CORRECT OPERATION AND WARRANTY CONDITIONS

RUBBER TRACKS

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This document sets out the operating, maintenance and tensioning requirements for rubber tracks. Compliance is required to retain warranty rights.

1. Operating rules - actions to avoid

To maximise rubber-track life and prevent premature mechanical damage, the following actions are prohibited:

1. Driving on sharp or rocky ground. Do not travel over rubble, sharp stones, scrap metal or irregular edges that may cut the tread, damage steel plates or break the internal reinforcement.

2. Working in insufficient light. Do not operate the machine where visibility is restricted, as hidden obstacles can easily be struck or driven over.

3. Driving on hot surfaces. Do not work on surfaces at extremely high temperatures, such as fresh hot asphalt, ash or glowing industrial rubble.

4. Travelling along excavation edges. Avoid travel that causes the machine to slide and places abnormal side load on a track. This can fracture the steel core and destroy the tread structure.

5. Driving over high, sharp kerbs. Do not cross vertical steps or thresholds without suitable access ramps or protective pads.

6. Sudden 90-degree manoeuvres. Avoid sharp turns and sudden pivot turns, on level ground or slopes, because they generate severe torsional stresses.

7. High-speed travel over uneven ground. Do not drive quickly across deep holes and humps where the track cannot remain in full contact with the ground.

8. Frequent pivot turns. Repeated rotation around the machine's own axis accelerates uneven wear of the rubber compound and may tear the track.

9. Dropping from high edges or steps. Do not jump dynamically from raised surfaces, kerbs or ledges, where impact and machine weight are concentrated on steel and rubber elements.

10. Supporting the machine on one track. Do not lift one side with the attachment and place the entire machine weight on the edge of a single track.

11. Using a mini excavator as a bulldozer. Do not push heavy masses of soil or rubble at excessive speed. Track spinning may tear out plates and immediately damage the tread.

12. Striking undercarriage components. Do not strike tracks with a bucket or other tool, as this may deeply cut the rubber or permanently deform internal steel cores.

13. Installing tracks on worn components. Do not fit new tracks to heavily worn sprockets, bottom rollers or idlers. Poor engagement with worn sprocket teeth can fracture the core.

14. Exposing rubber to aggressive chemicals. Prevent prolonged contact with fuel, oil, solvents, acids or highly saline water. Clean the track immediately after contact.

2. Storage and maintenance

- Store rubber tracks in a dry, fully shaded room, protected from direct UV radiation and changing weather conditions.
- Before parking the machine, thoroughly clean the entire undercarriage and remove mud, soil, clay and stones trapped between the track, rollers and wheels.
- Remove all petroleum-based contamination, including oil, grease and fuel.
- After working in a saline environment, for example during winter road maintenance, rinse the tracks thoroughly with clean water after every use to prevent oxidation of metal parts and reinforcement.

3. Transport, removal and installation

Transporting the machine

When loading a mini excavator onto a transport platform, trailer or recovery vehicle, always use certified loading ramps with a low incline so the machine can travel smoothly onto the platform.

Preparation for removal

- Switch off the mini excavator engine completely.
- Make sure the hydraulic safety lock lever is in the LOCKED position.
- Perform all installation work strictly in accordance with the operating manual for the specific machine model.

Track removal procedure

1. Raise and stabilise the machine using the working arm (bucket) and blade so the track being serviced is completely clear of the ground.

2. Remove the side cover from the track-tensioning mechanism.

3. Unscrew the valve (plug) of the tensioner grease cylinder.

4. Apply external force to the track, for example by pressing firmly on it, to retract the idler fully and completely loosen the track belt.

5. Safely slide the loosened track off the wheels and place it to one side.

4. Correct rubber-track tension

Correct tension is essential to track life and operator safety.

1. Measurement method. Check tension only when the machine is raised and the track hangs freely under its own weight.

2. Reference sag. The correct sag at the centre of the undercarriage, measured between the bottom roller and the inner tread surface, must be exactly **10-15 mm**.

3. Inspection interval. Check the technical condition and tension every **15-20 operating hours**.

4. Running-in new tracks. During the first 15 operating hours after fitting new tracks, check tension two to three times more frequently because the track naturally settles on the undercarriage.

5. Safe clearance. The minimum clearance between the cab/body and the track during full rotation and machine operation must be at least **30 mm**.

WARNING: Incorrect track tension - whether too tight or too loose - directly causes serious mechanical damage. Excessive tension accelerates cord breakage; insufficient tension may allow the track to come off the rollers.

5. Warranty exclusions

The KX TRADE warranty does not cover damage caused by operating errors, neglect or accidental events, including:

1. Material overheating. Damage caused by prolonged operation on surfaces above 50°C, leading to accelerated rubber wear and cracking.

2. Mismatch or incorrect installation. Longitudinal belt cracks caused by an incorrect size, installation on worn components or incorrect geometry, resulting in destruction of the steel core.

3. External factors. Tears, chipping and edge damage caused by aggressive external or chemical environments.

4. Mechanical cuts. Cracks, cuts and cord damage caused by driving directly over sharp objects such as reinforcing bars, nails, rock fragments or metal parts.

5. Forced derailment / tooth perforation. Torn rubber and holes near the metal links caused by operating with insufficient tension, so the sprocket teeth strike the rubber body instead of entering the guide windows.

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