

Forest Machine Tracks

User Guide

Manufactured
to endure the
most extreme
& demanding
terrains

2011



CLARK TRACKS

high performance for maximum work life

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Clark Tracks specialise in providing a wide range of Forest Machine tracks to an ever expanding market. We provide designs and sizes to suit numerous applications for the worldwide forestry market that we serve.

This handbook has been provided to offer assistance, both in track selection and in use. The information will help you to achieve maximum performance as well as trouble free operation throughout the working life of your tracks.

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Introduction to Clark Tracks

Based in Dumfries, in the southwest of Scotland, Clark Tracks has been part of the Gunnebo Industries Group since early 2007. As a manufacturer of Forest Machinery Tracks for over twenty years, Clark Tracks has built a strong reputation delivering high quality products to the largest forest machinery manufacturers around the world.

Due to high demand and the opportunity to expand, track production has recently moved to a new location, just two miles outside of Dumfries, in the Scottish borders. This move to a larger factory has allowed Clark Tracks to increase the production rate whilst continuing to provide high quality products to customers.



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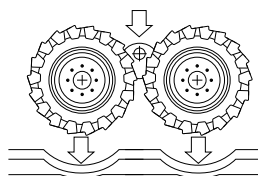
Email: clarktracks@clarktracks.com

Clark Tracks take pride in supplying high quality products and service to every customer, worldwide.

Why choose Clark Tracks?

All of Clark Tracks Forest Machinery Tracks are manufactured from special boron alloy steel. The durability and toughness of the steel is maximised using specialised induction heating processes.

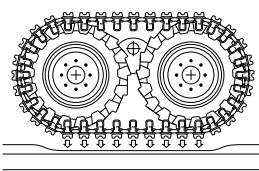
Specifically designed and manufactured steel sections and forgings are used to give high performance combined with the longest possible working life. Each set of tracks has been manufactured for use with a particular tyre and should only be used as recommended by this handbook.



BEFORE

Bare Tyres:

- Increased Ground Pressure
- Less Flotation
- Deep Ruts
- Soil Disturbance and compaction



AFTER

With Clark Tracks:

- Increases Contact Area
- Lower Ground Pressure
- Increased Flotation
- Greater Machine Stability
- Increased Traction
- Reduced Ground Disturbance

Reduced Ground Damage

Clark Tracks *Lite-Link* System combined with our advanced flotation profiles (see tracks in the FL, TXL and TXCL ranges) have been specifically designed to minimise ground disturbance by reducing pressure on sensitive soils and ensuring constant levels of grip and traction



Reduced Ground Pressure

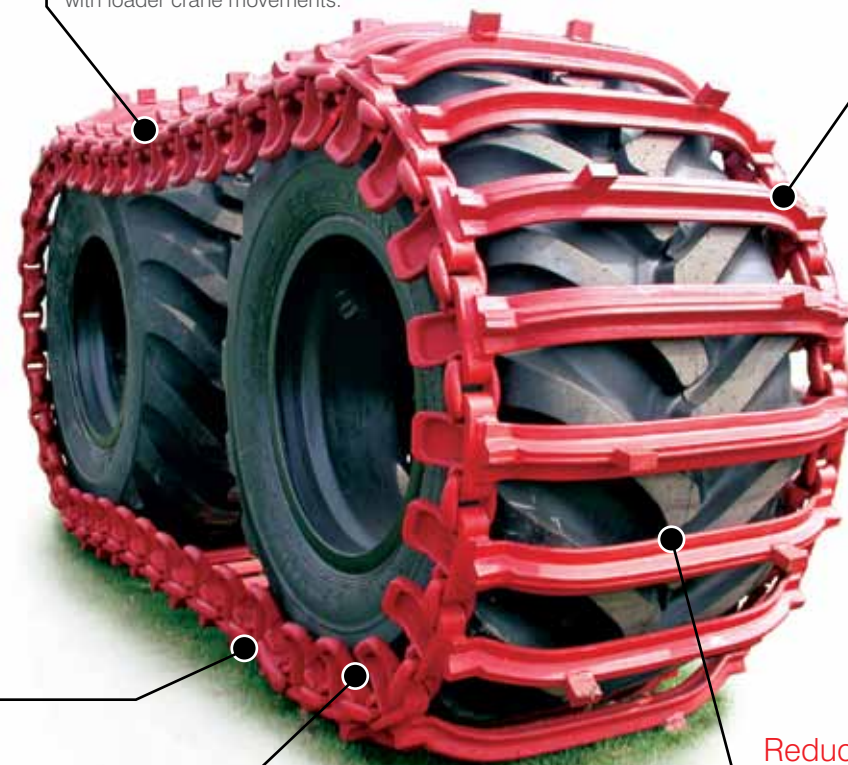
Increasing the overall footprint of the machine, spreading the weight over a much larger ground contact area reducing ground pressure by as much as 50% or more over normal tyres, allowing machines to drive in conditions often impassable without tracks.

Increased Machine Stability

Our tracks offer significant improvements in the stability of a machine by increasing the traction footprint and lowering the machines centre of gravity. This is particularly noticeable on steep slopes with loader crane movements.

Increased Traction

Using our tracks will significantly increase traction over normal tyres, allowing forest machines to climb slopes and negotiate obstacles that would otherwise have been impossible.



Tyre Protection

Clark Tracks are compatible with a wide range of tyres, offering protection from punctures and other damage, and in many cases, increasing the overall lifetime of the tyre.

