FRONT TRACK ALIGNMENT PROCEDURE

ROADTEC RUBBER TRACK PAVERS UTILIZE A FRICTION DRIVE, ENDLESS BELT TRACK ASSEMBLY. IN ORDER FOR THE PAVER TO TRAVEL OR PAVE CORRECTLY, THE TRACKS ON EITHER SIDE OF THE MACHINE MUST BE ALIGNED DEAD CENTER OF EACH TRACK ASSEMBLY. ALL ROADTEC RUBBER TRACK PAVERS COME FROM THE FACTORY WITH THEIR TRACK ALIGNMENT PERFECTLY SET AND CHECKED. BUT AFTER TIME AND USAGE THE TRACKS WILL NEED TO BE CHECKED FOR PROPER ADJUSTMENT. THIS CHECK SHOULD BE PERFORMED ONCE A WEEK OR SOONER IF THE NEED SHOULD ARISE.

THE FOLLOWING PROCEDURE WILL EXPLAIN HOW TO CHECK AND ADJUST THE FRONT TRACK ALIGNMENT.

1) AS WHEN WORKING ON ANY PIECE OF EQUIPMENT THE FIRST STEP THAT SHOULD BE TAKEN IS SAFETY. BE SURE THAT EVERYONE INVOLVED ARE TRAINED PROFESSIONALS AND ARE USING ALL THE PROPER SAFETY EQUIPMENT.

2) LOWER THE SCREED TO THE GROUND, LEAVE IN THE PAVE (FLOAT) POSITION. SPEED RANGE IN PAVE, FULL THROTTLE, SPEED POT ABOUT MID RANGE.

3) DRIVE STRAIGHT FORWARD ABOUT 4 COMPLETE ROTATIONS OF THE TRACK.

4) CHECK THE GAP BETWEEN THE GUIDE LUGS AND THE FRONT IDLER WHEELS. DRIVE FORWARD 1 COMPLETE ROTATION OF THE TRACK. RECHECK THE GAP. IF BOTH CHECKS SHOW THE TRACK RUNNING HARD TO ONE SIDE REFER TO STEP 5.

5) IF ADJUSTMENT IS REQUIRED, PLEASE OBSERVE AND EXECUTE THE FOLLOWING STEPS.

   A) USE THE CHART ON THE FOLLOWING PAGE TO DETERMINE WHICH 5/8” SQUARE HEAD SET SCREW NEEDS TO BE LOOSENED AND WHICH NEEDS TO BE TIGHTENED.

   B) TIGHTEN THE APPROPRIATE SET SCREW ½ TURN

   C) DRIVE FORWARD TWO COMPLETE TRACK ROTATIONS; CHECK THE GUIDE LUG/IDLER WHEEL GAP. DRIVE FORWARD ONE COMPLETE ROTATION. RECHECK THE ALIGNMENT.

   D) IF REQUIRED PERFORM FURTHER ADJUSTMENT. DO NOT TURN THE ALIGNMENT SET SCREW MORE THAN ½ OF A TURN AT A TIME.