 50
M27 x 1.5	1423 ± 74
M30 x 2	1917 ± 96
M33 x 2	2754 ± 125

UNF Imperial Thread - Grade 12.9	
Bolt Size	Final Torque ft-lb
7/16" - 20 UNF	88 ± 5
1/2" - 20 UNF	133 ± 7
9/16" - 18 UNF	192 ± 7
5/8" - 18 UNF	265 ± 15
3/4" - 16 UNF	472 ± 22
7/8" - 14 UNF	752 ± 37
1" - 14 UNF	1150 ± 59
1.1/8" - 12 UNF	1630 ± 81
1.1/4" - 12 UNF	2198 ± 110
1.3/8" - 12 UNF	3053 ± 155

PRE-TORQUE PLUS ADDITIONAL ⅓ TURN METHOD

Metric Thread - Grade 12.9		
Bolt Size	Initial Pre-Torque ft-lb	Final Torque Additional Turn
M14 x 1.5	185 ± 18	+ ⅓ Turn
M16 x 1.5	175 ± 30	+ ⅓ Turn
M20 x 1.5	300 ± 50	+ ⅓ Turn
M22 x 1.5	370 ± 50	+ ⅓ Turn
M24 x 1.5	370 ± 50	+ ⅓ Turn
M27 x 1.5	400 ± 50	+ ⅓ Turn
M30 x 2	675 ± 70	+ ⅓ Turn

UNF Imperial Thread - Grade 12.9		
Bolt Size	Initial Pre-Torque ft-lb	Final Torque Additional Turn
1/2" - 20 UNF	165 ± 15	+ ⅓ Turn
9/16" - 18 UNF	65 ± 15	+ ⅓ Turn
5/8" - 18 UNF	130 ± 30	+ ⅓ Turn
3/4" - 16 UNF	300 ± 50	+ ⅓ Turn
7/8" - 14 UNF	250 ± 50	+ ⅓ Turn
1" - 14 UNF	400 ± 50	+ ⅓ Turn
1.1/8" - 12 UNF	650 ± 50	+ ⅓ Turn
1.3/8" - 12 UNF	1100 ± 110	+ ⅓ Turn

NOTES: These torque settings are a guide only. Please refer to your machine manual to Confirm.

Track Bolt

Track Nut

UNDERCARRIAGE HARDWARE

ROLLER BOLTS - METRIC RANGE

Size	Part Type	Part No	Pitch	Grade
M12x70mm	Roller Bolt	M12X70X1.75P	1.75P	G10.9
M14x55mm	Roller Bolt	M14X55X2.0P	2.0P	G10.9
M14x65mm	Roller Bolt	M14X65X2.0P	2.0P	G10.9
M16x60mm	Roller Bolt	M16X60X2.0P	2.0P	G10.9
M16x65mm	Roller Bolt	M16X65X2.0P	2.0P	G10.9
M16x70mm	Roller Bolt	M16X70X2.0P	2.0P	G10.9
M16x75mm	Roller Bolt	M16X75X2.0P	2.0P	G10.9
M16x80mm	Roller Bolt	M16X80X2.0P	2.0P	G10.9
M16x85mm	Roller Bolt	M16X85X2.0P	2.0P	G10.9
M16x90mm	Roller Bolt	M16X90X2.0P	2.0P	G10.9
M18x65mm	Roller Bolt	M18X65X2.5P	2.5P	G10.9
M18x75mm	Roller Bolt	M18X75X2.5P	2.5P	G10.9
M18x80mm	Roller Bolt	M18X80X2.5P	2.5P	G10.9
M18x90mm	Roller Bolt	M18X90X2.5P	2.5P	G10.9
M18x100mm	Roller Bolt	M18X100X2.5P	2.5P	G10.9
M20x70mm	Roller Bolt	M20X70X2.5P	2.5P	G10.9
M20x90mm	Roller Bolt	M20X90X2.5P	2.5P	G10.9
M20x95mm	Roller Bolt	M20X95X2.5P	2.5P	G10.9
M20x100mm	Roller Bolt	M20X100X2.5P	2.5P	G10.9
M20x110mm	Roller Bolt	M20x110x2.5P	2.5P	G10.9
M22x100mm	Roller Bolt	M22X100X2.5P	2.5P	G10.9
M22x110mm	Roller Bolt	M22X110X2.5P	2.5P	G10.9
M22x120mm	Roller Bolt	M22X120X2.5P	2.5P	G10.9
M22x150mm	Roller Bolt	M22X150X2.5P	2.5P	G10.9
M22x75mm	Roller Bolt	M22X75X2.5P	2.5P	G10.9
M22x90mm	Roller Bolt	M22X90X2.5P	2.5P	G10.9
M24x110mm	Roller Bolt	M24X110X3.0P	3.0P	G10.9
M24x120mm	Roller Bolt	M24X120X3.0	3.0P	G10.9
M30x120mm	Roller Bolt	7X-2583	3.5P	G10.9

Roller Bolt

ROLLER BOLTS - IMPERIAL RANGE

Size	Part Type	Part No	Pitch	Grade
5/8"x2.1/2"	Roller Bolt	0S1625	11-UNC	G10.9
5/8"x2.1/4"	Roller Bolt	8S9092	11-UNC	G10.9
5/8"x2.3/4"	Roller Bolt	1A8537	11-UNC	G10.9
5/8"x3.1/4"	Roller Bolt	0S-2318	11-UNC	G10.9
5/8"x3.3/4"	Roller Bolt	0L1169	11-UNC	G10.9
3/4"x2.3/4"	Roller Bolt	ID-4608	10-UNC	G10.9
3/4"x3.1/4"	Roller Bolt	ID4610	10-UNC	G10.9
7/8"x3.1/2"	Roller Bolt	ID-4629	9-UNC	G10.9
7/8"x86mm	Roller Bolt	6T1140	9-UNC	G10.9
7/8"x5"	Roller Bolt	19H2702	9-UNC	G10.9
1"x97mm	Roller Bolt	6T1139	8-UNC	G10.9
1"x4.1/4"	Roller Bolt	ID-4640	8-UNC	G10.9
1"x7"	Roller Bolt	2438A700	8-UNC	G10.9

