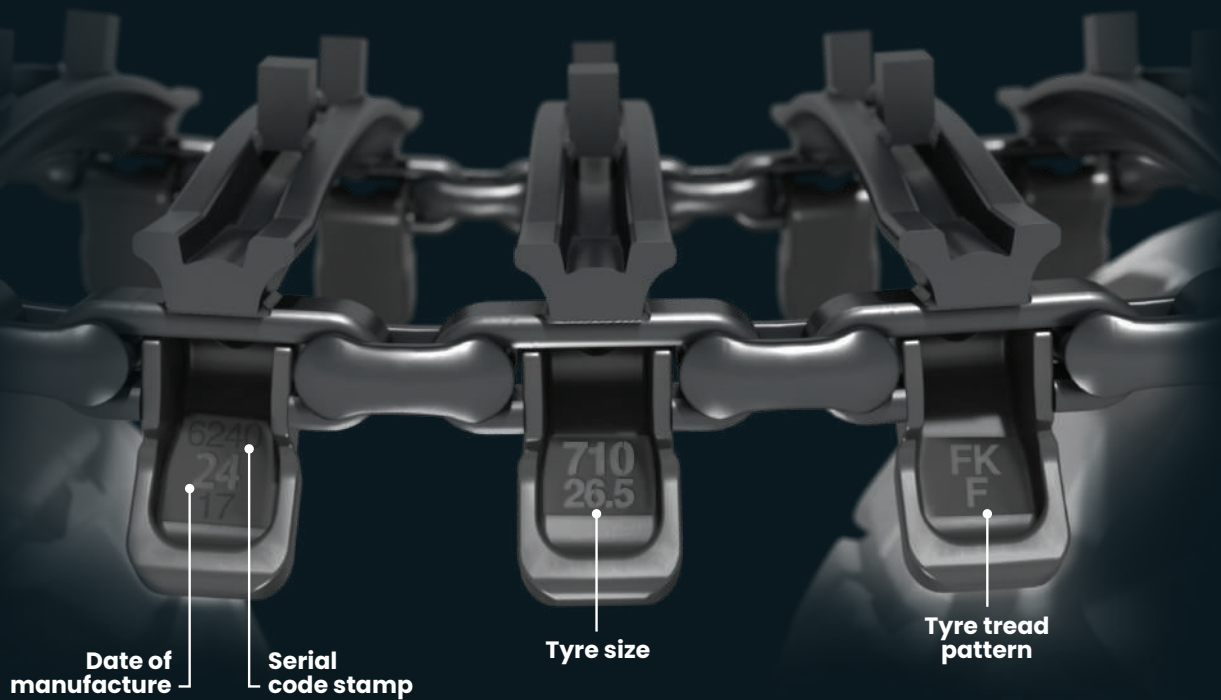


CLARK **TRACKS**TM
high performance for maximum work life

BUILT WITH PRIDE
ENGINEERED ON EXPERIENCE



Track Fitting Guide



Track Identification and General Rules

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

It is essential that the correct track is used for each tyre type.

As a general rule, close spaced tracks with wide plates are better suited to soft terrain. Wider spaced tracks with narrower plates are better suited to harder terrain 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 of

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 included here is date of manufacture and serial number.



Running-in your Tracks

When tracks are new, they will quickly slacken off over the first few days of use and will require retensioning.

Retensioning 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 Tensioner Tool as described in the following fitting instructions.

This slackening of new tracks is not any form of material stretching, but simply a bedding in process of the many components in the track.

It can be expected to retension tracks frequently for the first week of work, with this task becoming less frequent as the tracks bed in. It is also 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 over its working life is dependent upon the abrasiveness of the terrains together with the load and tension experienced by the tracks. (Overtensioned tracks will wear more quickly).

After the initial bedding in process, retensioning will become less frequently required.

Tensioning of Tracks

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

1. The tyres are not slipping and spinning inside the track
2. The track is not falling off the tyres
3. The track is not hitting the bodywork or any part of the machine
4. No damage to the tyres from the tracks

Tracks which are over tensioned unnecessarily will stress axles and hub bearings and increase tyre and track wear. Recommended track tension gives a sag of between 40mm to 70mm in the center of the track between the tyres.

