TANK TUFF Agricultural Tracks by Global Track Warehouse

NEW RUBBER TRACK BREAK-IN PROCEDURE

Benefits From Proper Break-In Procedure:

Proper break-in procedures reduce initial guide lug and mid-roller edge wear. During the break in process, rolling components undergo a polishing process to achieve a smooth steel-to-rubber interface with the guide lug. Rubber surfaces use dust and dirt as a dry lubricant during break-in to minimize heat and reduce rubber stickiness. New tracks should be exposed to dry and dusty soils as soon as possible. Operation without dry lubrication, especially during high-speed roading, can cause excessive amounts of damaging heat. Using proper break-in procedures will help extend the life of your new tracks, prevent premature wear and failure, and extend the life of your undercarriage components.

Note: Always refer to your machine's service manual for specific installation and break-in procedures.

Track Break-In:

- **Avoid high-speed (over 18MPH) roading with new or clean tracks without dry lubrication.**
- **Machines with new tracks should be trailered, and not roaded until the break-in is complete.**
- **Inspect undercarriage components for wear and replace as needed.**
  - **Idler Wheels / Mid-Rollers**
  - **Drive Wheels**
  - **Suspension Components**
  - **Tensioner**
  - **Alignment Components**
- **Expose new or clean tracks to dry and dusty soil conditions as soon as possible.**
- **Operating machine slowly in dusty soil conditions for at least 60 minutes is recommended.**
- **If this is not possible, spread dry lubricants over the entire undercarriage and track.**
  - **Dirt**
  - **Oil Dry**
  - **Talc Powder**
  - **Graphite**
  - **Other non-caustic particulate material**
- **The break-in process will continue for the next 50 hours**
- **After the break-in is complete, users should monitor track temperature, especially while roading, as high heat can cause premature wear and lead to failure of the tracks. Heat can be monitored with the use of an infrared thermometer.**

Tips To Prolong Track Life:

- **Avoid High-Speed Roading: Roading your track machine at speeds over 18MPH, especially on asphalt, causes excessive heat build up. This heat will cause damage to the tracks, and can result in premature failure. New tracks should be transported on a trailer until the break in period has been completed. If roading cannot be avoided, users should monitor track heat and use dry lubricants to help dissipate heat every 30 minutes.**
- **Check Alignment, Tension, and Undercarriage Components Frequently: Loose or worn undercarriage components can cause alignment and tension issues with your new tracks. Maintaining proper tension and alignment allows the undercarriage components to run as designed and decreases drive lug wear.**
- **Pay Attention to Your Drive Lugs: One of the most common reasons for track replacement is drive lug failure. Damage to drive lugs commonly occurs because of mechanical issues, side loading, and over-torqueing. The drive lugs can show the first indications of misalignment. Make sure your undercarriage is free and clear of any debris that may have accumulated. Avoid side loading by turning your machine slowly, especially on declines sidehills. Alternating turns and work direction can equalize drive lug wear.**
- **Avoid Spinning Your Tracks: Spinning your tracks in the field can cause unnecessary stress to the drive lugs. In especially wet and sticky conditions, spinning the tracks can cause a build-up of mud and field debris in the undercarriage which can cause over-tensioning of the track.**
- **Proper Ballast: Check your owner's manual for ballasting weights, taking care to avoid exceeding the weight limits. Weight distribution on quad tracked machines is important for the overall performance of the machine. *NOTE* Machines correctly ballasted for field conditions MAY NOT be ballasted for road operation. The excessive weight will cause more damaging heat build-up.**

Following these tips will help you get the most out of your new tracks. Operators should check the tracks frequently, taking notes of any cracks, bubbles, exposed wires, or tears. These can alert you to issues with your undercarriage, or to the tracks themselves. Heat is the biggest contributor to track damage. Avoiding high-speed roading, maintaining proper tension, and good alignment can help reduce heat build-up and extend the working life of your tracks. For brand-specific break-in and maintenance procedures, check your owner's manual or call your local machinery dealer.

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