NOVA UNDERCARRIAGE
TRACK RE-TORQUE GUIDE

PROTECTING STEEL TRACKS.

Steel tracks are designed for harsh underfoot conditions. Follow these steps to extend service life and reduce operating costs.

Track Drive

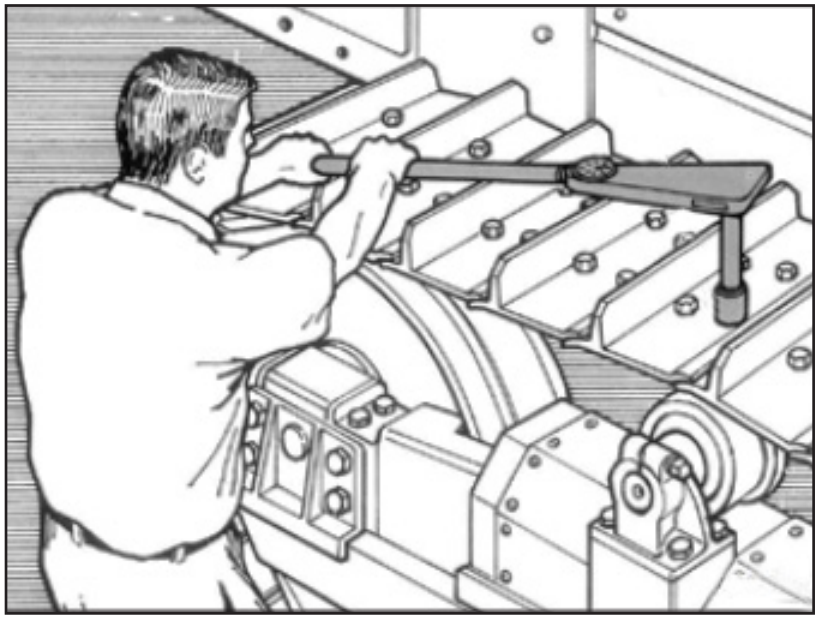
TORQUE PROCEDURE FOR TRACK SHOE

- Incorrect bolt torque is the leading cause of shoe loosening.

- Torque + turn is a shoe bolts assembly method.
  - Provides a controlled stretch of the bolt about 0.3mm (0.012 inches). It is the stretch that prevents the bolt from coming loose.

- It provides up to 25% more clamp load than straight torque.

- It Is not influenced by the friction/condition of mating components.



TRACK SHOE TORQUE VALUES

Track shoes must be fastened together applying the exact torque values shown across and using this torque dash turn method.

Track shoe bolts and nuts are designed specifically for the purpose, and the surface should not be substituted with standard hardware.

Only bolts grade 12.9 or 170 designated forged in the head are approved.

When checking the torque values at first 100 hours and every 125 hours after that use the checking torque value(s) shown below:

TRACK SHOE BOLTS	
Torque-Turn	650 Nm (480ft-lb) + 1/3 turn
Checking Torque	1411 Nm (1040 ft-lb)

BOTTOM ROLLER RETAINING BOLTS

The bottom rollers must be fastened to the undercarriage applying the exact torque values shown across.

When installing new rollers, apply anti-seize compound to the bolt threads.

When checking the torque values at the first 100 hours and every 125 hours after that use the torque value.

BOTTOM ROLLER BOLTS (1 INCH)	
Torque	1017 Nm (750ft-lb)