CHECK TYRE PRESSURES REGULARLY

Track Delivery

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 on whether the track is fitted to new or worn tyres and can also vary due to machine type and bogey design.



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



Fitting Double Wheel Tracks

STAGE 1

Lay out the Track

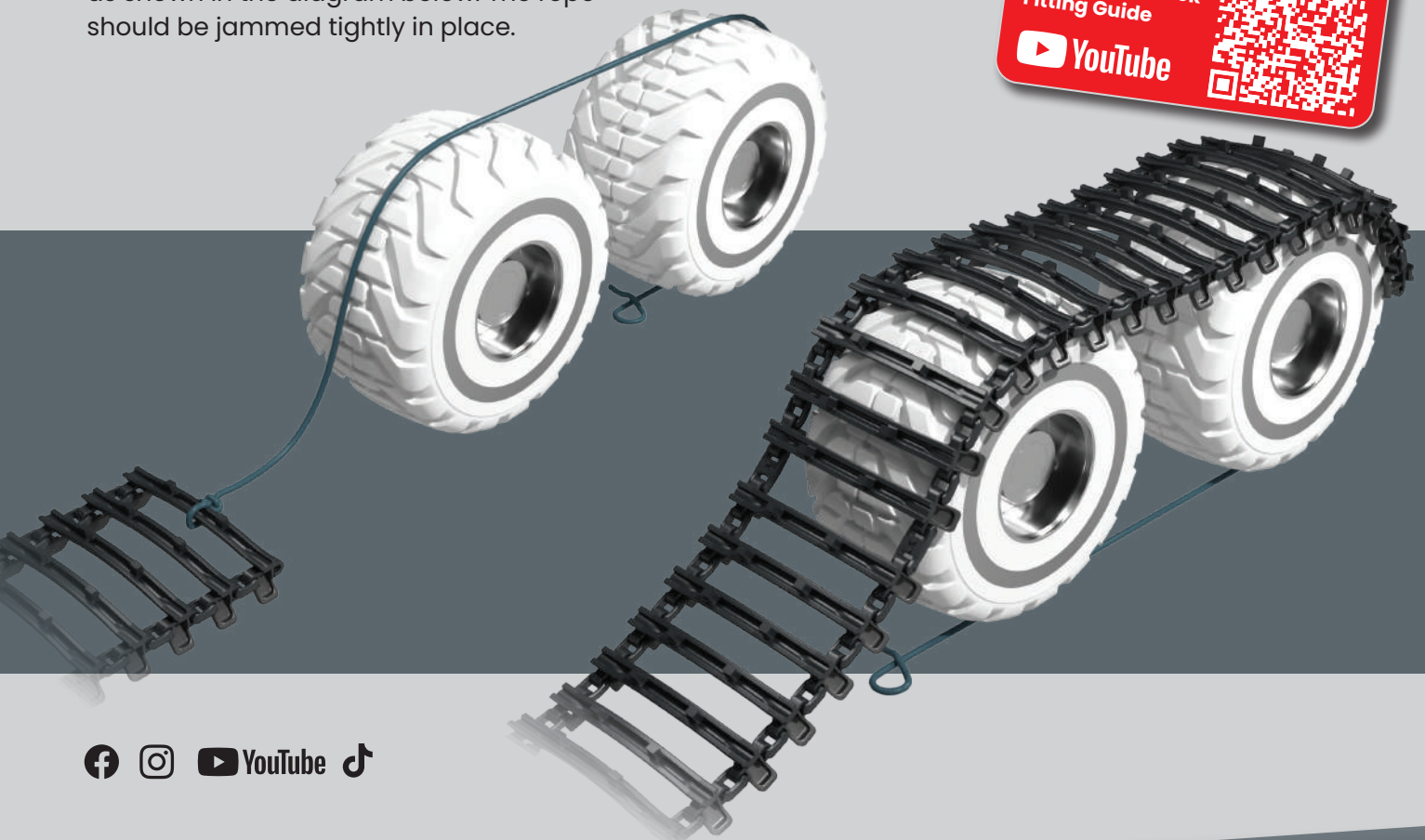
Lay out the track with the track paws face down. Use a good quality strong rope, such as nylon with a Ø20mm, and attach it to the center of the last track plate.

