

GREAT WEST
EQUIPMENT 
"SERVICE FIRST"

UNDERCARRIAGE HANDBOOK

Getting the Most from Your KMF Undercarriage





Manufacturing

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Raw Materials Plant



About KMF

Since its establishment in 2004, Quanzhou Machinery Equipment Co., Ltd. (referred to as KMF) has been committed to the research, development, and production of various types of crawler tractor machinery parts specializing in top quality undercarriage. KMF is a start-to-finish undercarriage solutions provider from the raw material to the finished product including producing their own forgings, castings, machining, heat treatment and assembly.

KMF has a total investment of more than \$50 million in the research, development, and production of undercarriage, including more than 400 advanced processing stations with state-of-the-art machining equipment. KMF is committed to the full integration of research and development, production, sales, and service teams to produce top-quality finished products that are currently exported to more than 60 countries and regions at home and abroad.

The company covers an area of 100,000 square meters with a manufacturing area of more than 80,000 square meters. This includes an area for employees to live in comfort and an entertainment area for their personal use. KMF is committed to creating a high standard of working and living conditions for employees.

The company adheres to the concept of "survival by providing top quality products" by creating a modern management environment with a dedicated senior technical team. KMF has more than 500 employees, with a talented scientific research group tasked with developing top quality products and backing them up with a solid product guarantee.

Focus, innovation, integrity, and work ethic are KMF's standards. The KMF employees' number one concern is always on quality and innovation with 100% enthusiasm. KMF machinery always treats people with honesty and sincerity.

“We look forward to working with our employees, our raw material suppliers, and our customers for a win-win-win situation!”

Heat Treatment



KMF delivers **precise** heat treatment to all their UC wear parts to increase strength, hardness, and resistance to fatigue or failure. This also produces superior wear characteristics to help ensure our customers achieve long life from their undercarriage.



Top Quality Forging

KMF forges all their own track links to ensure they have **complete quality control** over the entire manufacturing process from the raw material to the finished product. The KMF forges are powered by natural gas to produce top quality forgings from raw materials produced to KMF specifications.



State of the Art Equipment



The CNC type machines employed by KMF were **designed and built by KMF** themselves. They provide industry leading machining where all 6 surfaces of the track links are machined at the same time in pairs so the line up and fitting is precise to within thousands of a millimeter. No other UC manufacturer can make this claim.

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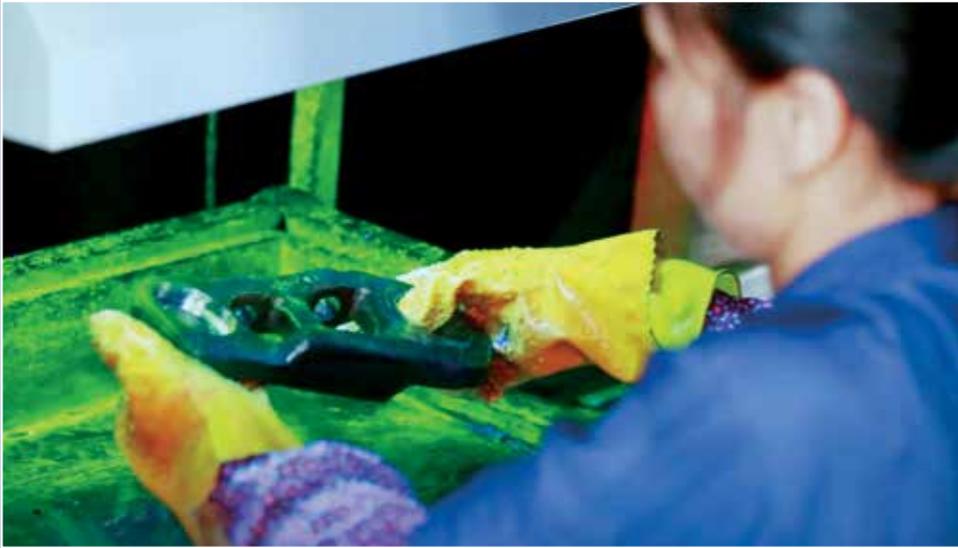
Machining

The use of CNC machining ensures **accuracy** of the machined surfaces to within thousands of a millimeter to ensure tight fit of all mating surfaces.



Every Link Inspected

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Every KMF track link is hand inspected after machining and cleaning to ensure there are no flaws. Using an industry leading magnafluxing technique ensures every link that becomes parts of a KMF chain set is of the very best quality that can be made.

State of the Art Finishing

KMF employs absolutely the top of the market and state of the art finishing on all their products. Their top-quality paint is baked on in a 100% **environmentally friendly** and sealed paint booth line.





Ultra-modern & Clean Warehousing

Like all areas of the KMF facilities their warehouse buildings are ultra modern and **ultra clean** to ensure no contamination could possibly shorten the life of any KMF products, and they are organized to ensure minimum time loss in getting orders delivered to their waiting customers.



Undercarriage Certification & Warranty

ISO9001

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KMF has met all of the legal and regulatory requirements of the international standards ISO9001 certification process. What this means is that KMF has a quality control system that delivers constant improvement and consistent performance. This ensures our customers are always receiving the latest technological advances in our products and the best quality we can produce.

Warranty

Great West and KMF are so confident in the quality of our product that we are willing to support our undercarriage with one of the best warranties in the market. Put us to the test. You will not be disappointed.