SPROCKET BOLTS

Size	Part Type	Part No	Pitch	Grade
M16x35mm	Sprocket Bolt	M16X35X2.0P	2.0P	10.9
M16x45mm	Sprocket Bolt	M16X45X2.0P	2.0P	10.9
M16x50mm	Sprocket Bolt	M16X50X2.0P	2.0P	10.9
M16x55mm	Sprocket Bolt	M16X55X2.0P	2.0P	10.9
M18x45mm	Sprocket Bolt	M18X45X2.5P	2.5P	10.9
M18x50mm	Sprocket Bolt	M18X50X2.5P	2.5P	10.9
M18x60mm	Sprocket Bolt	M18X60X2.5P	2.5P	10.9
M20x45mm	Sprocket Bolt	M20X45X2.5P	2.5P	10.9
M20x50mm	Sprocket Bolt	M20X50X2.5P	2.5P	10.9
M20x55mm	Sprocket Bolt	M20X55X2.5P	2.5P	10.9
M20x60mm	Sprocket Bolt	M20X60X2.5P	2.5P	10.9
M20x65mm	Sprocket Bolt	M20X65X2.5P	2.5P	10.9
M22x50mm	Sprocket Bolt	M22X50X2.5P	2.5P	10.9
M22x60mm	Sprocket Bolt	M22X60X2.5P	2.5P	10.9
M22x65mm	Sprocket Bolt	M22X65X2.5P	2.5P	10.9
M22x70mm	Sprocket Bolt	M22X70X2.5P	2.5P	10.9
M24x60mm	Sprocket Bolt	M24X60X3.0P	3.0P	10.9
M24x70mm	Sprocket Bolt	M24X70X3.0P	3.0P	10.9
M24x75mm	Sprocket Bolt	M24X75X3.0P	3.0P	10.9
M30x90xmm	Sprocket Bolt	J833090	3.0P	10.9

UNDERCARRIAGE HARDWARE

SEGMENT BOLTS & NUTS - METRIC RANGE

Size	Part Type	Part No	Pitch	Grade
M18x61mm	Segment Bolt	931861	1.5P	12.9
M18mm	Segment Nut Hex	960118	1.5P	12.9
M20x64mm	Segment Bolt	295-7802	1.5P	12.9
M20mm	Segment Nut Hex	8T-3573	1.5P	12.9
M22x71mm	Segment Bolt	932271	1.5P	12.9
M22mm	Segment Nut Hex	960122	1.5P	12.9
M24x80mm	Segment Bolt	932479	1.5P	12.9
M24mm	Segment Nut Hex	962401	1.5P	12.9
M24x90mm	Segment Bolt	195-27-12630	1.5P	12.9

SEGMENT BOLTS & NUTS - IMPERIAL RANGE

Size	Part Type	Part No	Pitch	Grade
5/8"x1.7/8"	Segment Bolt	941054	18-UNF	12.9
5/8"x2.7/64"	Segment Bolt	941057	18-UNF	12.9
5/8"	Segment Nut Hex	960310	18-UNF	12.9
3/4"x2.3/8"	Segment Bolt	3S0336	16-UNF	12.9
3/4"x2.1/2"	Segment Bolt	941268	16-UNF	12.9
3/4"	Segment Nut Hex	960312	16-UNF	12.9
7/8"x2.9/16"	Segment Bolt	9S2727	14-UNF	12.9
7/8"x3"	Segment Bolt	941464	14-UNF	12.9
7/8"	Segment Nut Hex	960314	14-UNF	12.9
1"x3"	Segment Bolt	5P0233	14-UNS	12.9
1"x92mm	Segment Bolt	5P-5422	14-UNF	12.9
1"	Segment Nut Hex	2M-5656	14-UNF	12.9

Sprocket Bolt

Segment Bolt

Segment Nut

SPLIT MASTER LINK BOLT TORQUE SETTINGS

PRE-TORQUE PLUS ADDITIONAL ⅓ TURN METHOD

Metric Thread - Grade 12.9		
Bolt Size	Initial Pre-Torque ft-lb	Final Torque Additional Turn
M12 x 1	-	-
M14 x 1.5	185 ± 18	+ ⅓ Turn
M16 x 1.5	130 ± 30	+ ⅓ Turn
M18 x 1.5	-	-
M20 x 1.5	300 ± 50	+ ⅓ Turn
M22 x 1.5	370 ± 50	+ ⅓ Turn
M24 x 1.5	370 ± 50	+ ⅓ Turn
M27 x 1.5	400 ± 50	+ ⅓ Turn
M30 x 2	-	-
M33 x 2	-	-

UNF Imperial Thread - Grade 12.9		
Bolt Size	Initial Pre-Torque ft-lb	Final Torque Additional Turn
7/16" - 20 UNF	-	-
1/2" - 20 UNF	165 ± 15	+ ⅓ Turn
9/16" - 18 UNF	65 ± 15	+ ⅓ Turn
5/8" - 18 UNF	130 ± 30	+ ⅓ Turn
3/4" - 16 UNF	300 ± 50	+ ⅓ Turn
7/8" - 14 UNF	250 ± 50	+ ⅓ Turn
1" - 14 UNF	400 ± 50	+ ⅓ Turn
1.1/8" - 12 UNF	650 ± 50	+ ⅓ Turn
1.1/4" - 12 UNF	-	-
1.3/8" - 12 UNF	1100 ± 110	+ ⅓ Turn

NOTES: These torque settings are a guide only. Please refer to your machine manual to Confirm.