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 2

Drive the machine forward

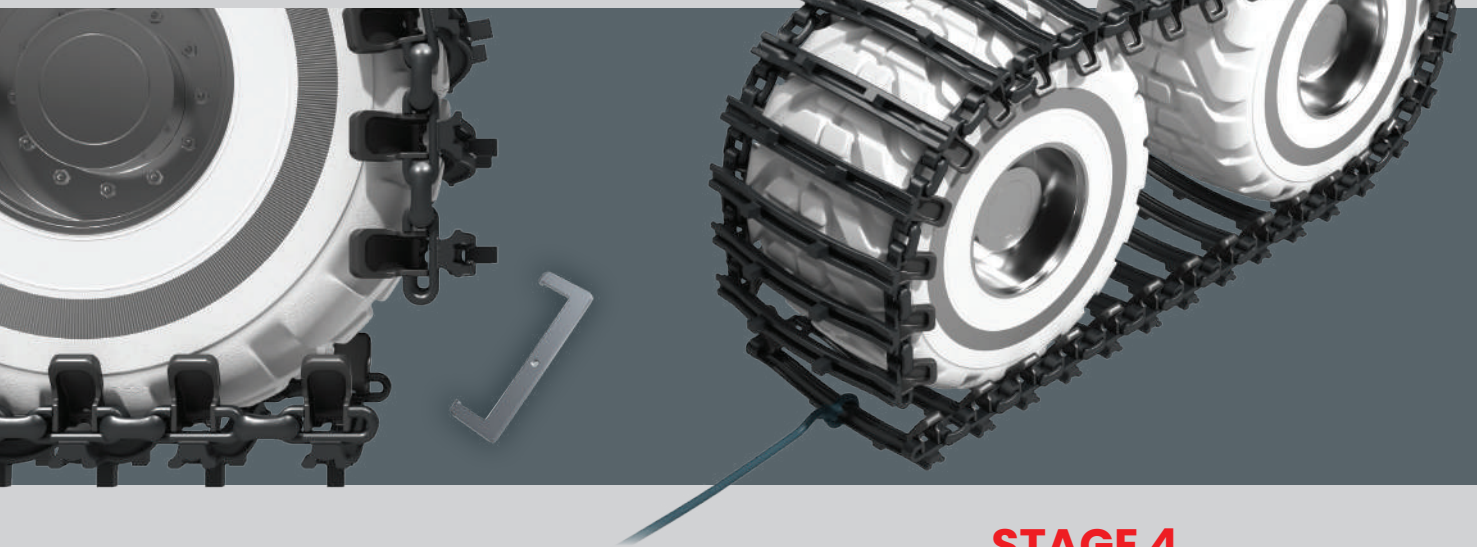
Drive the machine forward so that the wheels bite down on the rope trapped underneath, as shown in the diagram below. This will haul the tracks onto the rear tyres.



STAGE 3

Insert the two fitting staples

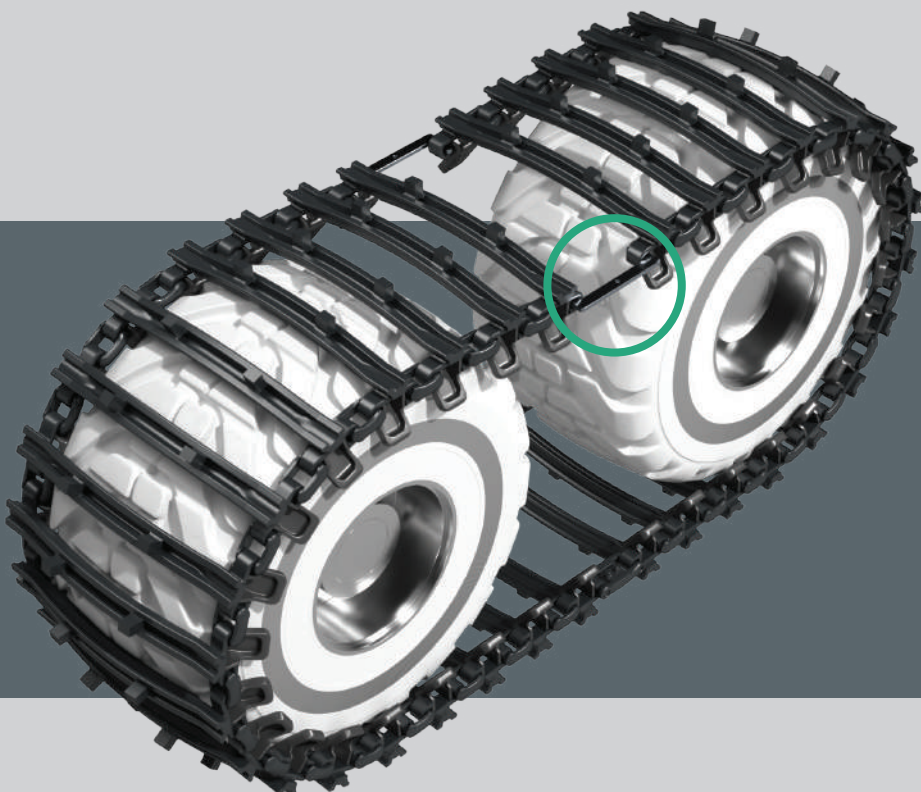
When the track is sitting fully on the machine as shown in the diagram, the two fitting staples (supplied with the track) can be inserted to hold the ends together. The rope should now be removed. Each section of track has been manufactured to a standard length so plates might need to be removed in order 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 4

