

# NEW RUBBER TRACK BREAK-IN PROCEDURE

## Guide lug life

### BENEFITS FROM CORRECT BREAK-IN PROCEDURE

Correct break-in procedures reduce initial guide lug and midroller edge wear. During the break-in period, 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 dry lubricant during break-in to minimize heat and reduce rubber stickiness, and new tracks lacking a coating of dust should be exposed to dry and dusty soil conditions as soon as possible.

Operation without dust or soil in the system, especially during high-speed roading, generates excessive amounts of damaging heat. If roading must be done, a dry lubricant such as soil, talc, or dry-oil should be applied to the guide lugs every 30 minutes during roading until field operation commences.

Tracks should continue to be conditioned for the first 150 hours.

## Track break-in

### METHOD

- Expose new or clean tracks to dry and dusty soil condition as soon as possible
- Avoid high-speed roading with new or clean tracks without use of a dry lubricant
- Best method is to operate for at least 15 minutes in field with loose soil
- If this is not possible: Spread layer of lubricating material over entire undercarriage wheels and inside of track. Use materials such as dirt, dry oil, talcum powder or any non-caustic particulate material. Drive vehicle forward to allow material to cover all critical areas of track and undercarriage

## Caution

### TRACK PRECONDITIONING

- New systems requiring extended transport should be carried on a flatbed and not roaded
- Do not use a new system on the road without first checking alignment and introducing the tracks to dirt or a dry lubricant
- Operating tracks without pre-conditioning will cause scuffing and damage to rubber contacting surfaces such as the track wheel path, guide/drive lugs and rubberized undercarriage wheels