Reduce Fuel Consumption

Putting the link system close to the effective rolling radius of the tyre reduces the drag the track adds to the machine / transmission.

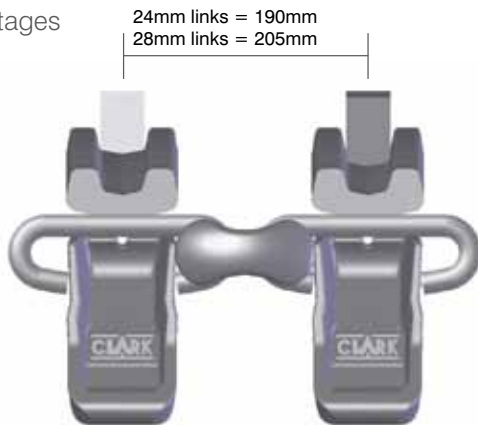
Lite-Link System

The *Lite-Link* System features side mounted joining links which are positioned at approximately the same level as the tyre surface, thereby providing a smoother running track which absorbs much less machine driving power than other link systems.

The track is held onto the machines tyres using a system of side “paws”, which have the added benefit of tyre side wall protection. Clark Tracks, lite range of products, offer tracks that are both kind to the forest floor and forest roads, whilst delivering excellent grip, traction and flotation.

Available with 24mm STANDARD or 28mm HEAVY DUTY diameter links, the *Lite-Link* System offers many advantages over other track link systems:

- Kind to the forest floor and roads
- Suitable for use on sensitive soils
- Low machine driving power requirements
- Reduces fuel consumption
- Easy to fit and tension on tyres
- Wide range available to suit all ground conditions
- Long service life.



Suitability

Lite-Link Systems are suitable for all forest machine applications – forwards, harvesters & scarifiers etc.

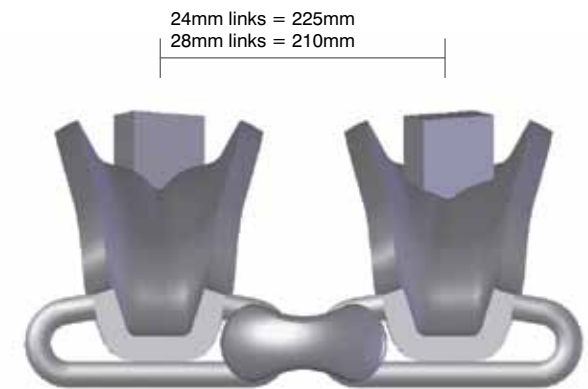
Side-Link System

The Side-Link System has been developed so that the track link sits approximately 100mm below the tyre surface when fitted. By creating each set in this way, the low position of the links provides a scrubbling effect when driving, making the *Side-Link* System powerful, especially where traction is required on soft clay, snow or ice.

Available in 24mm or 28mm diameter links, the *Side-Link* System is the original Forest Machine track design.

The advantages of this type of system include:

- Easy to fit and tension on tyres
- Lighter in weight than comparable tracks of other designs
- Cost effective



Please Note...

Side-Link Systems are not recommended for use with traction grip tread pattern tyres e.g. Nokian TRS L-2.

Suitability

Side-Link Systems are ideal for use on harvesters and other machines that carry out little inter-site movement, but require the traction, flotation and stability of tracks.

Choosing your tracks

Great care should be taken when selecting tracks as some will perform better than others in specific ground conditions.

Although Clark Tracks cannot make exact recommendations due to the fact working conditions, machine or tyre limitations and ground conditions can vary considerably, this handbook aims help all customers make an informed decision.

Once you are ready to select your tracks, please refer to your Clark Tracks Dealer for price and availability. Alternatively, you can contact our office via email or telephone:

www.clarktracks.com

Email: clarktracks@clarktracks.com Tel: (+44) 0 1387 722370

Suitability

Lite-Link Systems are suitable for all forest machine applications – forwards, harvesters, scarifiers etc.

Warning...

Some tracks are unsuitable for use in heavy snow and some types of sticky mud conditions.

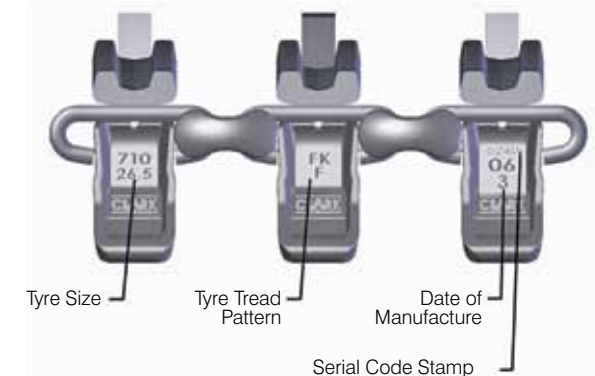


General Rules

As a general rule, close spaced tracks with wide plates are better suited to soft ground conditions. Wider spaced tracks with narrower plates are better suited to harder ground conditions and steeper slopes, offering greater climbing ability.