Drive the machine forward again

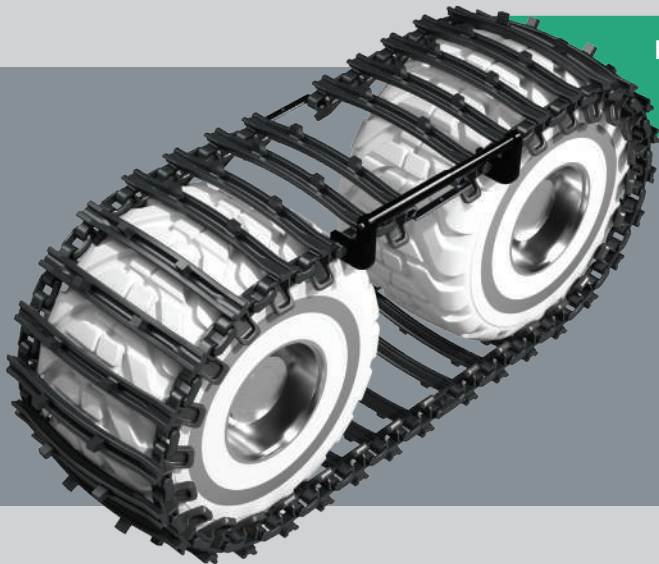
Drive the machine forward so that the stapled section is in the center of the bogey.



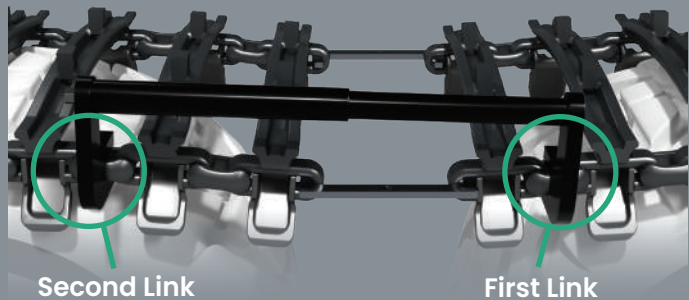
STAGE 5

Place the Track Tensioner

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.



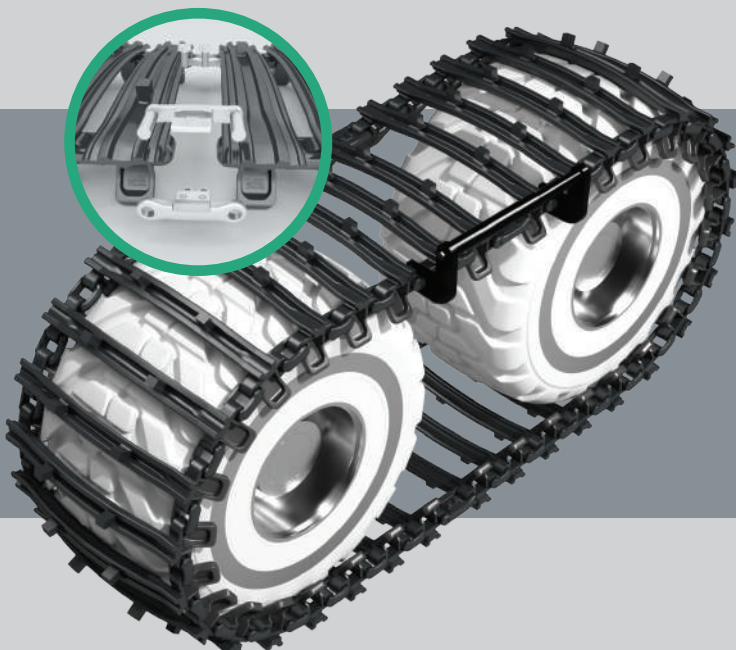
NOTE: A 3/4" drive ratchet spanner and 38mm socket are required to operate the Tensioner. Ensure the Tensioner is correctly and safely fitted to the tracks prior to use.