KMF

WARRANTY

GREAT WEST
EQUIPMENT
"SERVICE FIRST"

Great West and KMF warrant our Undercarriage as follows:

Three (3) Years or four Thousand (4000) hours*

***Some Restrictions Apply:**

- * Rails, Rollers, and Sprockets must all be replaced at the same time
- * 100% parts replacement for one-year or 1,500-hours
- * Construction Applications Pro-rated for years two & three and up to 4,000-hours
- * Forestry and Severe Duty Applications limited to 3,000-hours of pro-ration



NEW UNDERCARRIAGE INSTALLATIONS

TO HELP PROLONG THE LIFE OF YOUR UNDERCARRIAGE there are certain things you can do in Operating AND Maintaining your machine, and in selecting the correct product

Track Rollers & Idlers

- It is never a good idea to mix old and new track rollers on the same side of a machine. This can overload the new ones as they will be sitting lower than the old ones, therefore taking much more of the load, which creates excess heat and wear.
- If you are not replacing all of the bottom rollers, it is recommended you install all the new rollers one side and all of the used rollers on the other side. This will help keep an even pressure on each roller without overloading any individual ones.
- Whenever replacing rollers and idlers with new, never travel long distances without stopping the machine frequently to let the newly replaced parts cool. It is recommended you stop every 4-5 minutes and travel the opposite direction for a few meters to help circulate the oil. This is a standard precaution for the first 100 hours to avoid overheating in the new components which can severely shorten their life span.



Installing Track Chains Correctly

- With a Dozer chain the grouser shoe lug should go closest to the front of the machine when looking at the top of the chain
- With an excavator chain the open end of the chain (not the master link) should go under the bottom rollers and over the sprocket end first.

Selecting and installing GROUSERS

- Always choose the narrowest shoe possible that provides adequate flotation. The wider the shoes, the less life you will get out of your chains.
- Always grind paint, scale or surface rust off shoes and chains before installing. Chains and pads must be metal to metal contact otherwise the bolts will come loose causing bolt holes to elongate and the shoes will wobble and fall off.
- Selecting pads with mud holes will help stop material from packing inside the chains under the grouser. When the track chain passes around the sprocket, the sprocket teeth will push the material out through the mud hole. This is extremely important in severe applications like forestry and landfills.
- Torque checking the pads on new undercarriage at 100 hours and then every 1000 hours thereafter is an absolute must. For construction applications it is recommended to randomly check 20 to 30 bolts for the correct torque. If any are to be found loose it is highly recommended to check them all. For

more severe applications, especially forestry, it is a must to torque check every bolt in the entire undercarriage at the first 100 hours and then at every 1000 hours thereafter. Loose pads are not a warrantable complaint. They are the result of incorrectly following these procedures.

Chains Jumping On The Sprockets

- Track chains that are slipping or jumping on the sprockets can be a sign that the sprockets are very worn. If the sprockets and track chain are new it one possibility is that the track adjuster spring is broken which is causing it to retract, loosening the chain tension.
- Always check to see if your sprockets are of the offset variety. Offset sprockets only fit correctly one way. If they are installed backwards, they would not be running in the center of the chains and could be running into the side rail causing them to skip.
- Always ensure your new sprockets are the correct pitch for your track chains and vice versa. You can do this by comparing them with the ones you take off and/or test fitting them to the chain before installing.
- Track rollers that have worn flanges can cause the track chain to wobble out to the sides and create a misalignment with the sprocket. Proper track guards will assist in preventing this problem



MAKING YOUR UNDERCARRIAGE LAST LONGER

Choosing Grease Filled H.D. Poly Sealed Excavator Chains Will:

- Extend the external bushing wear by up to 20%
- Reduce the internal bushing wear by up to 25%
- Reduce the noise from the undercarriage during travelling for better operator comfort

Choosing The Narrowest Shoe Possible, With Good Flotation Will:

- Minimize the internal wear on pins and bushings
- Reduce track pad wear and helps to prevent pad cracking and bending
- Reduce the wear and stress on the entire undercarriage.

Minimize Reversing Your Machine

- Track chains will wear less when the machine is consistently operated going forwards. Excessive reverse travel will cause the undercarriage to wear out faster.

Always Dig Over The Idler End Of The Machine

- It is important to note that operating your excavator by digging over your sprocket end of the machine will increase bushing wear and possibly cause pin and bushing cracking. Always dig over the idlers as then the weight is placed onto the chain links and not directly on the pins and bushes.

Helpful Tips & Hints

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Always replace your sprockets when replacing your track chains

- Replace the sprockets at the same time as the track chains will ensure even wear and eliminate any possible track skipping created from worn sprockets. It is worth noting that most undercarriage suppliers will either severely reduce their warranty, or not warrant at all, any track chain that has been installed onto used sprockets and rollers. It is highly recommended that when changing track chain to also replace the sprockets and rollers at the same time.

Correct Care And Maintenance Will Increase Service Life

- Proper track adjustment is very important for chain life. Check this regularly after installing new undercarriage.
- Do not allow your track chains to build up or pack in with mud and dirt. Keeping them cleaned will help reduce the wear rate of your undercarriage. Constantly packed in tracks will reduce the overall undercarriage life and contributes to perceived lower machine power and increased fuel consumption.
- Regularly measure and monitor the wear areas of your undercarriage to determine any wear issues - especially in abrasive and high impact conditions
- Spinning your tracks, especially under load, will increase the wear rate on your entire undercarriage. Maintaining a good lug height on your track pads will help ensure proper traction and help reduce track slippage.