UNDERCARRIAGE HARDWARE

Split master link joining Instructions

FOR SALT TYPE DOZER CHAINS THAT HAVE AN ALLIGATOR STYLE JOINING LINK

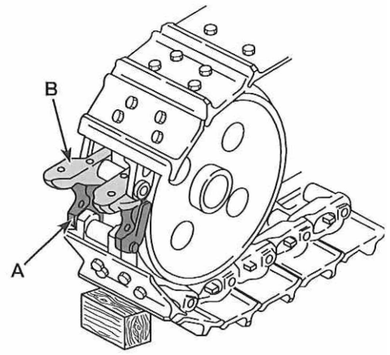
WARNING

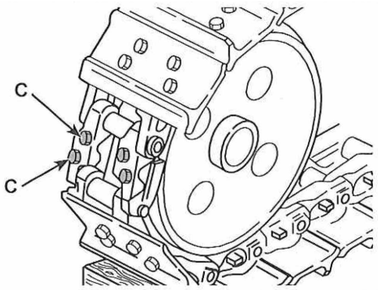
Install the new track Chain according with safety precautions and procedures explained in your machine Operation and Maintenance Manual and/or Service and Repair Manual.

Failure to follow these recommendations and instructions could result in damages to your machine and track Chain components.

IMPORTANT NOTES

- Remove all grease or foreign matter from the bolt holes
- Remove all paint from mating surfaces of the links and Shoes
- Ensure bolts are clean and apply anti-seize compound to the threads





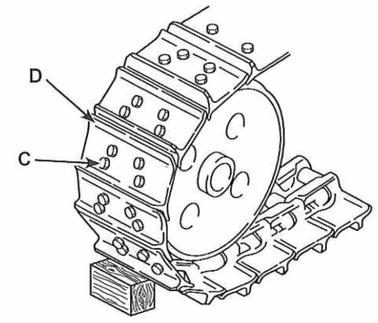
1. Engage the master links (A) and (B) and check the bolt hole alignment. Screw in the four bolts (C) without fitting the Shoes (the bolts must go easily in by hand). Do not force the track bolts into misaligned holes; damage to bolt and link threads will occur.

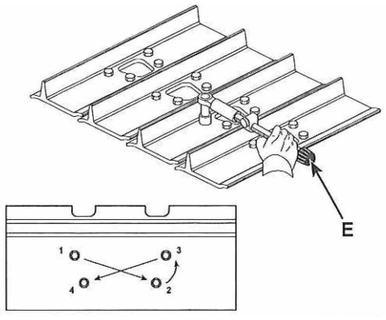
2. Remove the four bolts (C).

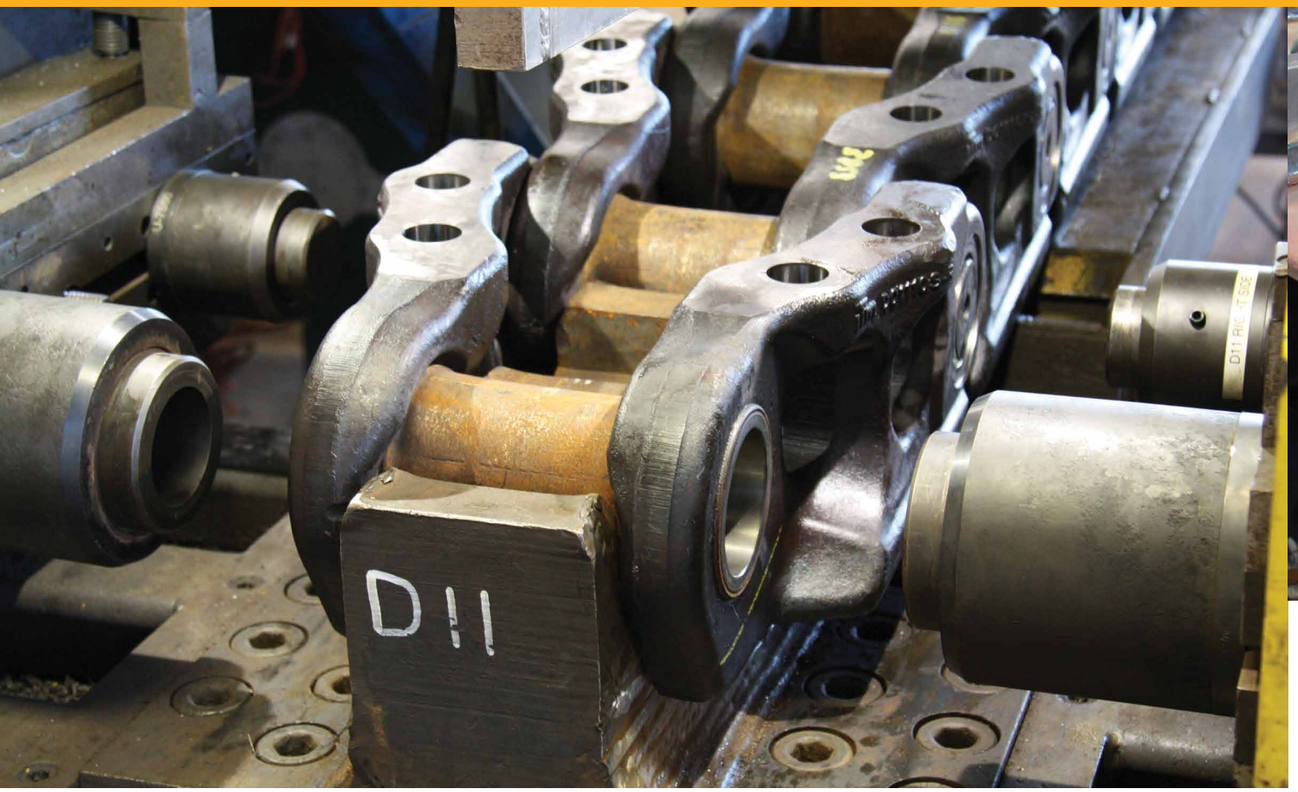
3. Position the Track Shoe (D) on the master link by aligning the bolt holes, then screw up all four bolts (C) fully by hand. Check that the split master link mating faces remains precisely aligned.