STAGE 6

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 problems 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.



Fitting Single Wheel Tracks

Each track will be supplied on 2 pallets. Check the serial number, tyre size and tread pattern found on the identification badges. It is essential for the correct tracks to be used with your tyre type.

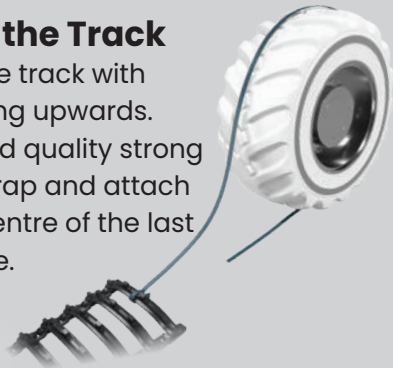


 This task should only be carried out by a trained operative. Please carry out a risk assessment to ensure safety for yourself and others.

STAGE 1

Lay out the Track

Lay out the track with plate facing upwards. Use a good quality strong rope or strap and attach it to the centre of the last track plate.



STAGE 2

Drive the machine forward

Place the rope or strap over the middle of tyre; place the excess under the tyre jamming tightly in place.

Drive the machine forward so that the wheel bites down on the rope or strap, trapping it underneath and hauling the track onto the tyre.



TRACK TENSION: The removal of one full track plate may be required to obtain the correct tension. This may be dependent upon whether the track is fitted to new or worn tyre.

CHOOSE YOUR TENSIONER



Our QTT401 Track Tensioner extended legs and can fit over the track extensions fitting on the link system between the track plates.



Our QTT402 Track Tensioner has pins to fit into the link system. At this point the rope or strap can be removed.



STAGE 3

Insert Staples Tools

When the track is on the tyre add staples.



TXSG
Super Grip Flotation



GSG
Ultimate Climbing



STAGE 4

Insert the Two Track Tensioner Tools

Staple can now be removed. Leaving the last track plate free to move.



QTT401



QTT402

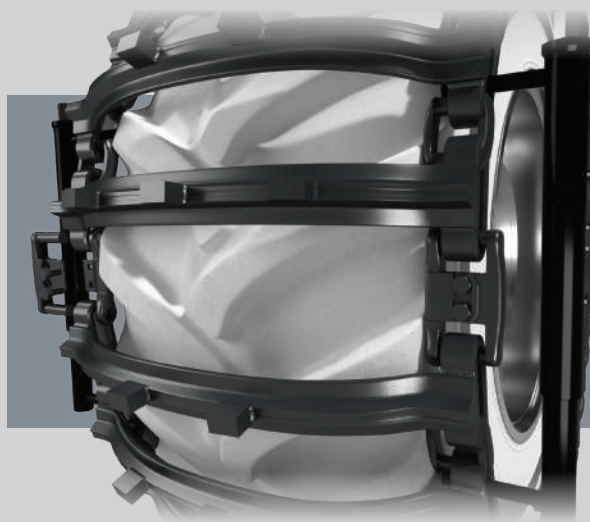
NOTE: A 3/4" drive ratchet spanner and 38mm socket are required to operate the Tensioner. Ensure the tensioner is correctly and safely fitted to the tracks prior to use. Where lynch pins are provided, these must be fitted to tensioner first to prevent dislodging during fitting.