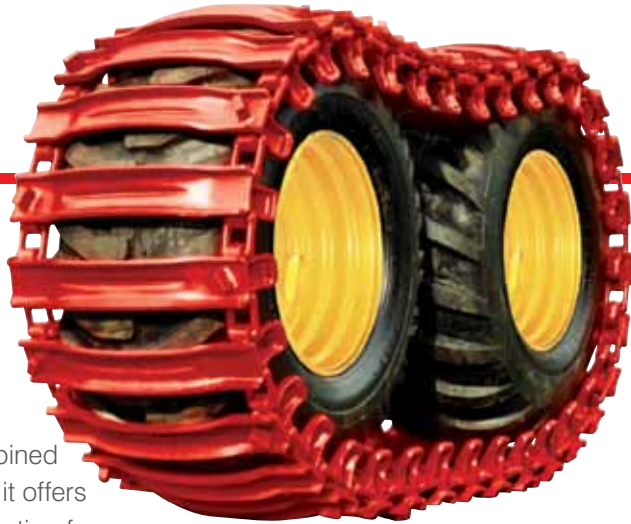
However, it should be noted that tracks with close spaced plates are not suited to use in heavy snow conditions or some types of sticky mud conditions. This is due to the potential for material being unable to escape between the track plates and building up between track and tyre which can, in extreme cases, cause machine bogey transmission problems.

Each set of tracks carries identification badges giving the exact tyre size and tread pattern for which the track was designed. Also, the date of manufacture and serial number can be found here. It is essential that the correct track is used for each tyre type.



Flotation

Lite-Link Tracks



FL15 Flotation

Link System: 24mm/28mm

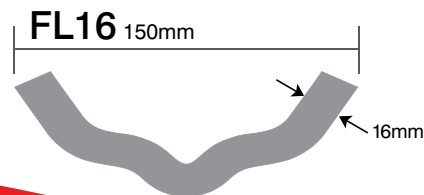
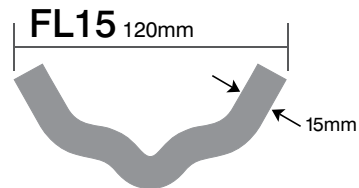
The FL15 Flotation track is a proven design, combined with the *Lite-Link* system it offers traction and excellent flotation for most ground types.

- Wide, close spaced flotation plate design offers low ground pressure
- *Lite-link* system design offers smooth running with low rolling resistance
- Tried and proven 'U' shape plate ensures excellent traction

FL16 Flotation

Link System: 24mm/28mm

The FL16 Flotation possesses the same features as the FL15 but has a larger, heavier and wider track plate, designed for use on large forest machines.



Flotation Usage*

- ✓ Soft Ground
- ✓ Snow
- ✗ Steep Ground
- ✗ Ice

GRIP	★	★	★	★	★
FLOTATION	★	★	★	★	★

Terra

Lite-Link Tracks

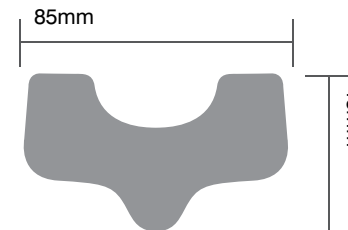


TL85 Terra

Link System: 24mm/28mm

Terra features a unique double grouser track plate offering exceptional grip and traction in most ground conditions which, combined with the *Lite-Link* system offers a high performance track with smooth running and minimal disturbance. This track is designed for use on most sizes and types of forest machine.

- Low profile design reduces vibration and results in less operator fatigue
- Arguably the best multi terrain tracks on the market
- Can be used all year round
- Tempered for cold weather durability.



Terra Usage*

- ✓ Soft Ground
- ✓ Steep Ground
- ✓ Snow
- ✓ Ice

GRIP	★	★	★	★	★
FLOTATION	★	★	★	★	★

Terra-X

Lite-Link Tracks



TXL150 Terra-X

Link System: 24mm/28mm

Terra-X tracks are the most advanced flotation track designed for use on large forest machines. They provide excellent traction combined with minimal ground damage. Manufactured with special profile boron steel, these tracks can be offered with extended side width for additional flotation.

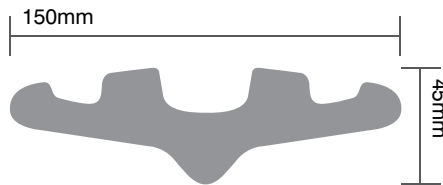
- Advanced flotation track that offers excellent traction
- Close spaced, extra wide tracks for maximum flotation
- Heavy duty design for use on large machines
- Suitable for forest roads and sensitive soils
- Available with extra width where machine design permits
- Numerous spike options available
- Clark Tracks lowest ground pressure track.

Terra-X Usage*

✓ Soft Ground	✗ Snow
✗ Steep Ground	✗ Ice

Not suitable for use in heavy snow or sticky mud.

GRIP	★ ★ ★ ★ ★
FLOTATION	★ ★ ★ ★ ★



Terra-X Combi

Lite-Link Tracks

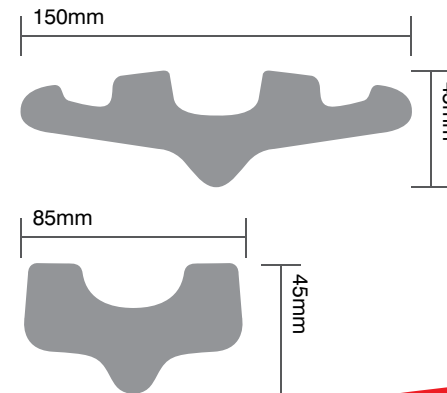


Terra-X Combi

Link System: 24mm/28mm

Combining the advanced features of our Terra-X track with the performance proven design of our Terra track this new combination track offers excellent flotation for larger machines whilst offering improved traction and climbing ability. The wider space between track plates can also allow improved cleaning when used in sticky mud conditions.