4. Use a suitable torque wrench (E) to tighten the four bolts (C). Tighten the bolts in order 1 to 4 as shown.

5. After installation, check the master Shoe bolts (C) tightening torque after the first 100 machine working hours and again after 500 working hours.







PIN & BUSH TURNS

TRACK REBUILDING IS A GREAT WAY TO GET MORE FROM YOUR CHAINS & SHOES

Keeping your tracks properly maintained and in top working order is critical for getting the longest possible service life and return on investment.

With a 200 tonne hydraulic track press at our Auckland branch, and a 400 tonne track press in Westport, we can service up to D11/D475 size Bulldozer SALT Chains and 200 tonne size Excavator Chains, for pin and bush turns and other repairs.

The track rebuild process involves removing the Track Shoes, disassembling the Chain and carefully inspecting each and every track component for excessive wear or damage.

The Chain is then assembled back together by fitting post turn seals, turning the bushes around 180 degrees, refilling the pins with oil and refitting the Track Shoes.

It is recommended for large Dozer Chains to have a mid-life pin and bush turn to maximise the useful service life of the Chains and ensure even wear rates of the Chain components. Our team of experienced Undercarriage technicians have the know-how to deliver a complete roll off, roll on, hassle free rebuild service you can rely on.

TRACK SHOE RELUGGING

INCREASE TRACTION WITH GROUSER RELUG BAR WELDED ONTO YOUR TRACK SHOES

Extend your Track Shoe life and get more grip, with Grouser Relug Bars welded on. This bar is a quick and effective way to rebuild your old Shoes or enhance your new Shoes to maximise traction for any application.

The lug height of your Shoe is an important factor for Track Shoe strength and machine performance. Different patterns of Grouser Bar can be fitted to any size Excavator or Dozer Shoe.

Forestry machines require extended lug heights to help stick to the slopes, safely. Dozers need to maintain a high lug height to ensure good pushing performance.

Grouser Bar is made from 450HB hardened wear steel and is available in 3000mm long lengths or cut to any size. We stock a huge range of sizes to fit all Track Shoes.
Send us your Shoes for relugging today.

TRACK GROUP BOLT-UPS

GET YOUR CHAINS & SHOES BOLTED TOGETHER, READY TO ROLL AS A TRACK GROUP

Stay on track for longer with less hassle and less downtime! We make it easy by supplying your choice of Track Shoes bolted to your Chains, so you can roll off the old, roll on the new and keep on tracking.

Don't take the risk of your Shoes coming loose when you're hard at work. Our trained Undercarriage technicians and engineers ensure the right Shoe-Chain fitment and correct bolt torque settings are applied.

With our hydraulic nut runners and Roller beds based at our Auckland and Westport branches, we offer a fast and efficient Shoe fitment and Shoe swap service, Nationwide.

We stock a huge range of Track Shoes and Chains, available for most makes and models of Excavators and Dozers.

TIPS FOR NEW UNDERCARRIAGE INSTALLATIONS

A NUMBER OF PRODUCT SELECTION, OPERATIONAL & MAINTENANCE THINGS CAN BE DONE TO HELP PROLONG THE SERVICE LIFE OF YOUR UNDERCARRIAGE

TRACK ROLLERS & IDLERS

- Avoid mixing new and old track Rollers on the same side as this will overload the new ones because they sit lower than the worn ones, therefore taking a lot of extra weight.
- If not replacing all new bottom Rollers, it is recommended to fit all old/worn rollerson one side and all new Rollers on the other side. This helps keep even pressure on each Roller without overloading an individual Roller.
- When replacing new Rollers and Idlers, do not travel long distances without stopping the machine frequently as they could overheat and seize. Stop every 4-5 miutes and track in the opposite direction to help circulate the oil. This is standard precaution for the first 100 hours.

CHAINS BUNCHING UP

. While there is no single reason for this to happen, it can be caused by wet working conditions, or the machine sitting stationary for long periods which can allow moisture to get in and cause seizure of the seals. Pressing out the affected track pins, re-greasing the bush and re-fitting the pins can help to fix this issue.

- This can also be caused by putting bent Grouser Shoes on to new Chains in a different order than the order they came off. This is especially true with wider Shoes 700 - 900mm. Bent Shoes can catch or lock into each other, preventing the Chain from moving freely. Track bolts may also be breaking if this happens.

FITTING DOZER CHAINS THE CORRECT WAY

- With Dozer Chains, the Grouser Shoe lug goes closest to the front of the machine when looking at the top of the Chains.

FITTING EXCAVATOR CHAINS THE CORRECT WAY

- The open end of the Chain goes under the bottom Rollers and over the Sprocket end first.