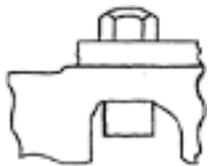
Undercarriage Hardware

Torque Settings Chart for Track Bolts

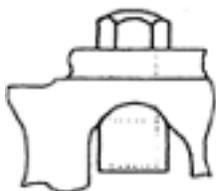
“TORQUE & TURN”

Track Bolt Specifications

Track Bolt Size	Torque Min - Max Foot Pounds of Torque	Initial Bolt Torque and Additional Turn Foot Pounds of Torque Plus Turn
7/16" - 20 UNF	86 - 94 FT/LBS	32 FT/LBS + 120 Degrees
1/2" -20 UNF	133- 147 FT/LBS	48 FT/LBS + 120 Degrees
9/16" - 18 UNF	190-210 FT/LBS	70 FT/LBS + 120 Degrees
5/8" -18 UNF	270 - 300 FT/LBS	140 FT/LBS + 120 Degrees
3/4" -16 UNF	475-525 FT/LBS	250 FT/LBS + 120 Degrees
7/8" -14 UNF	760 - 840 FT/LBS	270 FT/LBS + 120 Degrees
1" -14 UNF	1160 - 1280 FT/LBS	410 FT/LBS +120 Degrees
1-1/8" -12 UNF M10x 1.0	1680- 1860 FT/LBS	600 FT/LBS + 120 Degrees
M10x 1.0	64- 74 FT/IBS	25 FT/LBS + 120 Degrees
M12x 1.0	118- 132 FT/LBS	40 FT/LBS + 120 Degrees
M14x 1.5	180 - 200 FT/LBS	65 FT/LBS + 120 Degrees
M16 X 1.5	275-305 H/LBS	140 FT/LBS + 120 Degrees
M18x 1.5	400 - 440 FT/LBS	200 FT/LBS + 120 Degrees
M19 X 1.5	485-535 FT/LBS	250 FT/LBS + 120 Degrees
M20x 1.5	600 - 660 FT/LBS	280 FT/LBS + 120 Degrees
M22 X 1.5	790-875 FT/LBS	325 FT/LBS + 120 Degrees
M24x 1.5	990 - 1090 FT/LBS	340 FT/LBS + 120 Degrees
M27x 1.5	1435 - i585 FT/LBS	490 FT/LBS + 120 Degrees
M30 X 2.0	1935-2135 FT/LBS	670 FT/LBS + 120 Degrees



3 Self Locking Nut Seat

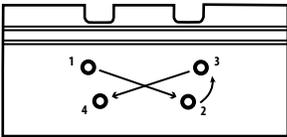
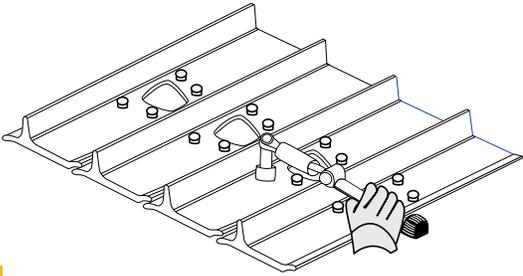


4 Mailbox Design Nut Seat

- Always remove paint and/or debris from the rails, links and track shoe mounting surfaces before assembling track shoes to the rails
- Initial Torque Check of all hardware should be between 50-100 Hours, and every 1000 hours thereafter
- The above torque settings are only a general guide only. Older machine models may have a lower or higher torque setting. Always refer to the machines owner’s manual or contact your OEM to confirm your machines proper spec

Undercarriage Hardware

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Proper Track Pad Installation Procedure:

- Always use a torque wrench to tighten the four bolts in order 1 to 4 as shown.
- Torque checking the pads on new undercarriage at 100 hours and then every 1000 hours thereafter is an absolute must. For construction applications it is recommended to randomly check 20 to 30 bolts for the correct torque. If any are to be found loose it is highly recommended to check them all. For more severe applications, especially forestry, it is a must to torque check every bolt in the entire undercarriage at the first 100 hours and then at every 1000 hours thereafter. Loose pads are not a warrantable complaint. They are the result of incorrectly following these procedures.



TRACK SHOES

The most important wear point on a track pad is the height of the grouser lug as measured from the top of the shoe to the top of the lug. Recommended to use a depth gauge to measure this.

Excessive or premature WEAR OF OVERLAPPING SURFACES

- This is normally caused by a worn track chain that is “snaking” which allows excessive contact on these surfaces causing wear.
- This is reduced by tightening or replacing the chains.

Excessive WEAR at THE ENDS OF the track shoe

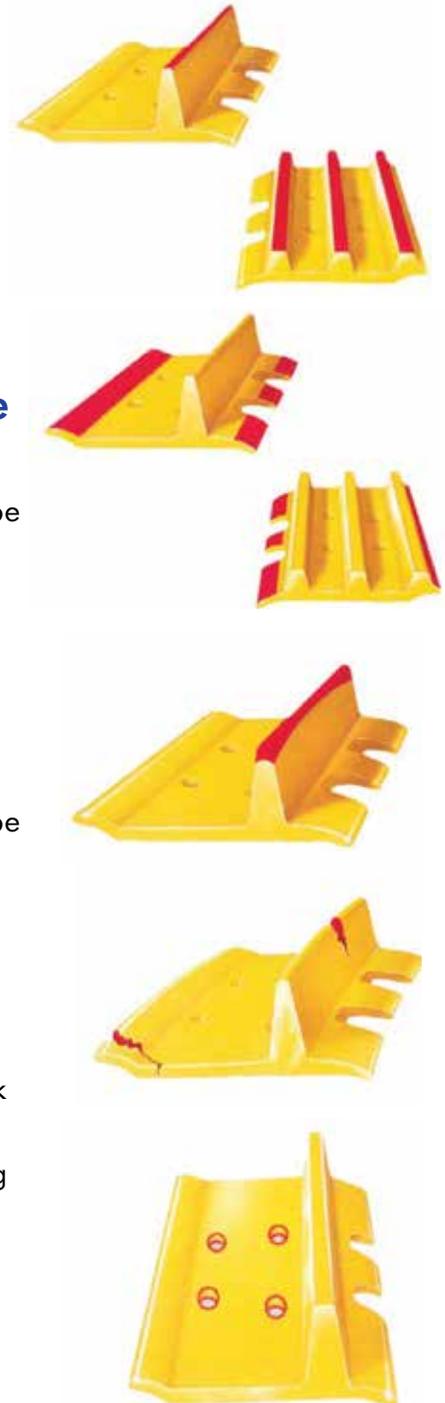
- Much more noticeable on a single bar track shoe, lug end wear is generally caused by using track shoes that are too wide for the type of ground the machine is operating on.
- The installation of narrower shoes will eliminate this problem.