- *Lite-Link* system offers smooth running with low ground pressure and minimal ground disturbance
- Improved traction and climbing compared to TXL
- Better cleaning when used in some mud and snow conditions.



Terra-X Combi Usage*

✓ Soft Ground	✗ Snow
✗ Steep Ground	✗ Ice

Not recommended for use in heavy snow conditions.

GRIP	★ ★ ★ ★ ★
FLOTATION	★ ★ ★ ★ ★

Grouzer

Lite-Link Tracks

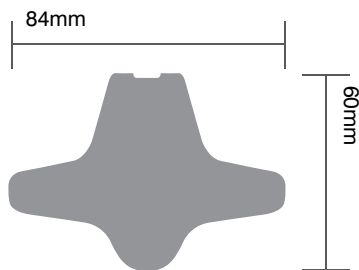


GL84 Grouzer

Link System: 24mm/28mm

Grouzer tracks are designed to give security and confidence on demanding steep and rough terrain whilst providing good flotation on ground unable to support non-tracked vehicles.

- Single Grouzer section giving confidence and security in virtually all ground conditions
- *Lite-Link* system offers smooth running with minimal ground disturbance
- Exceptional climbing ability.



Grouzer Usage*

- ✗ Soft Ground
- ✓ Steep Ground
- ✓ Snow
- ✓ Ice

GRIP	★	★	★	★	★
FLOTATION	★	★	★	★	★

Rocky

Lite-Link Tracks

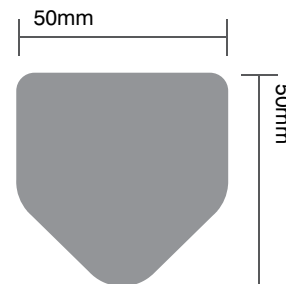


RL50 Rocky

Link System: 24mm/28mm

Rocky tracks feature a wide spaced square section track plate design for superior grip and traction on large machines working in demanding steep and rocky conditions.

- Square section track plate for optimum traction in rocky terrain
- Heavy duty for use on large machines
- Exceptional climbing ability.



Rocky Usage*

- ✗ Soft Ground
- ✓ Steep Ground
- ✓ Snow
- ✓ Ice

GRIP	★	★	★	★	★
FLOTATION	★	★	★	★	★

Flotation

Side-link Tracks

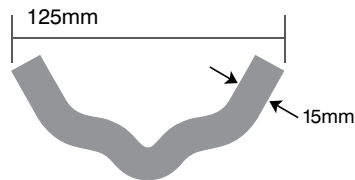


F15 Flotation

Link System: 24mm/28mm

'F' Series Flotation tracks provide excellent traction whilst reducing machine ground pressure.

- 'U' shape plate section offers excellent flotation and traction
- 15mm heavy duty plate used on light to medium machines.



Flotation Usage*

✓ Soft Ground	✓ Snow
✗ Steep Ground	✗ Ice

GRIP	★	★	★	★	★
FLOTATION	★	★	★	★	★

Rocky Ground

Side-link Tracks

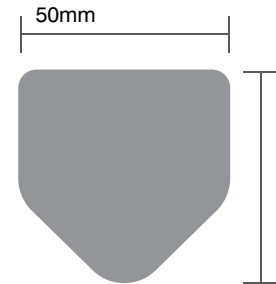


R50 Rocky Ground

Link System: 24mm/28mm

The R50 Rocky Ground tracks have been designed for use on large forest machines in demanding rough and rocky terrain, providing excellent grip and traction.

- Square section track plate for optimum traction in rocky terrain
- Heavy duty for use on light to medium machines.



Rocky Ground Usage*

✗ Soft Ground	✓ Snow
✓ Steep Ground	✓ Ice

GRIP	★	★	★	★	★
FLOTATION	★	★	★	★	★

Combi

Side-link Tracks

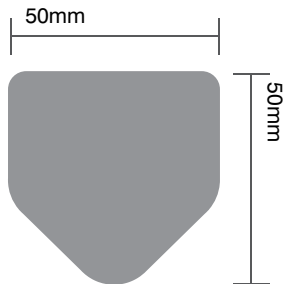
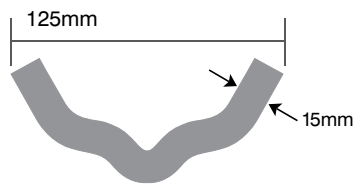


R50/F15 Combi

Link System: 24mm/28mm

The R50/F15 Combi tracks have been designed for use on large forest machines providing excellent traction, combined with good flotation and low ground pressure.

- Combination for traction and flotation
- Heavy duty for use on light to medium machines.



Combi Usage*

✓ Soft Ground	✗ Snow
✗ Steep Ground	✗ Ice

GRIP	★	★	★	★	★
FLOTATION	★	★	★	★	★

SuperGrip Single

Side-link Tracks



SuperGrip Single

Link System: 24mm

SuperGrip Single wheel tracks are an alternative to wheel chains on 6 wheel drive harvesters and forwarders. Once fitted, wheel tracks are designed to improve productivity through minimal maintenance and allow access to steeper, more demanding sites.