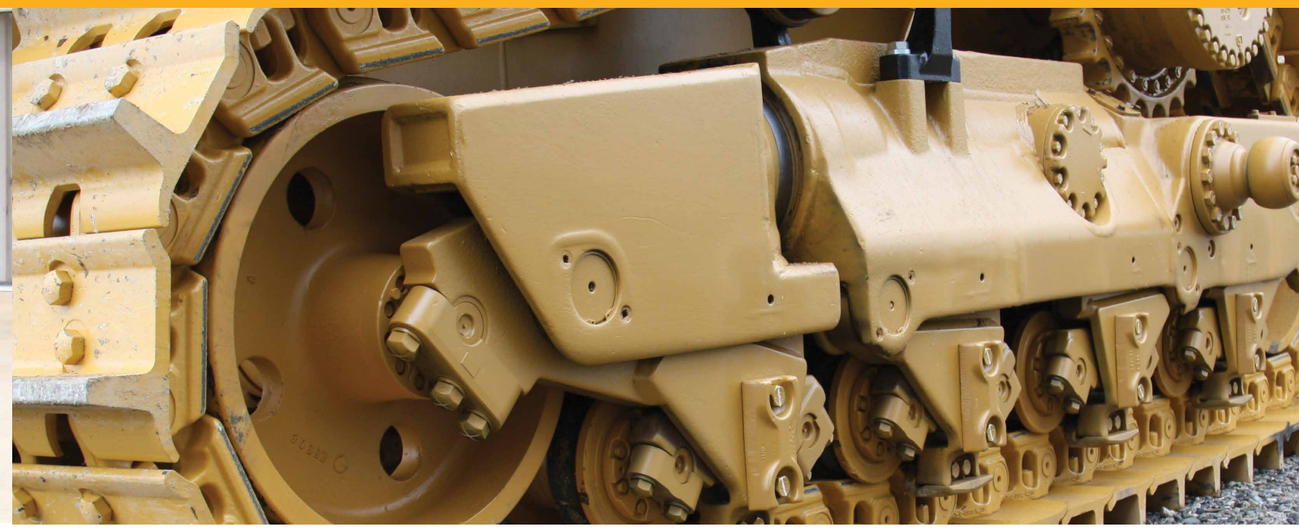
GROUSER SHOES

- Always use the narrowest Shoe possible for adequate flotation. The wider the Shoe, the less life you will get out of the Chain.
- Always grind paint, scale or surface rust off Shoes and Chains when fitting. These must be metal to metal contact, otherwise the bolts will come loose and Shoes may fall off.
- Mud holes in Shoes are to stop 'material packing' inside the Chains under the plates. When the Chain passes around the Sprocket, the Sprocket teeth will push the dirt out. Very necessary in coal, mud, swamp, Forestry and landfill conditions

CHAINS JUMPING ON THE SPROCKETS

- If the Chains are slipping or jumping on the Sprockets, it can mean the Sprockets are very worn. If the Chains and Sprockets are new, it may be the Track Adjuster spring is broken, causing it to retract and loosening the Chain tension.
- Some Sprockets are offset and will only fit one way; this means they could be fitted incorrectly, causing them to run into the side rails of the Chains rather than being in the centre.
- Sprockets could be the wrong pitch for the Chains or vice versa.
- Worn track Roller flanges can cause the Chain to waver out to the side and become misaligned with the Sprocket. Track guards will help to prevent this issue.

HELPFUL TRACK TIPS



TIPS TO MAKE YOUR UNDERCARRIAGE LAST LONGER

CHOOSING HEAVY DUTY, GREASE FILLED & POLY SEALED EXCAVATOR CHAINS WILL:

- Extend external bush wear up to 20%
- Reduce internal bush wear up to 25% compared to dry Chains
- Reduce undercarriage noise for operator comfort

CHOOSING THE NARROWEST SHOE POSSIBLE, WITH GOOD FLOTATION WILL:

- Minimise internal wear on pins and bushes
- Reduce Shoe wear and prevent bending or cracking
- Reduce stress and wear on the entire Undercarriage system

MINIMISE REVERSING

- Excavator and Dozer Chains are designed to operate with less wear when travelling forward. Excessive reverse travel can cause faster undercarriage wear. The extra power required when reversing will also increase fuel consumption.

ALWAYS DIG OVER YOUR IDLERS

- It's important to note for Excavator operation that digging over your Sprockets will increased bush wear and possibly cause pin and bush cracking. Always dig over your Idlers as the weight is on the Chain links and not directly on the pins and bushes.

HELPFUL TRACK TIPS

CORRECT CARE & MAINTENANCE WILL INCREASE SERVICE LIFE

- Ensure the correct track adjustment is maintained - check this regularly after installing a new set of Undercarriage.
- Measuring and monitoring of track components is important to determine any wear issues - especially in abrasiveand high impact conditions.
- Keep the undercarriage components as clean as possible at all times. If you allow the tracks to pack or build up with dirt, mud, dust and other ground products it will lead to increased wear rates, percieved lower power and increased fuel usage.

KNOW YOUR WORKING CONDITIONS

- Consider the conditions where your equipment is operating as this can be a major contributor to wear. High impact, abrasive or sandy materials on a wet site will contribute to faster Undercarriage wear.
- In the past it was accepted in an abrasive environment that you would simply run SALT type Dozer tracks to destruction, then replace them. Now the preferred option is to carry out regular inspections and do a mid-life pin and bush turn (turning the pins and bushes 180 degrees) to get longer service life.

MAINTAIN GROUSER SHOE LUG HEIGHT

- Keeping a good lug height on your Grouser Shoes will ensure proper traction and help reduce track slippage. A spinning track under load will increase the wear rate of your Undercarriage system. Grouser Relug Bar can be used to build up your worn Shoe lugs and maximise traction.

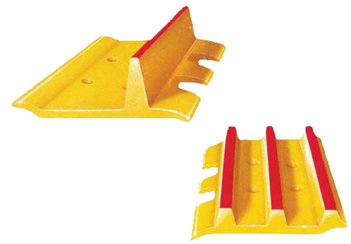
USE TRACK GUARDS

- Using Track Guards will help extend the life of your Undercarriage parts by keeping the Track Chains running straight and ensuring even wear on all track components.

