



Field Inspection Tips

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- **Sharp Sprockets**
 - This is an indication that you are reaching time to turn the pin and bushings on the track links. This procedure will result in receiving the maximum life of the undercarriage system by matching pin and bushing life with link life.
- **Hot or leaking joints/components**
 - Once the machine has operated for a minimum of one hour, stop the machine and check for hot track joints. This can be performed by either a heat gun device or by lightly touching each track joint by hand. Joint temperature will typically be similar to the climate ambient temperature.
- **Loose Shoes**
 - This is a result of hardware that have become loose during operation.
- **Track Sag**
 - Incorrectly adjusted tracks will accelerate the wear on the undercarriage. Refer to “Cat Undercarriage Management Guide” for Track Adjustment Procedures.
- **Snaking Tracks**
 - This is an indication that loss of lubricant in the track joints have occurred.
- **Chrome and Idler Extension**
 - On elevated sprocket machines, if the chrome extension is beyond the manufacturers limit the track joints have loss lubricant or tracks are worn and require replacement.
- **Clearance between pin boss and roller flanges**
 - Check to make certain that there is no contact between the roller flange and the pin boss of the link. If this occurs, the undercarriage system is reaching the end of it’s useful life.