- Supplied as standard with 3-2-3 Multi Studs
- Available with Terra and Grouzer profiles for extra grip and traction
- NEW: Available with TXL profile and *Lite-Links* for extra flotation.



Spare Parts

Clark tracks carry a large stock of spare parts and can ship anywhere in the world at short notice.

www.clarktracks.com

Email: clarktracks@clarktracks.com Tel: (+44) 0 1387 722370



Track Joining Links

Available in 18mm, 24mm and 28mm diameter sizes, Clark Track Joining Links are designed for ease of use. Forged from heat treated boron alloy steel for maximum hardness and strength, these links combine one bolt locking with smooth tyre friendly profiles.

The new 24mm and 28mm Links combine bolt head locking, for single spanner tightening, and a new tapered locking tongue design.



Track Repair Links

Forged links and track plate end links are available in a range of sizes for the repair of all types and sizes of tracks. They are manufactured from heat treated boron alloy steel for strength and harness, resulting in a durable, hard wearing link.

Track End Plate Links

Available to suit Clark 24mm or 28mm track repair links, end links can be welded onto the tracks of any make or model during refurbishment.



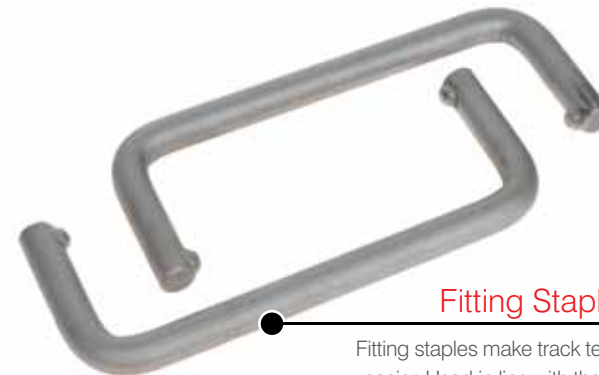
Anti-Skid Spikes

Spikes are available in a range of sizes for welding to tracks. Manufactured from heat treated boron alloy steel for ease of welding, these spikes combine strength with hardness.

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Quickie Track Tensioner QTT400

For fast, easy tensioning this tool fits most types of tracks. Adjustment is via a 3/4" drive ratchet and 38mm socket onto the end nut (not supplied).



Fitting Staples (310mm)

Fitting staples make track tensioning even easier. Used in line with the Quickie Track Tensioner, these devices hold the track in the correct position for fitting to the machine.

Customised Tracks



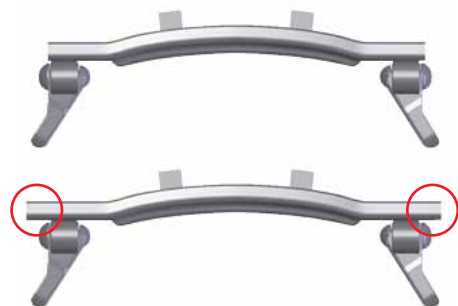
Although we offer a wide range of products at Clark Tracks, we understand that there are a number of variables that affect your selection, such as ground and working conditions or machine type.

If you find that none of the tracks shown meet your needs fully, we can customise our existing track products to suit customer requirements or, where viable, will consider the design and manufacture of a specialist track.

Extra Track Plate Width

It is often possible for us to increase the overall width of the track by simply increasing the length of the track plate during manufacture. We therefore offer the following track plate options:

- Extended both sides
- Extended more on one side than the other. Often done where there is little clearance between machine bodywork and tyre side-wall
- Folded down track plate ends. It should be noted that this is not always possible.



Please Note...

Customisation of existing track products should be specified at the time of order and may be subject to additional charges.

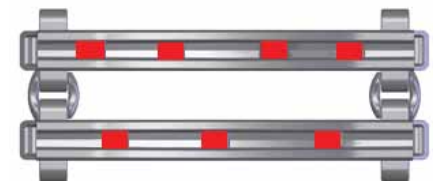
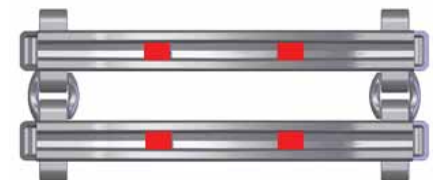
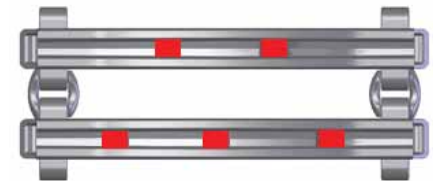
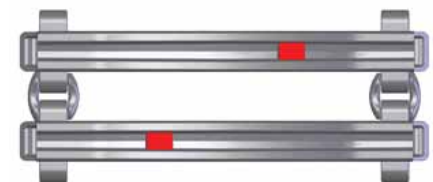
Anti-Skid Spikes

Anti-Skid Spikes are designed to stop the machine sliding sideways when crossing side slopes.

They are normally between 40mm and 50mm in height, positioned approximately 150mm in from the side of the track, one spike per plate alternating left and right from track plate to track plate.

We can offer the following Anti-Skid Spike options:

- No spikes at all
- Two spikes per plate (one each side)
- Higher or lower height spikes
- Spikes welded to different position on track plate.



Spike Welding Procedure

When welding spikes onto the track plate, it is vitally important that the tracks are clean and dry and also at ambient temperature of at least 18°C . Pre-Heating to 200°C is also desirable.