STAGE 5

Fitting Of Track Joining Links



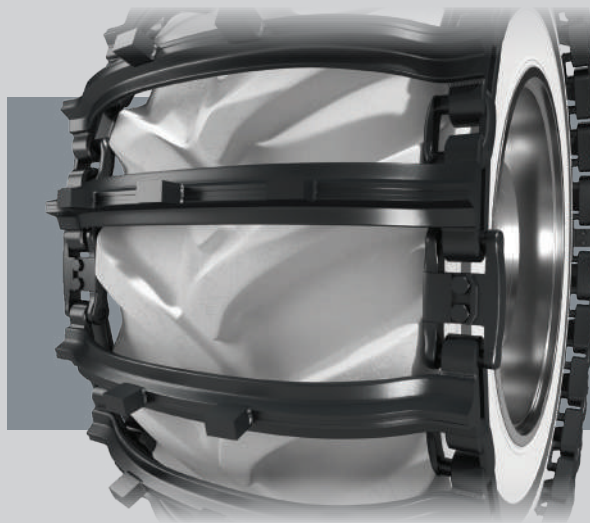
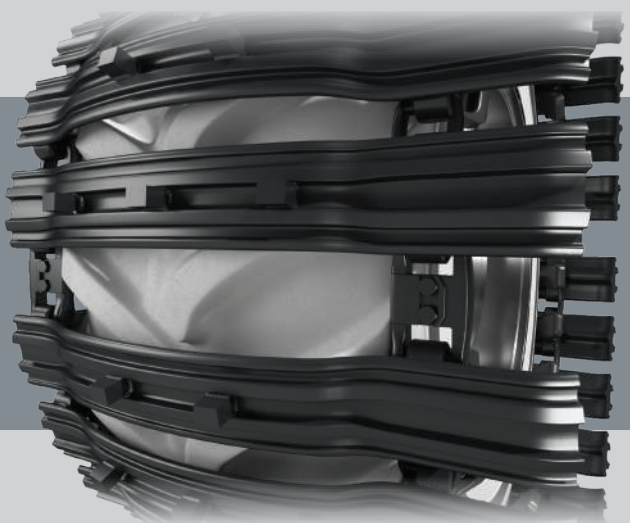
These links must be fitted opposite from that of a band track with the end plate facing towards the tyre, and the male part fitting from the outside.



STAGE 6

Correct Tension & Tyre Pressure

Where tracks are run too slack there is potential for track to falling off.



NOTE: Fitting these links the wrong way round can result in tyre damage. Tyres **MUST** be run at correct pressure, check manufactures recommendations.

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 terrain, 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
- Tracks should not hit or foul any 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
- Tyres must be inflated to correct working pressure - usually maximum permitted tyre pressure. (See website for more details)



Driving Speed

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 a loaded Forwarder and when operating on extreme terrain.

Repairs & Support

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

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.

Clark Tracks Technical Support Department

+44 (0) 1387 722370

clarktracks@clarktracks.com

www.clarktracks.com

Track Welding

The lifespan of spikes, primarily depends on the ground conditions.

On hard rocky ground, the life can be as little as 6 months, and on soft ground they can last for many years. Spike re-welding is a delicate balance between getting enough penetration on the joint and NOT overheating the track pad. We strongly recommend following the procedures for best results:

Preparation

- Take the track into the workshop **24 hours** before welding on spikes.
- Clean the area where the spike is to be welded, removing dirt, rust and debris, and make sure there is no moisture on the track.
- Preheat this area to **150°C** with a gas torch.

It is vitally important that the tracks are clean and dry to reduce the possibility of hydrogen embrittlement which can be **FATAL** to a track.

