CAMSO TRACK
INSTALLATION GUIDE
COMPACT TRACK LOADERS

TOOLS REQUIRED

30” Flat-end pry bar
Bucket
Ratchet set
Protective equipment (gloves and glasses)
Jack
Jack stands or blocks
Grease pump

SAFETY FIRST
STAY FOCUSED & ALERT
DURING INSTALLATION PROCESS

Caution is necessary when working on the undercarriage parts to avoid injury.

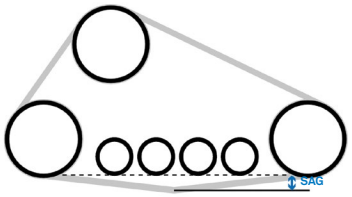
- Use appropriated protective equipment such as glasses and gloves
- Avoid putting arms, legs, hands & feet near moving parts or pinch points
- Replace the rubber track on an even and flat surface, not a slope
- Use gentile movements and resist the temptation to use excessive force in order to avoid any recoil.
- When possible, use additional equipment and tools to aid installation (Ex.: Track Handler, Boom Lift and Hoists)
- Always follow Original Equipment Manufacturer’s guidelines

Old Track Removal

1. Lift side of machine with track to be replaced with jack so that the track does not touch the ground. Use appropriate stands or block to secure machine.
2. Position a bucket on the frame below the grease fitting.
3. Use a socket and ratchet to remove the fitting.
4. Allow the grease to flow into the bucket and release pressure on the idler wheel at the upper inside of the track.
5. Use a pry bar or come-along to move the idler to maximum retraction position. Insert the bar above the idler wheel and pry the wheel down and away from the upper side of the track.
6. Remove the track.

New Track Installation

1. Engage the track first around the sprocket, then around the idler, being careful to align track under the track rollers. You can use a pry bar to fit the track, but be careful not to damage the track.
2. Re-install the grease fitting with socket and ratchet.
3. Pull up track tension device with grease pump until the correct tension is reached.
4. Re-install grease cylinder cap.
5. Measure track sag by measuring the distance from the inside edge of the track to the bottom edge of the middle midroller.



General Tension Guidelines:	These values should only be used as general guidelines. Always refer to Operator’s Manual for correct tensioning and setting procedures.
25 mm SAG (small machines) 50 mm SAG (large machines)	

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

The information contained herein is for informational purpose only.

CAMSO TRACK
OPERATIONAL GUIDELINES
COMPACT TRACK LOADERS

Proper 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 drastically 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. 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 way of 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 warranty covers defects in material and workmanship, not mechanical damage or application hazards.

Correct operating practices and awareness of application thresholds will ensure the longest life possible for your Camso Track as well as your machine and components.

Avoid spot turns and spinning of the tracks. Spot or pivot turns will accelerate the tread bar wear and severely increases the potential for detracking. Allowing the loader hydraulics to do the work of filling the bucket, you can control the spinning or slippage of tracks when piling or loading.

Plan ahead on how to best operate your machine with the terrain thus minimizing wear and stress on the track and UC. Constant operation on a hill or slope will accelerate wear on the track's guide lugs as well as the machines component by applying greater force on the downhill side.

Avoid working along a transition where one track is not fully supported by the ground. Do not allow the sides of tracks to come in contact with curb lines, hard surfaces, or run in windrows or along berms which causes severe bending to the outer track edge. It is strongly recommended to avoid operating tracks in or on abrasive material such as broken stone, jagged rock, rip rap, scrap iron, re-bar, recycled material, etc.

Stuck Machines

If the machine becomes stuck, the track can be overtensioned 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.

Any damage should be reported and replaced immediately to ensure no further damage is done to the track or undercarriage. Ensuring that the undercarriage is in good working condition will drastically improve the life of your tracks and machine.

NO WARRANTY EXISTS FOR WEAR OR FAILURES CAUSED FROM MISAPPLICATION OR OPERATING IN THESE TYPES OF CONDITIONS.

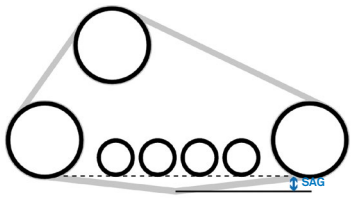
For more details concerning the track warranty,
please refer to the Camso track warranty web page here:
https://camso.co/en/construction/service-and-support

Maintain Track Tension

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 detracking while too tight of a tension magnifies the load and increases wear on the entire undercarriage system.

General Tension Guidelines:
25 mm SAG (small machines)
50 mm SAG (large machines)

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:

- Drive machine forward to ensure the tracks are evenly tensioned across the entire UC.
- Level and lower the bucket to the ground.
- Raise the front of the machine off the ground approximately 8" utilizing bucket down pressure.
- Measure track sag by measuring the distance from the inside edge of the track to the bottom edge of the middle midroller.

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.

Keep Undercarriage Clean

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.