



CAMOPLAST DURABUILT™ 5500 SERIES

6 OTHER CONSIDERATIONS

Do not exceed manufacturer's recommended scraper size for a particular machine model.

Avoid excessive slipping or spinning of the tracks. In sand or gravel conditions, do not let the tracks spin and dig below the material surface level. In doing so, excessive material flows into the idler and midroller wheel path area. This material can "bridge" between the wheels and the track causing a track over tension condition. Over tension will damage the track main cables and can result in a torn track. Excessive material packing or bridging can also cause untracking.

When pushing loose material, position blade to avoid excessive loose berm material from cascading into the undercarriage system. Again, excessive material ingestion will accelerate track and undercarriage component damage.

For additional information on proper machine operation and usage, please refer to the OEM operations manual or consult with your dealer.

The manufacturer's web site also offers a different range of instructions on track machines. Further details on the usage, features and benefits of Camoplast tracks may also be found at:

www.camoplast.com

Make it Happen

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RUBBER TRACK OPERATIONAL GUIDELINES

Positive Drive Track
System in Construction
Applications

IMPORTANT

Read before operating your
rubber track machine



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CAMOPLAST DURABUILT™ 5500 SERIES

The Durabuilt 5500 is the only track of its kind in the world. Made for the toughest conditions, with unequalled endurance and unmatched durability.

However, proper machine setup and operation are important to extend the life of the track system components. By following the recommendations in this brochure, you can reduce unplanned downtime, maximize operator efficiency and minimize overall operating costs per hour.

1 OPERATOR AWARENESS

The positive drive, all rubber track design allows the machine to operate in very severe and unusual conditions. The operator could perceive this capability as safe. Often, this is not the case. Without proper training and operator awareness, damage to the tracks, undercarriage, and machine can result. A trained operator, capable of recognizing these risky conditions, is the most effective solution for avoiding problems that will increase operating costs. It is the owner's responsibility to determine if the economics of a given job, application or operation are favorable. Remember that the warranty covers defects in materials and workmanship, not mechanical damage or application hazards.

If the machine becomes stuck, the track can be over tensioned from excessive material ingestion. If the tracks are spinning and begin to dig below the surface level, then stop immediately. Do not attempt to use the machine under its own power until material is cleared from the undercarriage. Refer to the machine operator's manual for appropriate tow instructions.

Never attempt to clear excess material by driving the machine.

Keep drive wheel lug pockets and surface clear of material. Remove dried or frozen material before driving machine.

Undercarriage should be equipped with drive wheel scrapers (*if available*) and adjusted properly to prevent material build-up on the friction drive surface of the drive wheel. Material build-up can cause track misalignment, untracking, drive lug wear and overtension.

2 NEW TRACK BREAK-IN

When installing new track ALWAYS confirm condition of the track tensioning system, particularly idler pivot bushings. Loose or worn undercarriage components can cause track misalignment that does not respond to alignment adjustments after track installation. New tracks may require more than one alignment adjustment during the break-in phase.

High speed roading increases tread wear rates and builds excessive heat which can reduce drive lug life. Roading should be avoided prior to the completion of the break-in phase, particularly on asphalt roads. If road travel is necessary with new tracks, then reduce speed and use a dry lubricant such as oil-dry at frequent intervals.

Always expose new or clean track to dry and dusty soil conditions as soon as possible.

During break-in, check alignment frequently and make small adjustments as required until alignment stabilizes. Continue to monitor alignment as part of your daily maintenance schedule, because undercarriage wear can change the alignment during the life of the track.

3 PROLONGING DRIVE LUG LIFE

Drive lug failure is the primary reason for premature track replacement. These failures are caused by mechanical damage, side loading and/or over torque. Side loading is caused by misalignment and/or dynamic side loads during turns. Over torque can occur during low speed/high torque operation.

To minimize drive lug damage caused by mechanical damage or misalignment, frequently inspect and clean out any debris in the undercarriage. Check both sides of the drive lugs for evidence of misalignment. If noted, then alignment adjustments (*if available*) should be made as soon as possible. If misalignment persists, inspect the track system and repair immediately, because an undercarriage problem may exist.

To minimize drive lug damage from dynamic loads, proper operation during loading and transporting is critical.

- Avoid damaging side loads during abrupt high speed turns with heavy drawbar loads, especially on declines and sidehills with heavy towed implements such as scrapers.
- Always pull or push your load in a straight line, and especially avoid operating on side slopes and loading scrapers or dragging scraper pans while turning.

- Alternate direction on the work site during the loading and unloading cycle because this equalizes wear on both sides of the tracks.

Front-to-rear or side-to-side track rotation will help distribute drive lug and tread bar wear, and maximize track service life.

4 BALLASTING

Never exceed machine manufacturer's specifications for maximum machine ballasted weight and overall gross weight, which includes the loaded pan hitch weight. Avoid excessive material heaping in the pans as this will increase hitch weight and increase loads on the track.

In general, static weight distribution on 4-track machines pulling scrapers should be 65% front and 35% rear. This helps distribute load evenly across all 4 tracks when loading and transporting materials. Many times this requires the full complement of front weights to achieve this weight distribution. See operator's manual for specific details.

Machines ballasted correctly for scraper applications are typically not ballasted optimally for road operation. During roading with empty or no scrapers in tow, the additional front weight and engine heat can increase front track temperatures, thereby accelerating tread wear. To maximize track life, reduce roading speed during prolonged use.

5 WORK CYCLE CONSIDERATIONS

Scraper operators should maintain a speed of 4-8 mph when loading scrapers. This speed guideline reduces driveline peak torque and will prolong the life of the drive lugs and powertrain. Most tractor scrapers are designed for self loading, which is best done using shallow cuts and moderate speeds. Either slower or faster than the recommended loading speed can be detrimental to track and powertrain life.

If equipped, always use the differential lock while loading the scrapers to better distribute the drive torque to all 4 tracks. Always disengage the differential lock after the scrapers are loaded.

Maintain a smooth haul road and reduce travel speeds with loaded pans.