BENDING AND CRACKING

- Much more noticeable on a single bar track shoe, lug end wear is generally caused by using track shoes that are too wide for the type of ground the machine is operating on.
- The installation of narrower shoes will eliminate this problem.

ENLARGED or elongated BOLT HOLES

- This can only be caused by movement between the chain and track shoe due to loose track shoe bolts. Proper track pad installation including applying the proper torque to track bolts plus rechecking the torque spec at the recommend intervals will prevent this.



Troubleshooting Guide

TRACK LINKS

Normal track link wear will appear on the link surface that contacts the rollers and idlers.

Excessively worn SIDE RAILS

- Normally caused by operating excessively on steep ground and/or frequent sudden turns. Can also be caused by track misalignment or “snaking” from excessively worn track chains.



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SIDE WEAR on Pin Boss

- This is caused by the chain running in contact with the outside flange of the rollers
- If this occurs before 100 percent of the chains wear life has been reached this indicates that the track rollers are worn out and should be replaced.

FACE WEAR

- Caused by track chain “snaking” or working in highly abrasive conditions. Installing track guards can greatly reduce this wear.

TRACK GUARD created pin boss wear

- This results from excessive “snaking” of the chain due to a steep slope application, roller wear that is uneven, or there is a misalignment in the rollers and sprocket.

Chain link CORNER GOUGED

- This is caused by a severe shock load generally transmitted to the track links by the rollers. In most cases this is simply due to extreme working conditions, but it can be aggravated by larger than necessary track shoes, or insufficient track tension.

CRACKS or BREAKAGES of the most stressed areas

- Most track link breakages are caused by the torsional stress transmitted onto the track link structure when the machine is used in a severe impact application. To help reduce this problem a narrower track shoe is recommended and also ensuring the track chain tension is checked and adjusted on a regular basis.

Troubleshooting Guide

PINS & BUSHINGS

Worn Pin End

- The most common reason for this comes from operating on hillsides or uneven ground. This type of wear can also be caused by incorrect chain tension or excessive roller wear.
- If the chain elongation has not reached its limit it is recommended to adjust the chain tension and rotate some rollers. If this type of wear starts immediately after installing a new undercarriage check the position of the track guards to ensure they are not too close to the chain.



Loose Pins

- Check your Pin Boss for wear (wear lines straight across the pin boss).
- Check rollers and chain link height for wear (wear lines in V pattern).
- If wear is due to track guards reposition track guards.



External Bushings

- Wear in this area is normal. It happens at the point of contact between the bushing and the sprocket tooth. To measure this wear it is recommended to use a small outside caliper.



Cracking Or Breaking Of Bushing Surfaces That Are In Contact With The Sprocket

- Most commonly it is excessive wear, either externally or internally, that causes the bushing to break. It could also be caused by too heavy of working conditions or excessive packing at the sprockets. Checking and adjusting chain tension will prolong chain and bushing life. Once wear limits reach 100 percent only chain replacement will eliminate this.



Pin Breaking

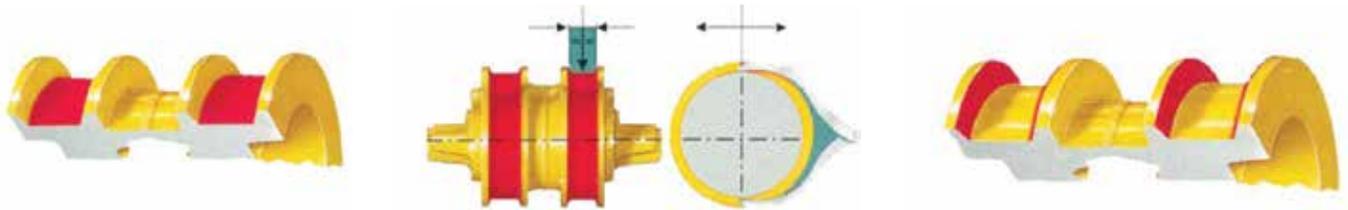
- The number one cause of pins breaking is extreme shock load or high static loads which occur when the machine works on rocky ground.
- This can also occur when foreign material packs into the sprocket causing extreme tension on the track chain. Regular track cleaning and using track pads with mud holes will help prevent this.



Troubleshooting Guide

TRACK ROLLERS - LOWER

It is the tread wear of the lower roller that is the most important because this carries the weight of the machine and distributes it to the chain. This is measured on the roller diameter. A large outside caliper is the best tool for this. Since it can be difficult to measure the lower rollers on the machine it is usually sufficient to measure only the front roller that is closest to the idler and the rear roller nearest to the sprocket as highest amount of roller wear occurs at these two points. The best measurement is the smallest one recorded as this indicates the highest wear.