TROUBLE SHOOTING & SOLUTIONS

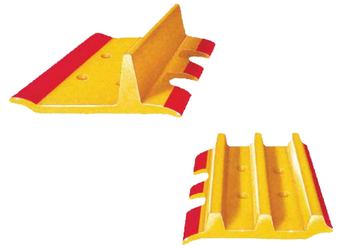
Grouser Shoes

- The most important wear is the relative height of the grouser lug from the top of the Shoe. A depth gauge is used to measure this



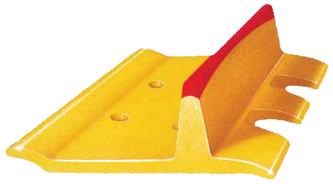
ACCELERATED WEAR OF OVERLAPPING SURFACES

- This is normally caused by a worn snaking Chain and is eliminated by tightening or replacing the Chains



SEVERE WEAR OF THE END OF THE GROUSER

- This is especially noticeable on Single Bar Grousers and is usually caused by using Shoes too wide for the type of ground the tractor is operating on. The use of a narrower Shoe will eliminate this problem



BENDING & CRACKING

- This is due to excessive impact or stress on the Shoes. The use of narrow Shoes or Extreme Service (ESS) Shoes will help prevent this happening

ENLARGED BOLT HOLES

- This is caused by movement between the Chain and Shoe due to loose bolts or machine motion
- Reduced Shoe size or the use of Shoes with less penetration(i.e. double or triple grousers) and accurate control of the bolt torque will help prevent this happening

TROUBLE SHOOTING & SOLUTIONS

Track Links

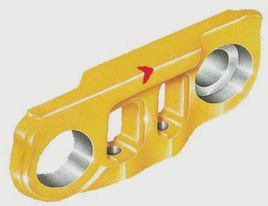
- The normal wear area on track links is on the surface that contacts the Rollers and Idlers

EXCESSIVE SIDE RAIL WEAR

- Besides the operational conditions, steep ground or frequent sudden turns, this wear could be caused by track misalignment, excessive Chain snaking or worn Chains

INDENTATIONS ON INTERNAL SURFACE OF RAIL

- This is caused by the Sprocket teeth rubbing on the inside ofthe link because of sloping ground, misaligned Sprocket and Chain or a severley bent Chain. Adjust Chain tension and check alignment

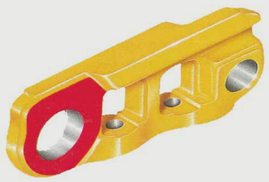


PIN BOSS SIDE WEAR

- This is caused by contact with the outside flange of the bottom Track Rollers. Should it occur before 100 percent of the link wear then it means the Rollers are beyond their useful life and should be replaced

EXCESSIVE FACE WEAR

- This wear is caused by snaking of the links or highly abrasive working conditions
- The use of track guards or fitting of lubricated SALT type Chains can reduce this wear



TROUBLE SHOOTING & SOLUTIONS

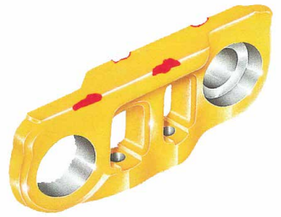
Track Links

PIN BOSS WEAR FROM TRACK GUARDS

- This results from excessive snakiness of the Chain rubbing against the Track Guards. Worn bottom Rollers and working on steep slopes can be the cause
- Check Sprocket alignment and rotate some Rollers will help

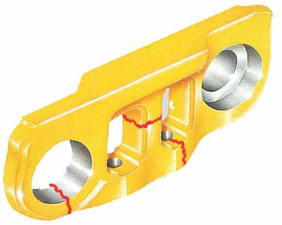
RAIL CORNERS GOUGED

- Caused by severe shock loads usually transmitted by the Rollers to links
- Besides operating conditions (heavy work, speed, weight and power of machine) the situation can be aggrevated by the size of the Shoes and/or track tension
- A remedy could be to reduce the Shoe size and/or adjust the Chain tension



CRACKS OR BREAKAGES OF THE MOST STRESSED AREAS

- Most breakages are caused by tortional stress transmitted to the link structure when the machine is used in a severe impact application
- To reduce this failure, narrower Shoes can be used and the Chain tension regularly adjusted



BUSHING COUNTERBORE & PIN BOSS DEFORMATION

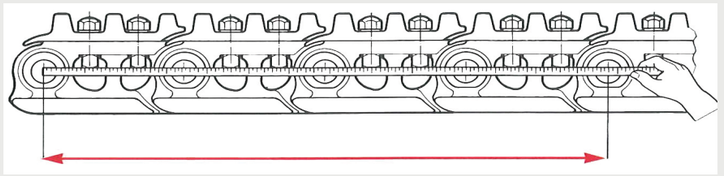
- If this is not caused by incorrect tooling being used when assembling or disassembling the Chain, then it is caused by bending stresses in the pins and bushes
- This problem can be reduced by fitting smaller Shoes and by having the correct Chain tension

TROUBLE SHOOTING & SOLUTIONS

Pins & Bushes grease filled type

INTERNAL PIN WEAR

- The internal pin and bush wear on greased and sealed Chains is measured by the Chain stretch. This is done by measuring the pin centres over 4-5 links and comparing to new Chain specs

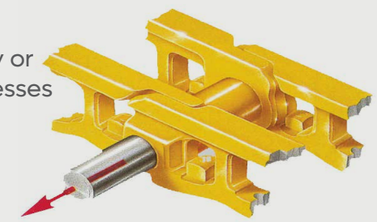


WORN PIN END

- Besides the obvious factor of hillside operation and uneven ground, this type of wear is caused by incorrect Chain tension and Roller wear
- If Chain elongation has not reached the limit, then adjust Chain tension and rotate some Rollers
- If this pattern of wear starts immediately after installing a new undercarriage, then check position of the Track Guards is not too close to the Chain

