TRACK SELECTION FOR YOUR MACHINE

The following is a list of different length Skid Steer Trackman Rubber Track available from Goodyear. Choose the track based on the actual wheelbase measurement of your machine.

### TABLE I

<table>
<thead>
<tr>
<th>PART NUMBER</th>
<th>WHEELBASE RANGE MIN/MAX</th>
<th>INSIDE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>16575150XAXAX23035</td>
<td>35.0/36.4</td>
<td>164.25&quot;</td>
</tr>
<tr>
<td>16875150XBXBX23036</td>
<td>36.5/37.9</td>
<td>167.25&quot;</td>
</tr>
<tr>
<td>17167150XAXAX23035</td>
<td>38.0/39.2</td>
<td>170.17&quot;</td>
</tr>
<tr>
<td>17478150XBXBX23036</td>
<td>39.3/41.0</td>
<td>173.28&quot;</td>
</tr>
</tbody>
</table>

Inside length is the circumferential measurement on the flat inside surface of the track.

FITTING THE TRACK TO YOUR MACHINE

Because tensioning of the track on the skid steer is accomplished via air pressure in the tires, it is very important that the tires used are the correct size for the track. If tires of the correct size are not used, improper performance of the rubber track can result.

Trackman tires, specially designed and sized for use with Trackman Rubber track, are available from Goodyear. By using these tires, proper fit and performance of the rubber track system are guaranteed. Furthermore, these tires have heavy-duty sidewalls that will maximize life and minimize downtime. Generally, these special tires come mounted on offset rims, making wheel spacers unnecessary.

For a complete discussion of tire sizing and selection, see the trouble-shooting section included at the end of this manual.

TRACK MOUNTING PROCEDURES FOR SKID STEER RUBBER TRACK

**NOTE:** In order to determine which track, tires and attachments are right for your skid machine, refer to your dealer packet and price pages.

Read instructions before attempting to mount track.

Track mounting fixture to be used only in the manner shown in this manual.
1. Mount the tires for the track assembly onto the appropriate wheels. Set the beads on the rim then reduce the tire pressure to 5–10 psi. Use appropriate mounting safety procedures when mounting the tires.

2. Follow all the equipment manufacturer's safety instructions for securing the skid loader for removing tires from the vehicle.

3. Raise the machine for tire removal using appropriately sized lifts. The tires should be 2” to 3” off the floor. Secure the machine per manufacturer's instructions. Remove the tires.

4. Place the track on its side next to the machine. Place the mounted track tires into the center of the track so that the chamfered holes in the wheel will face away from the axle hub when the track is set up. Note: Be sure that the tread pattern of the track will be facing the correct direction when the track is set up.

5. Upright the track assembly. Move the assembly next to the machine.
6 Rotate the tire assembly at the back of the machine to line up with the rear axle studs. Lift the track/tire assembly to mount on the rear axle. Secure the wheel to the hub with the lug nuts.

7 Secure the wheel to the hub with the lug nuts.

8 Install the spreading fixture onto the wheels: For outside guide lug tracks (single tires), attach the chain to a secure structure on the machine. Adjust the chain so that the fixture height is centered with the axle center. Install the ends of the fixture in the wheels. Spread the tires apart by pumping the cylinder outward. Continue spreading the tires until the pilot hole of the wheel lines up with the axle hub. Relocate the adjustment bar if necessary. Rotate the hub until the studs line up with the holes in the wheel.

9 For center guide lug tracks (dual tires), place the flat attachments on the ends of the spreading cylinder. Use appropriate extensions to fit the cylinder between the center band between the tires. Locate the cylinder so that it is in line with the center of the wheels. Pump the cylinder outward. Continue spreading the tires until the pilot hole of the wheel lines up with the axle hub. Collapse the cylinder and add additional spacers if required to spread the tires apart to the position desired. Rotate the hub until the studs line up with the holes in the wheel.

Caution. Keep head and hands away from cylinder while installing track. Cylinder may slip off of wheel center and cause injury!
Place the rim onto the studs and install the lug nuts. Snug the front and rear wheels with the lug nuts then remove the spreading fixture. Finish tightening the lug nuts to the equipment manufacturer’s recommended torque.

- Jack up and secure the machine as mentioned in the installation procedure.
- Deflate the tires to 5–10 psi.
- Place the spreading fixture on the wheels as mentioned for the installation procedures.
- Apply a slight amount of pressure to the cylinder.
- Remove the lug nuts from the front wheel.
- Carefully remove the front wheel from the hub.
- Slowly release the pressure from the cylinder.
- Remove the spreading fixture.
- Remove the lug nuts from the rear wheel and finish removing the track assembly from the machine.

CAUTIONS AND TIPS

1. Depending on the end used on the porta-power cylinder, the unit may easily slip off the center bands of the rims. Keep hands, head, etc. away from the cylinder when expanding the cylinder and when moving the assembly.