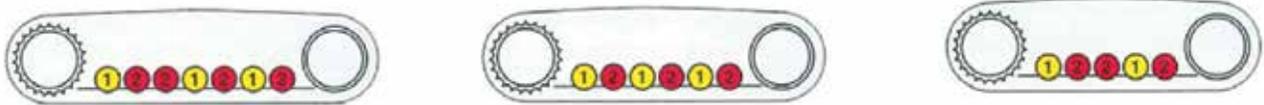


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Excessive Side Flange Wear

- Side flange wear is normal on undercarriage, but if experiencing excessive wear in this area it can be caused by misalignment of the track chain or excessive slackness in the chain.
- If the rollers are not yet at their expected wear limit, adjusting the chain tension and rotating some of the rollers will help prolong track life.

Note that double flange rollers will usually experience a longer life than single flange rollers and the correct sequence of double and single flange rollers is important. In severe operating conditions it is recommended to install more double flange rollers than single.



Top Flange Deformation

- This is generally caused by contact of the link pin boss or by the track chain “snaking” across the flanges. If the track chain has not reached 100% of its life expectancy, adjust the chain tension, realign the rollers and reposition track guide rails.





CARRIER ROLLERS

Normal wear is measured the same as for the bottom rollers.

Excessive Flange Sidewear

- This wear can be caused by operating on hillsides, incorrect track chain alignment or incorrect track tension
- To increase the roller life it is recommended to align the carrier rollers with the idler and sprockets, and to occasionally rotate top rollers if more than one is installed on the machine.

IRREGULAR flange WEAR and flat spots

- This type of wear can be caused by material packing under the top carrier roller and stopping or restricting the rollers rotation. The rollers should be cleaned and all material removed on a regular basis.



IDLERS

For idlers the radial tread wear is the most important factor. The simplest method of measuring the tread wear is to measure the depth of the tread from the center of the idler.



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EXCESSIVE idler FLANGE SIDE WEAR

- The main causes of side wear are abrasive conditions, and excessive hillside operation or turning. Other factors that can create some side wear are the incorrect roller alignment or incorrect track chain tension.
- To reduce the idler side wear always ensure the correct chain tension is being used and that the idler is correctly aligned in the track frame.



TOP FLANGE WEAR

- Top flange wear is usually caused by material packing under the track chain or excessive idler tread wear. To help eliminate this always make sure that the track chain is adjusted correctly.

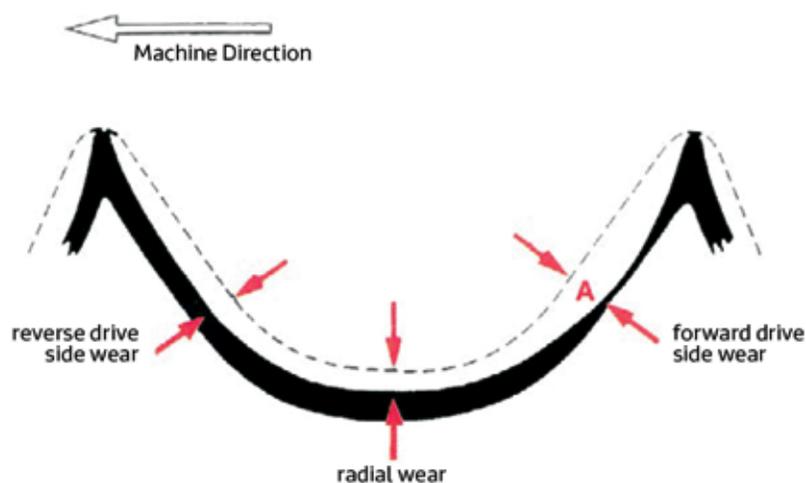




SPROCKETS

The sprocket wear measurement can be difficult to take. Sprocket wear is normal in all working conditions. Measurements need to be compared to a new sprocket to accurately calculate the wear percentage. As a rule, a sprocket should be replaced when the wear line reaches the limits as outlined by the manufacturer. Sprocket wear is seldom even all the way around, so the measuring in several spots is recommended as is using the value from highest wear point.

Always change sprockets when changing track chains to ensure you get the best life possible from the track chain bushings.



Set up CAMP for your Undercarriage

Follow these four steps to increase the life of your undercarriage

CLEAN	Keep your undercarriage clean and debris-free.
ADJUST	Check your track sag daily, especially when changing locations and applications
MEASURE	Use the form in this handbook to note your measurements every 500 hours
PRE-PLAN	Compare measurements over time to predict lifespan and pre-plan maintenance and replacement

WEAR MONITORING

A lack of undercarriage management can account for more than half of a machine’s maintenance costs. That is why Great West Equipment offers a comprehensive program to measure and monitor your undercarriage system.

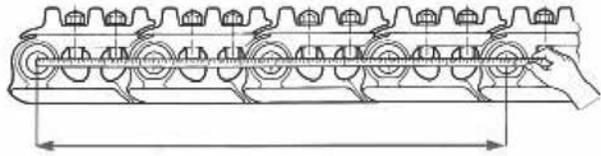
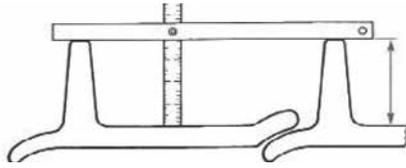
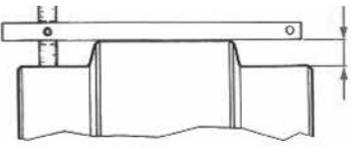
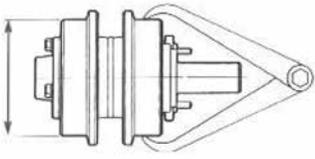
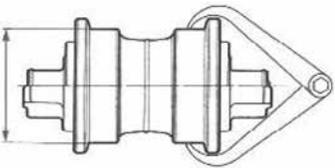
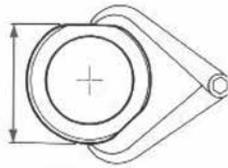
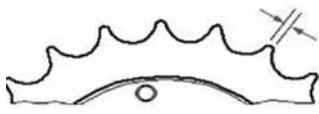
Talk to your local parts department or your customer support representative. We will measure and monitor your UC on a regular basis to ensure you are receiving the maximum life possible. Besides catching issues as they occur, this can allow for replacement planning at intervals that avoid unnecessary downtime and maximize the potential savings from pre-ordering the replacement parts.