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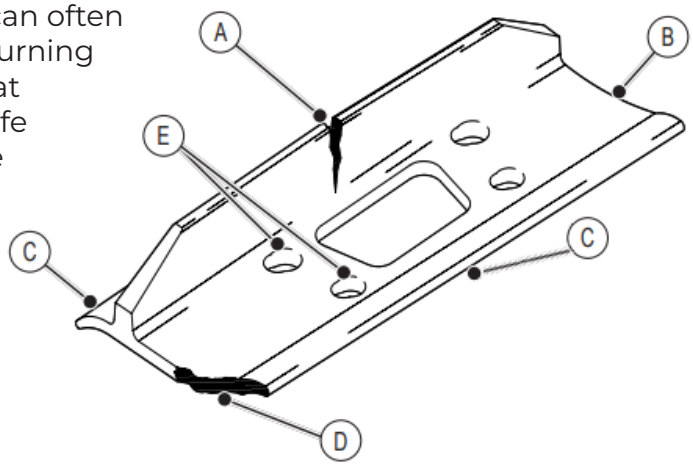
NOVA UNDERCARRIAGE
TRACK MAINTENANCE GUIDE

Types of Track Wear

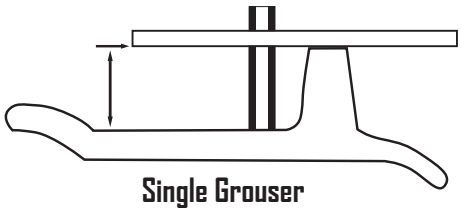
Start with a clean undercarriage
When mud and debris build up on your machine's lower part, components wear faster.
Wait to begin work until the undercarriage area is clean.

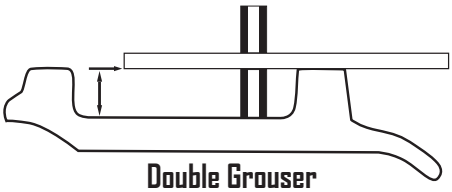
Inspect the undercarriage before you start working
In addition to ensuring the undercarriage is clean, spend a couple of minutes on visual inspection. Check for loose bolts, leaky seals, and abnormal wear patterns. When you spot potential problems early, you can often prevent them from turning into bigger issues that reduce component life significantly or cause expensive unscheduled downtime.

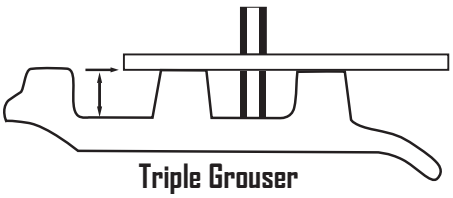


A. Cracking
B. Bent
C. Edge Wear
D. Broken Edges
E. Worn Holes

TRACK SHOE GROUSER HEIGHT WEAR


Single Grouser


Double Grouser


Triple Grouser

WEAR LIMITS FOR TRACK TYPE

It is crucial to visually inspect and record the wear height of the grouser. For soft conditions, 100% wear is acceptable, while for rocky ground conditions, 75% is allowable.

SHOE GROUSER	NEW	75% WEAR	100% WEAR
Single	74.4 mm (2.81 in)	39.1 mm (1.5 in)	25 mm (1 in)
Double	49 mm (1.9 in)	23 mm (0.9 in)	12 mm (0.5 in)
Triple	30 mm (1.2 in)	19 mm (0.7 in)	15 mm (0.6 in)

Track Maintenance

EVERY 8 HOURS

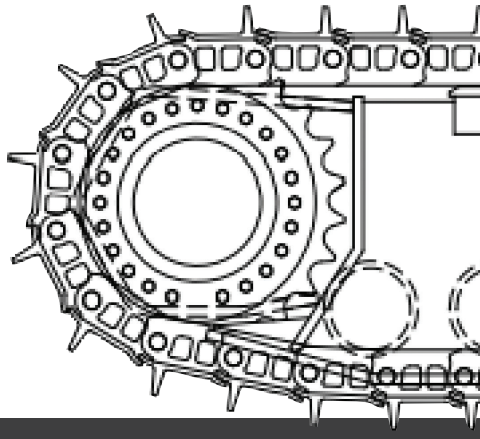
Visually check condition of tracks

Clean
- Remove potentially damaging limbs and sticks

EVERY 125 HOURS

Check torque tightening points as per new machine maintenance. Refer to opposite page for specs.

- Track components and chassis
- Track shoe bolts
- Track roller retaining bolts
- Track drive motor mounting bolts



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