LOOSE PINS

- If there is no obvious fault such as incorrect assembly or disassembly, then this can be caused by bending stresses during heavy operation of the machine
- To eliminate this, replace any worn Shoes, check bolt tension and/or fit narrower Shoes



TROUBLE SHOOTING & SOLUTIONS

Pins & Bushes grease filled type

EXTERNAL BUSHINGS

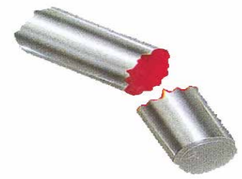
- Wear is caused at the point of contact between the bushing and the Sprocket tooth. To measure this wear, use a small outside calliper

CRACKING OR BREAKING OF SURFACES IN CONTACT WITH SPROCKET

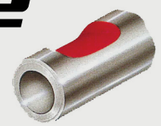
- Due to excessive wear either externally or internally, will allow the bush to break
- It could also be caused by too heavy working conditions or packing Sprockets. To reduce this effect, check and adjustChain tension and use Track Shoes with mud holes in

PIN BREAKAGES

- Main cause of this failure is extreme shock or high static loads which occur when the machine works on rocky ground and/or when material packs in the Sprocket causing extreme tension on the track Chain
- Protect the track Chain and Sprocket from material packing under the Shoes by using Shoes with mud holes in

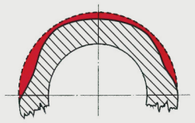


Pins & Bushes oil filled SALT type

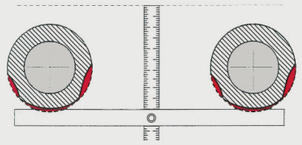


EXTERNAL BUSHINGS

- The normal bush wear is on the external surface. The bushing wears evenly and should be measured in the centre of the wear area



- One way to measure external wear is to evaluate the distance from the underside of the Shoe (top of link) to the centre of the wear area on the bushing
- A depth gauge or ultrasonic wear indicator tool can be used



PIN GALLING

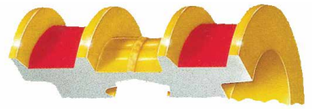
- This is due to interference between the pin and bushing in the press fit contact areas and is caused by fine abrasions getting in or the pins bending under load
- This effect is of no consequence for greased Chains and the pin can be reused. However for oil filled S.A.L.T Chains this may damage the seals causing oil to leak. The pins should not be reused

PIN SPALLING

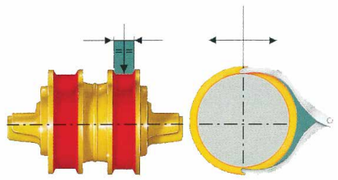
- All spalling is due to large bending stresses in heavy working conditions
- Besides the application of the machine, this can be caused by excessive Chain tension due to build up and packing of material
- Adjust the Chain correctly and protect against packing of-rocky material between Chain and Sprocket by using track-Shoes with mud holes in

Lower Track Rollers

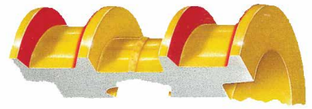
ROLLER TREAD WEAR



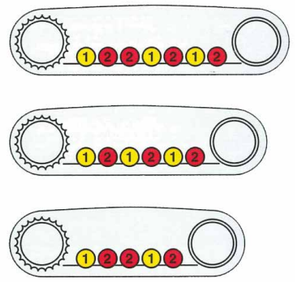
- The tread wear of the Roller is most important and is measured on the Roller diameter. The most suitable tool is a large outside calliper
- The correct measurement is to take the least diameter of either tread on the Roller which will be the one with the highest wear. Because of the difficulty in measuring the Rollers on the machine, it is usually sufficient to make sure the front (nearest Idler) and back (nearest Sprocket) Roller as the greatest wear occurs at these two points due to the rocking action of the machine



EXCESSIVE SIDE FLANGE WEAR

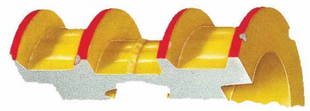


- Besides operational conditions, this wear can be caused by misalignment of excessive slackness of the Chain
- If the Rollers have not reached their wear limit, then adjust the Chain tension and rotate some of the Rollers



- It should be noted that double flange Rollers have a longer life and the correct sequence of double and single flange Rollers is important
- If longer life is required due to the operating conditions, then more double flange Rollers can be fitted

TOP FLANGE DEFORMATION



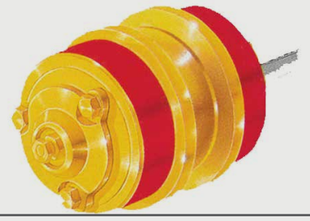
- This is caused by contact of the link pin boss or due to the Chain sliding over the flanges because of exceptional wear of the Chain rails or bottom Roller wear

TROUBLE SHOOTING & SOLUTIONS

Top Carrier Rollers

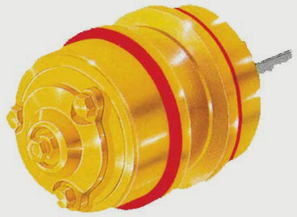
ROLLER TREAD WEAR

- The normal wear condition can be measured as for the bottom Rollers. Other wear patterns are analysed below



EXCESSIVE FLANGE SIDEWEAR

- This can be caused by hillside operation, using special offset grousers, and incorrect alignment or track tension
- To increase the Roller life, align Carrier Rollers with Idler and Sprocket and rotate Top Rollers if more than one are fitted to the machine



FLAT SPOTS & IRREGULAR WEAR

- This is usually caused by material packing under the top Carrier Roller and restricting its rotation
- Rollers should be cleaned and all material removed regularly

TROUBLE SHOOTING & SOLUTIONS

Idlers

IDLER TREAD WEAR

- Radial tread wear is the most important wear factor. The easiest method of measuring tread wear is to measure the depth of the tread from the centre of the Idler flange
- Check the Idler flange has not worn from the original diameter, before comparing wear rates