Undercarriage Measurements Form

Help us help you. Fill out this form with your undercarriage measurements and send to us for a report on the remaining service life of your parts.

Company Name: _____ Contact person: _____
 Phone () _____ Mobile: _____
 Email: _____ Machine Model: _____
 Serial No: _____ Hours at time of inspection: _____

Please record all measurements below in millimetres (mm). Please note for Excavators - the sprockets should be facing the back of machine to accurately define the R?H and L/H sides.

<p>Chain stretch (Measure 4 sections of Links)</p> <p>R/H: _____ L/H: _____</p> <p>Brand: _____ Part No: _____</p>	
<p>Shoe Width: _____</p> <p>Number of Shoes: _____</p> <p>Rail Height R/H: _____ L/H: _____</p>	 <p>Shoe Lug Height (A) R/H: _____ L/H: _____</p> <p>Shoe Thickness (A) R/H: _____ L/H: _____</p>
<p>Idler Diameter: _____</p>  <p>Front Idler Flange (A) R/H: _____ L/H: _____</p> <p>Rear Idler Flange (A) R/H: _____ L/H: _____</p> <p>(High Track Dozers)</p>	 <p>Top Roller Diameter R/H: 1) _____ 2) _____ 3) _____</p> <p>Top Roller Diameter L/H: 1) _____ 2) _____ 3) _____</p> <p>(Measure from sprocket end)</p>
 <p>List Roller Brand(s) (if possible)</p> <p>_____</p>	<p>Track Roller diameter R/H (Measure from sprocket end)</p> <p>1) _____ 2) _____ 3) _____ 4) _____ 5) _____</p> <p>6) _____ 7) _____ 8) _____ 9) _____ 10) _____</p> <p>Track Roller diameter L/H (Measure from sprocket end)</p> <p>1) _____ 2) _____ 3) _____ 4) _____ 5) _____</p> <p>6) _____ 7) _____ 8) _____ 9) _____ 10) _____</p>
<p>Outside Bushing Diameter:</p> <p>R/H: _____ L/H: _____</p> 	 <p>Width of Sprocket Tip:</p> <p>R/H: _____ L/H: _____</p> <p>Number of Holes: _____</p> <p>Number of Teeth: _____</p>

Undercarriage Measurements Form

Help us help you. Fill out this form with your undercarriage measurements and send to us for a report on the remaining service life of your parts.

Company Name: _____

Contact person: _____

Phone () _____

Mobile: _____

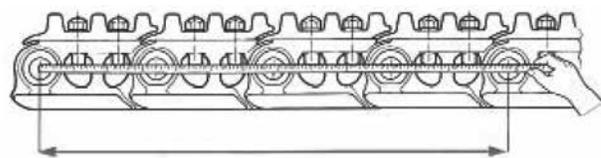
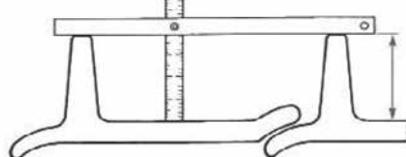
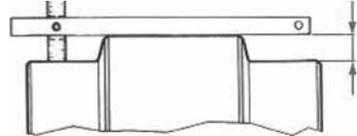
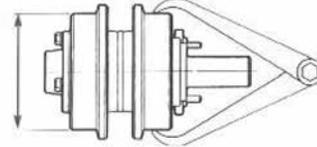
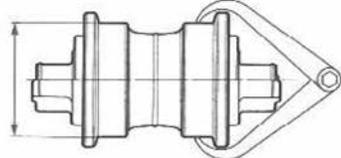
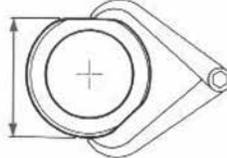
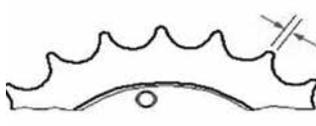
Email: _____