Recommended welding electrode

ESAB OK74.78 (or similar)

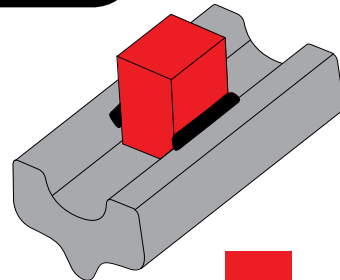
Recommended MIG wire electrode

ESAB AUTROD 13.12 (or similar)

Stage 1

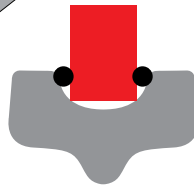
Start by tacking all spikes in place. Do not place spikes on the centre of the track pad, nor within 100mm of existing spikes.

To avoid overheating the track plate, work along and round the track as per stages 2 – 5 below.



Stage 2

Work along length of track, welding only 1 side of the spike, no greater than 5mm fillet weld (Terra).



Stage 3

Work down other side of track, welding only 1 side of the spike, no greater than 5mm fillet weld (Terra).



Stage 4

Work along the first side of the track (step 2), performing the second weld per spike.

Stage 5

Finish by working along the second side (as started in stage 3), completing the second weld per spike.

Driving with Tracks

Tracks increase machine stability, offer increased traction and flotation. However, in order to obtain maximum advantages from using tracks, the following points should be duly observed:

- The correct track must be selected for each task, considering ground conditions, machine size and type, tyre type and size to which the tracks will be fitted, driver experience and working practices
- Tracks must be correctly fitted and tensioned
- Tyres must be inflated to correct working pressure - usually maximum permitted tyre pressure
- Tracks should not hit or foul the machine bodywork
- Special note should be made of tracks which have worn anti-skid spikes. These spikes prevent lateral sliding of tracks, particularly on side slopes and should be replaced when worn.

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Driving Speeds

The maximum driving speed with tracks should never exceed 12km/hr. This applies even on flat smooth surfaces or forest roads. Speeds should be considerably reduced in the forest and reduced further with loaded forwarder and extreme terrain.



Track Interaction with Tyre

Through in depth research and development, Clark Tracks have designed tracks which achieve a fine balance – reduced track on tyre slippage while preventing severe tyre damage.

Every track plate has been manufactured to have an underside grouser bar, used to grip the tyres surface. Where this grouser bar is lubricated - as when driving in wet peat or clay conditions - or worn due to old age, slippage between track and tyre can occur. Tyre slippage can also be a problem on very large, high horsepower machines which are heavily loaded and working on steep, wet ground. Where the bar is too sharp or aggressive, tyre damage will occur.

As standard there is a 5 - 10mm gap between the paw and tyre (design range is between 2 and 20mm depending upon track design and tyre condition).

Tyre Suitability

Almost every tyre can be fitted with tracks, some are more suitable than others.

- Tyres should be designed for use with tracks
- The ideal tyre has a smooth, less aggressive tread pattern, with slightly rounded shoulders
- The tyre should have steel reinforcement within the carcass and be of heavy ply rating
- The tyre must be fitted to the correct steel reinforced wheel rim for forestry use
- The tyre must be fitted with the correct recommended inner tube, where applicable.
- Radial tyres are generally unsuitable for tracks, the notable exception being the NOKIAN Forest Rider range of tyres
- Some tyre rubber compounds are not suited to steel tracks - if in doubt, please consult the tyre manufacturer
- Tracks can only be fitted to machines with fixed wheel centre bogeys
- Tracks cannot be fitted to machines with independent wheel suspension as found on some models of dump trucks.



Forest Rider



Forest King F



ELS L-2



TRS LS-2



Twin 422



Twin 423



Twin 428

For further information on the Nokian and Trelleborg tyres, and their suitability with our products, please download the Tyre Suitability Guide from our web site.

Tyre Pressures

NOKIAN

CROSS PLY			
Dimension	Ply Rating	kPa	PSI
600/50-22.5	16	430	62
600/50-22.5	20	550	80
700/45-22.5	16	390	57
710/40-22.5	16	430	62
710/40-24.5	20	550	80
600/55-26.5	16	460	67
600/55-26.5	20	550	80
650/60-26.5	12	280	41
650/60-26.5	20	550	80
650/65-26.5	20	550	80
700/50-26.5	20	550	80
710/45-26.5	16	460	67
710/45-26.5	20	550	80
750/55-26.5	20	550	80
780/55-26.5	20	550	80
800/40-26.5	20	500	73
600/65-34	14	290	42
700/55-34	14	280	41
700/70-34	16	280	41
RADIAL			
650/45R24.5		550	80
600/55R26.5		550	80
710/45R26.5		550	80
800/50R26.5		550	80
600/65R34		400	58
710/55R34		400	58



TRELLEBORG

For information on Trelleborg Tyre Pressures, please visit our web site.



Fitting your Tracks

This task should only be carried out by a trained operative. Please carry out a risk assessment to ensure safety for yourself and others.

The tracks will be supplied in four sections, with two joined sections required for each side of the machine.

Tracks are manufactured in standard lengths for each tyre size and may be too long, requiring the removal of one full track plate section prior to fitting in order to obtain the correct tension. This is dependent upon whether the track is fitted to new or worn tyres and can also vary due to machine type and bogey design.

Stage 1

Lay out the track with the track paws face down.