2. Aligning the rim with the hub can be very time consuming with the rims under tension. Orient the holes in the rim with the axle hub as closely as possible before spreading the assemblies in the track. This is especially true if the machine has both chains attached as the hubs cannot be rotated to align the studs with the holes. If the rims do not line up with the studs, the track will have to be put back on the ground, the power unit released and the wheel assemblies rotated within the track. This procedure may have to be repeated numerous times before alignment can be achieved.

Inflate the tires to 45 psi once the assemblies are securely mounted. Inflate the tires using a remote extension with an inline air gauge and clip-on chuck to allow the operator to stand away from the front of the tire during inflation.

Repeat the installation procedure for the opposite side of the machine.
The purpose of the fixture is to spread front tire away from rear tire on skid steer during the track mounting procedure. The hydraulic pump on the fixture is rated at 4-ton capacity and the cylinder has a 5” stroke. There are twelve (12) holes in the span adjustment rod for use on a range of wheel bases from 35” to 48”. The fixture is spring-loaded so slide retracts as hydraulic valve is opened on the cylinder. The supplied 54” chain is to be attached to the cab cage to hold the fixture level with the center of the tires while the fixture is used.

NOTE: TRACK MOUNTING FIXTURE IS TO BE USED ONLY IN THE MANNER SHOWN IN THE SKID STEER TRACK MOUNTING PROCEDURES MANUAL.

CAUTION: If fixture bends or bows during installation, stop and ensure that air pressure in tires is below 10 psi. Serious injury can result from attempting to install track over inflated tires.

TROUBLE-SHOOTING

It is recommended to only use Goodyear specified tires with the Goodyear Trackman track system. These tires are sized to work in unison with the track design for your machine. Over/undersized tires or tires with mismatched diameters can cause detracking, premature chain breakage or premature tire failures.

Track rubbing against machine
If the track edge rubs against any part of the machine, the wheels you have may be incorrect or turned around on the hub. Wheels for your machine, as specified by Goodyear, have been designed with the appropriate offset to provide adequate clearance between the body of the machine and the track.

Tire slips in the track
There may be numerous reasons for the tire to slip inside of the track. The most common are:

- **New tracks and tires** - The manufacturing process may leave a thin film of lubricant on the surface of the track or tire. This can best be addressed by placing dirt in the inside of the track and running the machine to help roughen up this surface and remove the coating.
- **Underinflated or flat tire** - Routinely check tire pressures and insure tires are inflated to 45 psi
- **Unloading rear axle** - With the front drive chain unhooked, the rear axle must maintain adequate loading to drive the track. If the machine is coming up a steep incline backwards with a loaded bucket, the weight on the rear axle will be reduced. If the rear weight is significantly reduced, the tires will slip inside the track. Counterweights added to the machine will prevent this condition from occurring.
- **Undersized tires** - An interference fit between the tires and track are required to obtain sufficient frictional force to drive the track. If the tire circumference is too small, the tires will slip inside the track.

Frequent drive chain breakage
If the front drive chains have not been disconnected, premature drive chain breakage may occur.

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**TIRE SPREADING FIXTURE SET-UP**

1. Open Banner 4-Ton Porto-Power Kit no. 65114 (Goodyear spec no.52306) and remove hydraulic pump (part no.65116) and 5”stroke cylinder (part no. 65117). Attach pump hose to cylinder.

2. Manually spread fixture apart so 5” stroke cylinder can be installed into tire spreading fixture.

3. Adjust span adjustment rod as necessary by removing quick release pin.

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**FIXTURE EXPLANATION**

For outside guide lug tracks (single tires)

For center guide lug tracks (dual tires)
TRACK INSTALLATION EXAMPLE

Track Part Number — 16575150XAXAX23035
Inside Length — 164 25”
Given a machine with a wheelbase of 36.0”
Recommended Average Tire Size (From Table II) — 94.3 min., 95.8 max.

If the front tire measures 95.0” and the rear tire measures 95.5”, the average circumference is 95.25”, thus the W.A.L. is as follows:

Wrap Around = Average tire circumference + 2 (wheelbase) 167.25 = 95.25” + 2 (36.0”) thus the crunch is:
Crunch = Wrap Around - Track inside length 3.00” = 167.25” - 164.25”

3.00” falls within the Goodyear recommended crunch range of 2.0” to 3.5”.

If the calculated crunch had not fallen within the range, replacement of the existing tires with ones which meet the requirements is recommended.

COMMON Q & A’S ABOUT GOODYEAR’S TRACKMAN RUBBER TRACK

Q. Is it a problem when mud or other foreign material gets inside the track?
A. No – the track is designed to be “self-cleaning.”