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Serial No: _____

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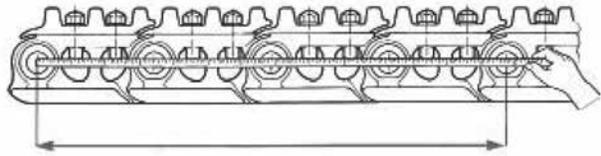
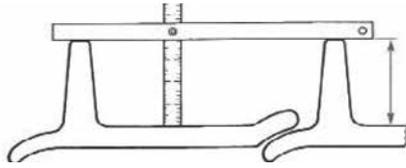
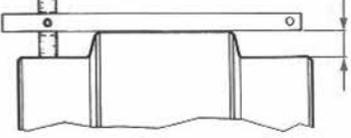
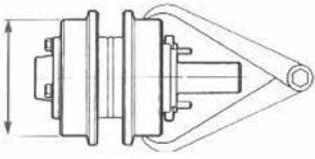
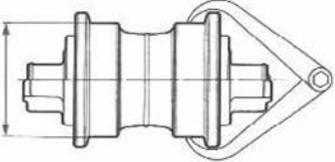
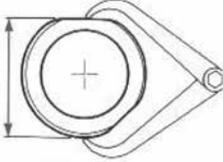
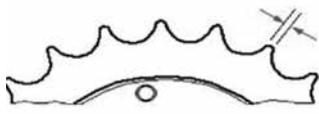
<p>Chain stretch (Measure 4 sections of Links)</p> <p>R/H: _____ L/H: _____</p> <p>Brand: _____ Part No: _____</p>	
<p>Shoe Width: _____</p> <p>Number of Shoes: _____</p> <p>Rail Height R/H: _____ L/H: _____</p>	 <p>Shoe Lug Height (A) R/H: _____ L/H: _____</p> <p>Shoe Thickness (A) R/H: _____ L/H: _____</p>
<p>Idler Diameter: _____</p>  <p>Front Idler Flange (A) R/H: _____ L/H: _____</p> <p>Rear Idler Flange (A) R/H: _____ L/H: _____</p> <p>(High Track Dozers)</p>	 <p>Top Roller Diameter R/H: 1) _____ 2) _____ 3) _____</p> <p>Top Roller Diameter L/H: 1) _____ 2) _____ 3) _____</p> <p>(Measure from sprocket end)</p>
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<p>Outside Bushing Diameter:</p> <p>R/H: _____ L/H: _____</p> 	 <p>Width of Sprocket Tip:</p> <p>R/H: _____ L/H: _____</p> <p>Number of Holes: _____</p> <p>Number of Teeth: _____</p>

Undercarriage Measurements Form

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 Phone () _____ Mobile: _____
 Email: _____ Machine Model: _____
 Serial No: _____ Hours at time of inspection: _____

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<p>Shoe Width: _____</p> <p>Number of Shoes: _____</p> <p>Rail Height R/H: _____ L/H: _____</p>	 <p>Shoe Lug Height (A) R/H: _____ L/H: _____</p> <p>Shoe Thickness (A) R/H: _____ L/H: _____</p>
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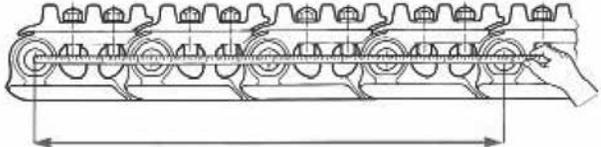
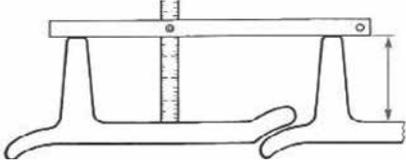
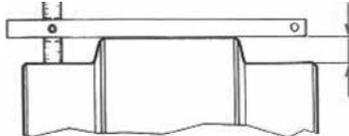
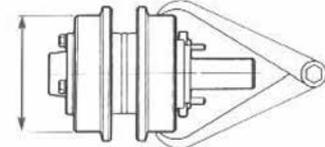
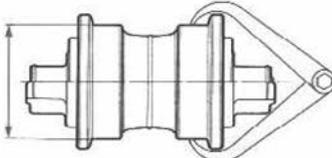
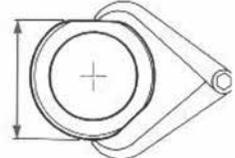
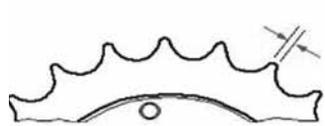
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Hours at time of inspection: _____

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26

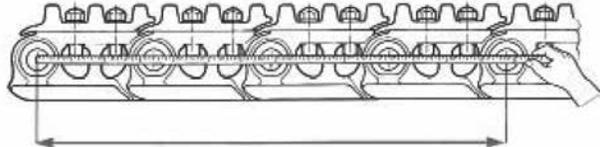
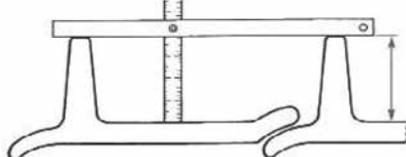
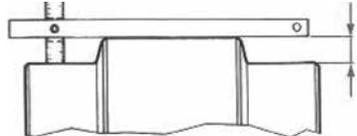
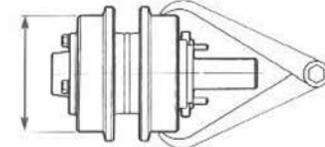
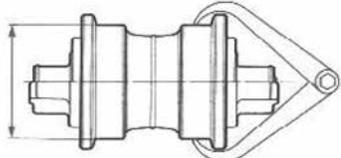
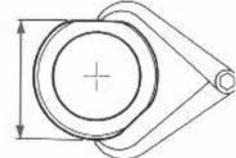
<p>Chain stretch (Measure 4 sections of Links)</p> <p>R/H: _____ L/H: _____</p> <p>Brand: _____ Part No: _____</p>	
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<p>Outside Bushing Diameter:</p> <p>R/H: _____ L/H: _____</p> 	 <p>Width of Sprocket Tip:</p> <p>R/H: _____ L/H: _____</p> <p>Number of Holes: _____</p> <p>Number of Teeth: _____</p>

Undercarriage Measurements Form

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Company Name: _____	Contact person: _____
Phone () _____	Mobile: _____
Email: _____	Machine Model: _____
Serial No: _____	Hours at time of inspection: _____