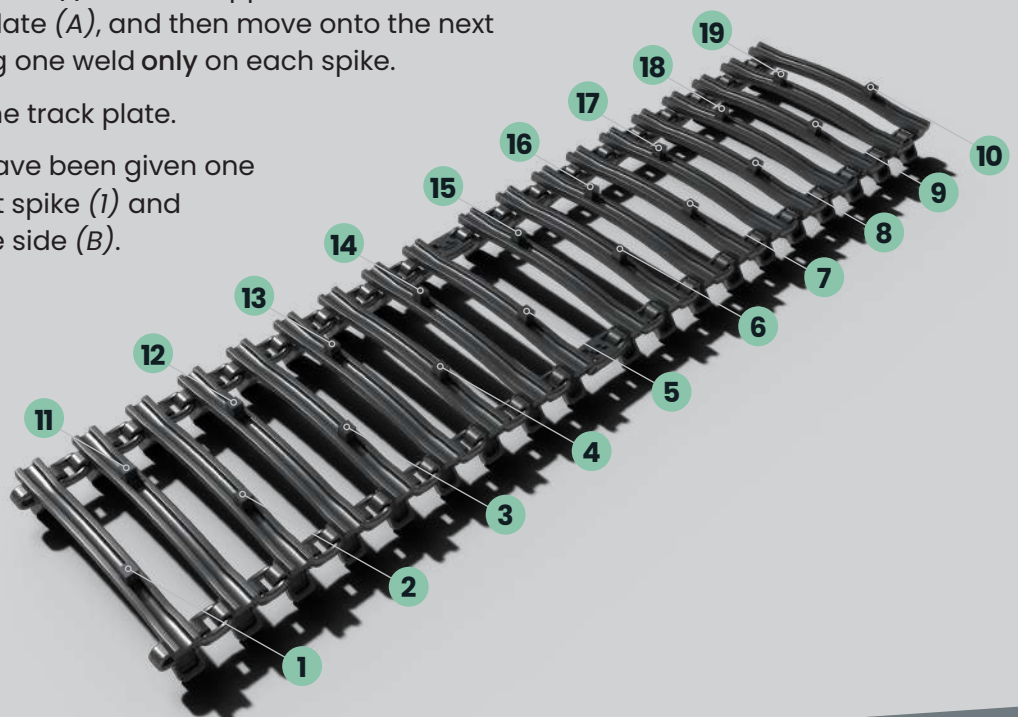
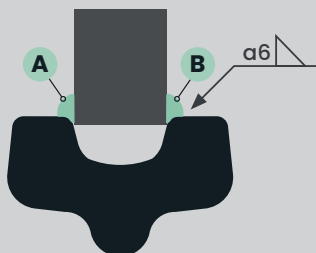
	Esab OK Autrod 12.50		Esab OK 48.00
Diameter, mm	1.0mm wire	1.2 mm wire	3.2mm electrode
Arc voltage, V	22v-25v	24v-28v	23v
Welding current, A	200A-220A	260A-300A	115A

MIG wire electrode:
ESAB AUTROD 12.50 (or similar)

Welding electrode:
ESAB OK74.78 (or similar)

Welding Process

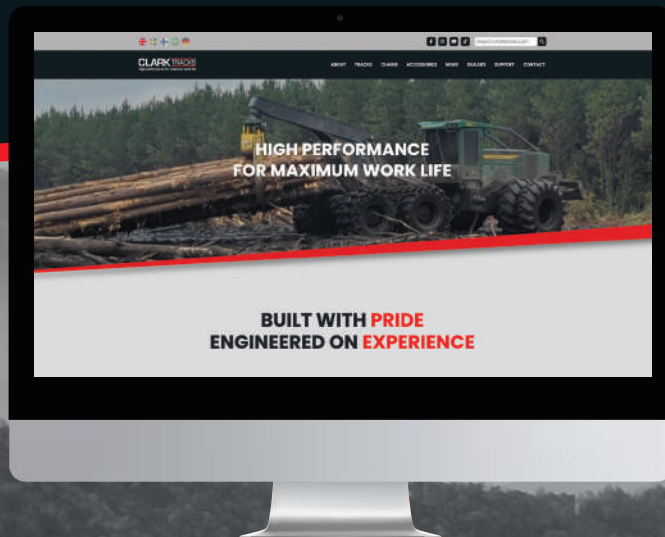
- Place spikes into position and tack onto the track.
- Starting at the first spike (1), weld on opposite side of the tack lateral to the track plate (A), and then move onto the next spike (2), completing one weld only on each spike.
- Never weld across the track plate.
- After all the spikes have been given one weld, start at the first spike (1) and weld on the opposite side (B).



CLARK TRACKSTM

high performance for maximum work life

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



Visit our website www.clarktracks.com

***Usage Note:** User discretion should be taken as Clark Tracks cannot make exact recommendations due to the fact that working conditions, machine or tyre limitations and terrain 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.

+44 (0) 1387 722370

clarktracks@clarktracks.com

www.clarktracks.com

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