Stage 2

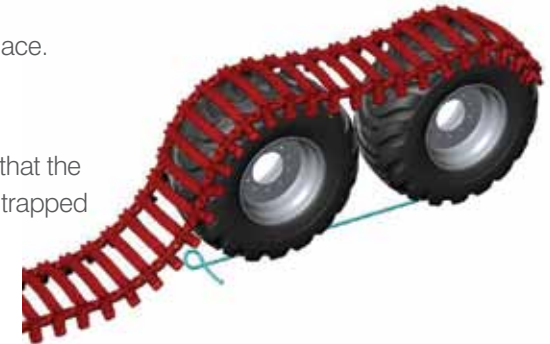
Use a good quality strong rope, such as nylon with a Ø20mm, and attach it to the centre of the last track plate.

Feed over the middle of the bogey tyres, and place the excess rope under the second tyre as shown in the diagram below. The rope should be jammed tightly in place.

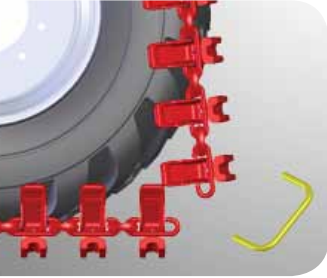


Stage 3

Drive the machine forward so that the wheels bite down on the rope trapped underneath, as shown in the diagram below. This will haul the tracks onto the rear tyres.

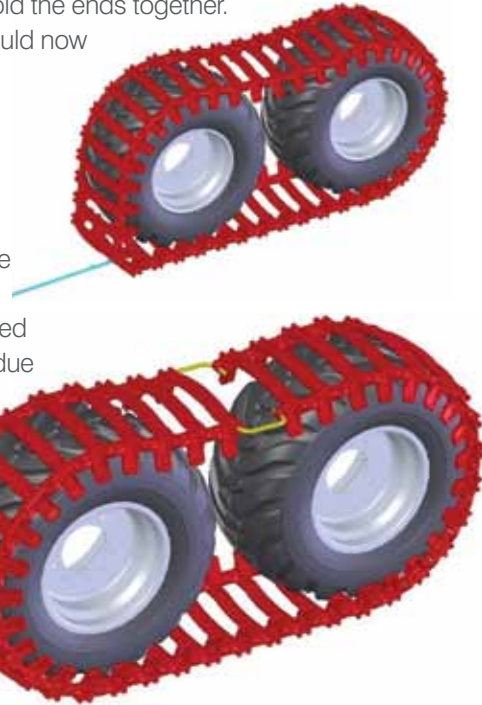


Fitting your Tracks



Stage 4

When the track is sitting fully on the machine as shown in the diagram, the two fitting staples (supplied with the track) can be inserted to hold the ends together. The rope should now be removed.



Each section of track has been manufactured to a standard length so plates might need to be removed in order to achieve the correct tension. This is dependent upon whether the track is fitted to new or worn tyres and can also vary due to machine type and bogey design.

Stage 5

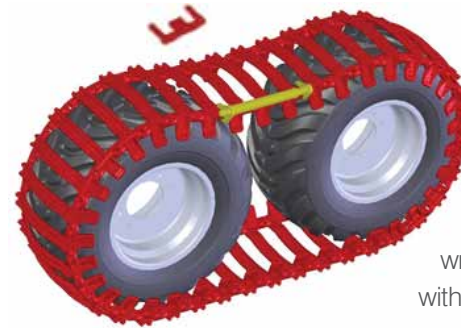
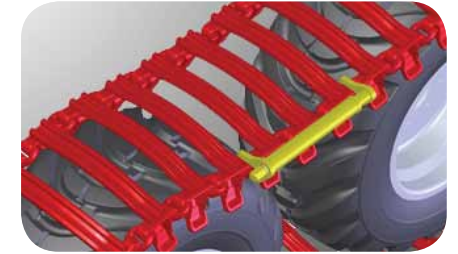
Drive the machine forward so that the stapled section is in the centre of the bogey.

Please Note...

A 3/4" drive ratchet spanner and 38mm socket are required to operate the Tensioner. Ensure the Tensioner is correctly and safely fitted to the tracks prior to use.

Stage 6

The track Tensioner should then be placed on either end of the track, on either the right or left side, and a ratchet used to tighten the track. The staple should then be replaced by the track joining link. This process is then repeated on the other side of the track.

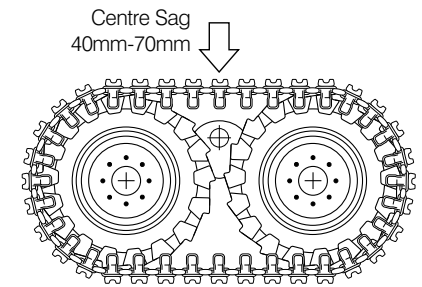


Fitting of track joining links

These links must be fitted with the smooth surface of the link facing towards the tyre, with the end plate fitted to the outside. Fitting these links the wrong way round can result in tyre damage with the link pins contacting the tyre side wall.

Stage 7

Ensure correct track tension. Where tracks are run too slack, with excessive amount of centre sag, there are potential problem with tracks falling off. There is also a danger of tracks hitting and rubbing on bogey drive boxes and in extremely neglected cases, wearing grooves and holes in the drive box.