The deep V-groove guide lugs on the outside of Goodyear’s Trackman Rubber Track are designed to allow mud and other semi-liquid materials to be expelled from the track under the pressure generated by rolling tires. Solid materials (such as rocks, chunks of ice, and the like) are trapped between the track and tire, carried around to the “top” of the tire, and ejected forward and outward by the crown profile of the tire. Although this may sound as though it would be harsh on the tires, it actually does no more damage than would be done by running over those same objects on a hard surface without track. (Of course, caution should be used when working with sharp objects, as rubber track reduces, but does not eliminate the occurrence of flat tires.)

Q. How long will a set of rubber tracks last?
A. Several times longer than a set of tires.

Because the life of a set of tracks (or a set of tires, for that matter) is entirely dependent on the application in which it is used, it is impossible to put a fixed lifetime on Trackman Rubber Track. However, based upon extensive product testing and the feedback of our customers, we can offer the following general statement: In most situations, Goodyear Rubber Track has been seen to last 3-5 times longer than a set of standard utility tires used in the same application. Of course, the tracks will wear more when run on improved surfaces than when run off-road, so maximum life will be seen in applications that avoid hard, abrasive surfaces.

Q. Do rubber tracks have to be put on and taken off frequently?
A. No – put them on and go!

Unlike steel tracks, Trackman Rubber Tracks can be run either on or off improved surfaces with no fear of damage. Further, rubber tracks can be run on sensitive surfaces (like finished lawns, nursery lanes, or even landfill liners) because they won’t tear up the ground. Thus, not only can you leave rubber tracks on your machine from job to job, you can leave them on from year to year!

Note: If the tracks are removed for any period of time, it is recommended that different tires be used until the tracks are reinstalled. This is due to the fact that wear on tires will change their physical size (make them smaller), and thus affect the fit of track.

Q. Will rubber tracks stretch?
A. No – they are steel reinforced.

Although Goodyear Rubber Tracks are “all rubber” on the outside, they’ve got a backbone of steel. Trackman Tracks are helically wound with a steel cable that provides unsurpassed hoop strength and stretch resistance. In addition, each track contains multiple layers of woven steel “fabric” to provide stiffness and added lateral strength. The result of all this is that even after years of hard use, your rubber tracks will be exactly the same length they were the day you bought them.
**GOODYEAR LIMITED WARRANTY**
**TRACKMAN RUBBER TRACK FOR SKID STEER LOADERS**

**Eligibility**
You are eligible for the benefits of this policy if you are the original owner or authorized agent of the original owner of new Goodyear Trackman Rubber Tracks, and have registered your tracks by submitting a Warranty Registration Form at the point of purchase.

**Coverage**
This policy covers all Goodyear Trackman Rubber Tracks sold on or after 8/1/95. If proof of purchase is not available to establish time in service, the date of manufacture will be used.

Any track covered by this policy that becomes unserviceable due to a defect in workmanship, (i.e. loss of tread or guide lugs), or materials will be replaced with a comparable Goodyear track on a pro-rated basis. The warranty reimbursement will be calculated by multiplying Goodyear’s current predetermined price for adjustment, or the current advertised price at the adjustment location (whichever is lower), by the percentage determined from the “Reimbursement Table” shown below.

**Adjustment Policy Limitations**
This limited warranty is applicable only in the fifty (50) United States, the District of Columbia, and Canada. No representative or dealer has the authority to make any representation, promise, or agreement on behalf of Goodyear except as stated herein.

**Not Covered**
- Track purchased under this warranty and presented for adjustment more than three (3) years after purchase. Without proof of purchase date, track manufactured three (3) or more years prior to presentation are not covered.
- Irregular wear or damage due to: cuts, snags, machine damage, wreck, collision, fire, chemical damage, misapplication, misuse, negligence, or mechanical condition of vehicle.
- Loss of time, inconvenience, installation, freight, loss of use of vehicle, or consequential damage.

**Warranty Reimbursement**

<table>
<thead>
<tr>
<th>Track Age</th>
<th>Tread Depth Remaining on Track</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1/2” or more</td>
</tr>
<tr>
<td>1 Year or less</td>
<td>100%</td>
</tr>
<tr>
<td>2 Years or less</td>
<td>60%</td>
</tr>
<tr>
<td>3 Years or less</td>
<td>30%</td>
</tr>
<tr>
<td>Over 3 Years</td>
<td>0%</td>
</tr>
</tbody>
</table>

**Owner’s Obligation**

- You must present the unserviceable track and a copy of proof of purchase date to a certified dealer.
- You must pay for taxes, installation, or any additional services you order at time of adjustment.
- No claim will be recognized unless submitted on a Goodyear claim form (to be supplied by Goodyear to the dealer) completely filled out and signed by you, the original owner of the track presented for adjustment, or your authorized agent.