EXCESSIVE FLANGE SIDEWEAR

- The main causes of this wear is abrasive soil conditions, hillside operation or excessive turning
- Other factors influencing side wear can be incorrect Roller alignment or Chain tension
- To reduce side wear to a minimum, make sure the correctChain tension is used and the Idler is correctly aligned in the track frame or use track guards

TOP FLANGE WEAR

- Usually caused by material packing under the Chain rails or excessive Idler tread wear. To eliminate this, make sure that the Chain is correctly adjusted, check the Idlers are not worn or use Track Shoes with mud holes in

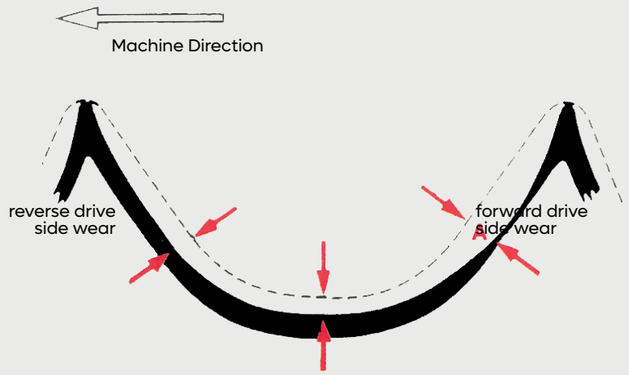
TROUBLE SHOOTING & SOLUTIONS

Idlers

TREAD CRACKING & SPALDING

- This can be caused by high impact loads due to heavy working conditions or by excessive wear of the Idler
- The condition of the Chain can also contribute to the effect
- Unfortunately the factors which lead to the breakdown of the Idler can not be controlled and therefore the only remedy will be not to exceed the wear limits of the Idler or any of the undercarriage components

Sprockets & Segments

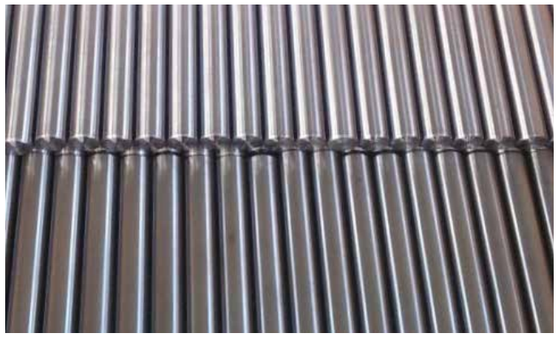


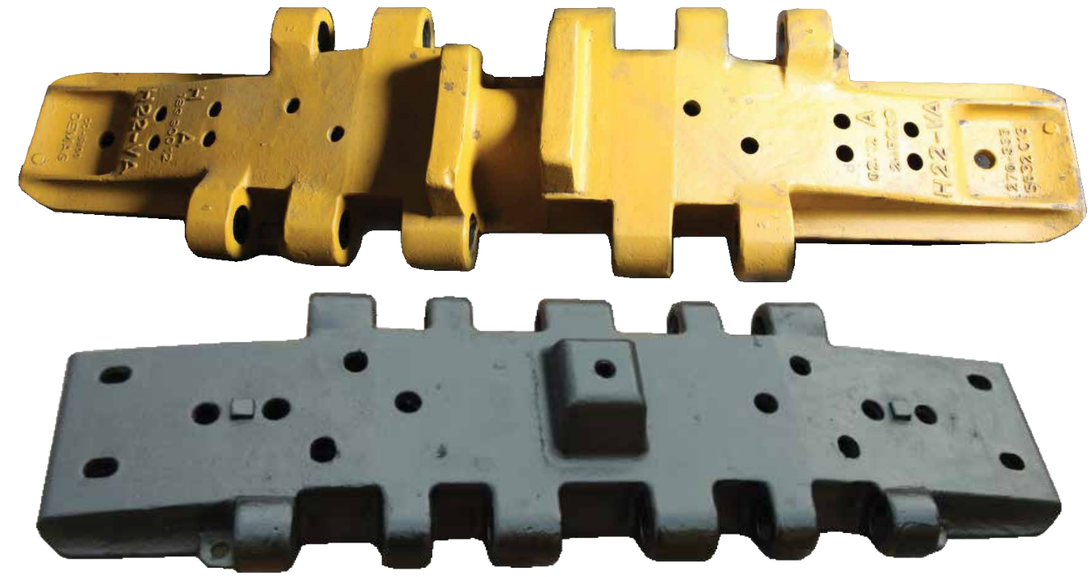
- If Chains are jumping on the Sprockets, check Chains are on the correct way and check the pitch of Chains and Sprockets are the same. If worn Sprockets are doing this they are due for replacement
- Sprocket wear measurement is one of the most difficult to take. Under normal conditions of work, the wear occurs in such a way that no trace of the original toothing remains as a valid reference to base measuring the wear on
- Consequently it is not possible to get the exact data and for any evaluation, it is always necessary to refer to an unused Sprocket of the same type
- As a general rule, the Sprocket has to be replaced or rerimmed when the wear line reaches the limits as outlined in the figure above
- Due to the fact that the wear is never even, the point where there is major wear must be considered

CRAWLER CRANE UNDERCARRIAGE

A LARGE RANGE OF HIGH QUALITY TRACK PARTS ARE AVAILABLE FOR MOST MAKES & MODELS OF LARGE CRAWLER CRANES, EARTH DRILLS & PILE DRIVERS. HITACHI, SUMITOMO, HITACHI-SUMITOMO, KOBELCO, IHI & MANITOWOC.

CRANE MONO BLOCK TRACK SHOES & PIN RANGE





CRANE SPROCKET RANGE







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