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<p>Chain stretch (Measure 4 sections of Links)</p> <p>R/H: _____ L/H: _____</p> <p>Brand: _____ Part No: _____</p>	
<p>Shoe Width: _____</p> <p>Number of Shoes: _____</p> <p>Rail Height R/H: _____ L/H: _____</p>	 <p>Shoe Lug Height (A) R/H: _____ L/H: _____</p> <p>Shoe Thickness (A) R/H: _____ L/H: _____</p>
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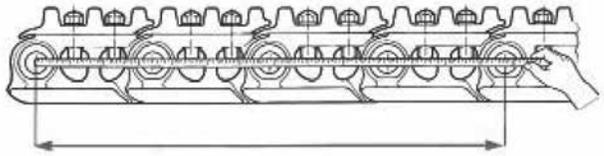
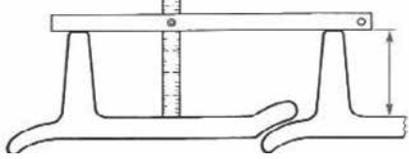
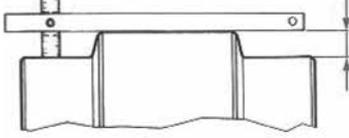
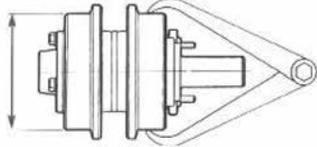
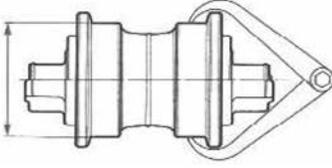
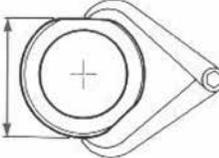
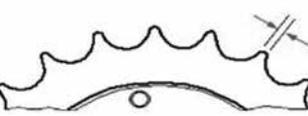
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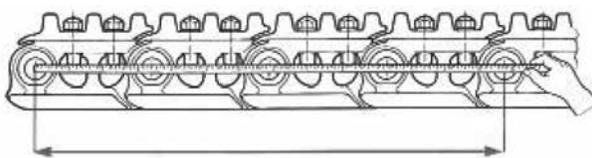
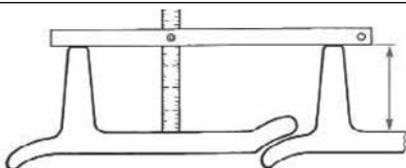
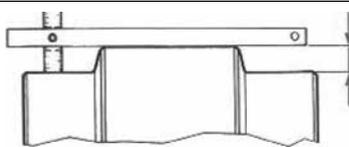
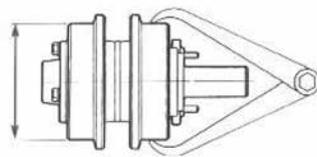
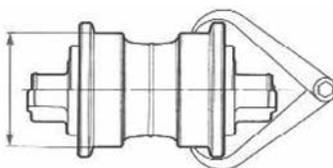
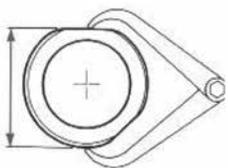
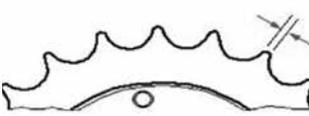
<p>Chain stretch (Measure 4 sections of Links)</p> <p>R/H: _____ L/H: _____</p> <p>Brand: _____ Part No: _____</p>	
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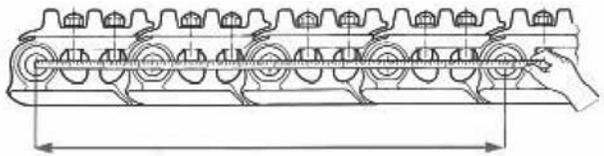
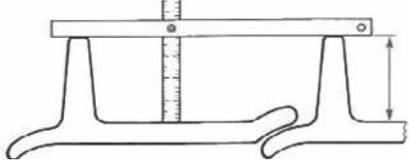
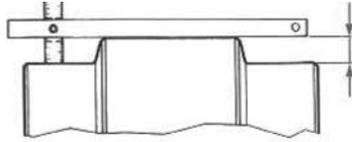
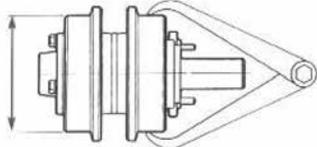
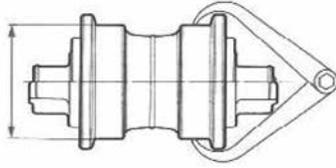
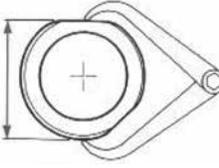
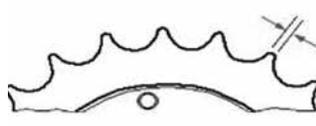
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<p>Shoe Width: _____</p> <p>Number of Shoes: _____</p> <p>Rail Height R/H: _____ L/H: _____</p>	 <p>Shoe Lug Height (A) R/H: _____ L/H: _____</p> <p>Shoe Thickness (A) R/H: _____ L/H: _____</p>
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My Machine Undercarriage Information



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Full Model: _____

Serial Number: _____

Flat Bottom Standard / Highwalker (circle one)

Pitch: _____

of Links: _____ Shoe Size: _____ 1 / 2 / 3 bar (circle one)

of Rollers: _____

Sprocket: # of Teeth: _____ # of Bolt Holes: _____

[Note: All measurements should be in metric]

Contact us with your Undercarriage Information for all of your parts or service needs

Great West Rep: _____

Cell Number: _____

Email: _____

Branch Phone Number: _____



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Williams Lake - (250) 392-9599

Terrace - (250) 635-9033

Fort St John - (250) 785-4223

Whitehorse - (867) 456-8210

