Camso Key Elements

This brochure discusses proper care and maintenance of mini-excavator tracks. A Camso construction track features a steel metal embed. Proper machine setup and operation will maximize the life of this type of track, drive system, and track system components.

This document covers five key topics for track and track system life in construction applications:

- Proper Track Installation
- Operational Techniques
- Removal and Installation of Track
- Maintain Track Tension
- Daily Inspection / Cleaning

By following recommendations for these topics you will reduce unplanned downtime, maximize operator efficiency, and minimize overall operating cost per hour.

For further information on care, operation, and maintenance of rubber tracks, refer to the OEM operations manual, consult with your dealer, or search the track machine manufacturer's website for publications available regarding rubber track machine operation and usage.

Additional information may also be found at camso.co

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CONSTRUCTION TRACK OPERATIONAL GUIDELINES MINI EXCAVATORS

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Proper Track Installation

Utilize the downtime of replacing tracks to also do a thorough inspection and replacement of worn track system components. Sprocket, idlers and rollers are heat-treated to provide for extended wear.
Once the treated outer metal has worn away, wear occurs at a more rapid rate. As tracks and undercarriage components are designed to wear together,installing a new track on a worn-out track system will significantly reduce your overall track life.

IMPORTANT
Please read before operating your Camso Track machine.

Operational Techniques

Compared with tires, tracks allow the machine to operate in very severe and unusual conditions. This capability can be perceived by the operator as being OK to do so but often this is not the case. Without proper training and operator awareness, damage to the tracks, undercarriage, and machine can result. It is the owner's responsibility to determine if the economics of a given job, application,or operation are favorable. Remember that warranty covers defects in material and workmanship, not damage caused by mechanical or application hazards.

SHARP OBJECTS
Risk of damaging lugs and main cable.

UNEVEN SURFACES
Risk of detracking with lug/core damage.

SLIPPAGE
Load & speed appropriate to avoid rapid tread wear.

HITTING WITH BUCKET
Risk of lug, core and/or main cable damage.

SPOT TURNING
Risk of detracking with possibility of lug and core damage.

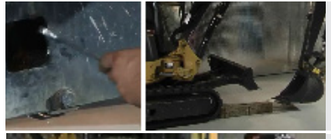
OPERATION ON A SLOPE
Risk of detracking or excessive damage to lugs.

TRACK EDGE IN CURBLINE
Extreme side wear and possible damage to iron core.

MACHINE ASTRIDE A TRENCH
Possible lug and/or iron core damage.

No warranty exists for wear or failures caused from misapplication or operating in these types of conditions.

Removal and Installation of Track



1. Unscrew and remove grease cylinder cap and then move back the idler to maximum retraction position using a wooden block.

2. Lift machine so track does not touch the ground and remove it starting by idler side.

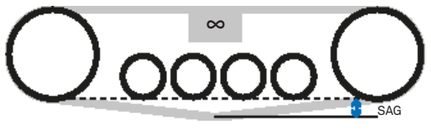
3. Engage the track first around the sprocket, then around the idler, being careful to align track under the track rollers.

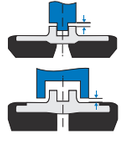
4. Screw the greased cylinder, then pull up track tension device with grease pump until the corect tension is reached.

Maintain Track Tension

Check after first 30 hours, then every 50 hours.

Correct tension is a major factor in the life of a track. It is important to verify and maintain proper track tension as directed by the machine manufacturer and is one of the simplest ways to ensure full life out of your track. Over or under tensioning of a track will cause terminal damage leading to costly downtime and track replacement. Loose tracks run the risk of de-tracking or contact between the tracks and the undercarriage while too tight of a tension magnifies the load and increases wear on the entire system.





General Tension Guidelines :
15 mm SAG (small machines <2,5T)
25 mm SAG (medium machines between 2,5T & 5,5T)
35 mm SAG (large machines between 5,5T & 14T)

These values should only be used as general guidelines. Always refer to Operator's Manual for correct tensioning and setting procedures.

General rules for correct track tensioning are:

- Lift the machine so that the tracks have no contact with the ground.
- Rotate track slowly to remove slack on top and get maximum sag on the bottom.
- Check the track tension level, by measuring its sag distance between the steel link and the center track roller contact surfaces.

Daily Inspection / Cleaning

NOTE: Never attempt to clear excess material by driving the machine.

Daily inspection of tracks and undercarriage components is also vital to overall track life.

- Inspect tread bars looking for any lost lugs, cuts punctures or chunking.
- Check the whole carcass for any signs of uneven wear, cuts or exposed cables.
- Inspect the undercarriage for signs of wear that may cause problems.
- Sprockets, idlers and rollers should all be in good working order with no damage, unusual wear or flat spots.

Cleaning the entire track system is essential to ensure a long and productive life. Remove dried or frozen material before driving machine. Material build-up can cause track misalignment, de-tracking, sprocket wear and over-tensioning.

Tips for cleaning the undercarriage:

- Clean out UC at the end of each work day.
- Materials that are sticky or abrasive like clay, mud, or gravel should be removed before they can harden and dry.
- Pay particular attention to the drive motors and sprockets and front idlers where debris is more likely to accumulate.
- Operating in corrosive material (fuel, oil, salt, and fertilizers) can corrode rubber track metal cores. Flush tracks and undercarriages with clean water.