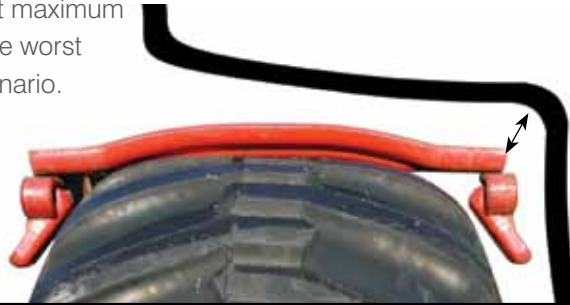


Machine Clearance

In order to avoid tracks hitting or fouling the machine bunk or bodywork (which can in extreme cases cause transmission problems), a minimum clearance gap of 50mm between track and machine should exist. The tracks should be properly tensioned at all times.

This clearance gap should be measured with:

- The track pushed on the tyres towards the machine.
- The bogey at maximum tilt angle – the worst possible scenario.



Without this clearance there is a possibility of track/machine fouling when tracks wear, become slack or are run at faster than normal speeds.

Please Note...

Many 8 wheel drive machines have less clearance at the front of the machine for tracks than at the back. When tracks are fitted to the front of the machine, ensure there is adequate clearance between tracks and machine bodywork such as:

- Clearance from doors
- Air intakes
- Front blades
- Cab ladders

This should be tested at all bogey tilt angles with tracks pushed towards the machine on the tyres.

When tracks are fitted to the rear of the machine, clearance is required between the tracks and the bunk frame. When bunk frames are repositioned, e.g. for different timber lengths, this can change track to frame clearances and must also be checked.

Some machines are fitted with hydraulic bogey lifting rams and may be unsuitable for use with tracks due to inadequate clearances. Checks must be made prior to fitting tracks.

Re-tensioning of tracks

When tracks are new, they will quickly slacken off over the first few days of use and will require re-tensioning. Re-tensioning involves the replacement of long track links with short track links and then the removal of one full track plate in order to maintain correct tension. This process should be done using the Clark Track “Quickie Tensioner” as shown in the Spare Parts section of this hand book and described in our fitting instructions.



This slackening of new tracks is not any form of material stretching, but simply a “bedding in” process due to the numerous components in the track link system.

It can be expected that the track will require re-tensioning frequently during the first week of work, with this task becoming less frequent as the tracks bed in. It can also be expected to have to remove one complete track plate within the first three or four weeks of work and perhaps a second track plate after three to six months of work. The amount of wear experienced by the track link system over its working life is dependent upon the abrasiveness of the ground conditions together with the load and tension experienced by the tracks - over-tensioned tracks will wear more quickly.

Tracks should be run with as low a tension possible providing that:

- The tyres are not slipping and spinning inside the track.
- The track is not falling off the tyres.
- The track is not hitting the bodywork or any part of the machine.
- The track is not causing any damage to the tyres.

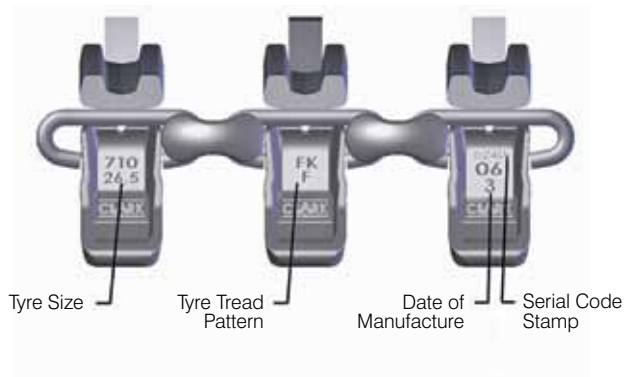
Tracks which are over-tensioned unnecessarily will stress axles and hub bearings as well as increase tyre and track wear.

Design & Quality

All Clark Forest Machine Tracks are designed and manufactured in our own dedicated track production factory by skilled engineers, trained in all aspects of track manufacture. This allows us to react quickly and economically to customer requirements and ensures that we have control of all aspects of manufacture and quality control.

All Clark Forest Machine Tracks go through checking and testing procedures which are well documented and recorded so that we can continue to improve, therefore providing the highest quality to the customer.

Every section of Clark Forest Machine Tracks has badges attached which are stamped with a serial number allowing complete traceability.



Delivery

Each set of Clark Tracks are supplied in four quarter sections and comes complete with all necessary joining links. Tracks are normally packed on two open pallets for shipping with two sections rolled per pallet.



Repair



All Clark Forest Machine Tracks are manufactured from heat treated boron alloy steel, which can be welded like any conventional high strength alloy steel.

- The material must be clean and dry and prepared for welding.
- Preheating to approximately 200°C is desirable.
- Normal welding materials may be used for gas-shielded metal inert gas (MIG) welding.

Please consult Clark Tracks Technical Support Department prior to commencing repairs.

Warranty

For further information on our warranty terms and conditions, please contact us via email or telephone.

Support

We pride ourselves on the level of technical support and backup we can offer our dealers and customers both through information contained in this unique handbook and in the technical ability of our staff to solve problems.

We are also willing to talk directly with customers who require technical assistance even out of office hours. We are only a phone call away.



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***Usage Note:** User discretion should be taken as Clark Tracks cannot make exact recommendations due the fact working conditions, machine or tyre limitations and ground conditions can vary considerably. The ultimate decision of suitability of a track type for a specific application must lie with the owner/user of the machine. Our aim is to help customers make an informed decision. © Clark Tracks 2011

CLARK TRACKS

high performance for maximum work life



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Industries

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