

REFERENCE GUIDE

AGRICULTURAL TRACK

**CASE IH,
NEW HOLLAND®**
TRACKED TRACTORS
AND COMBINES



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INTRODUCTION AND TERMINOLOGY

**Camso is the best of Camoplast and Solideal.
To keep moving forward while staying true to our
history, we're now the Road Free company.**



Introduction

Farming operations across the country are unique. Working closely with track tractor and combine owners, Camso has created an extensive line of tracks to fit virtually any application. This guide is intended to help you better understand the complete line of tracks for tractors and combines and provide helpful recommendations for the best use of each type.

All tractor tracks and combines are built by Camso in Emporia, Kansas using an exclusive manufacturing process that keeps each component in place, resulting in a stronger track.

With knowledge of your local conditions and applications, your Camso distributor/dealer can help you find the best track for your operation.

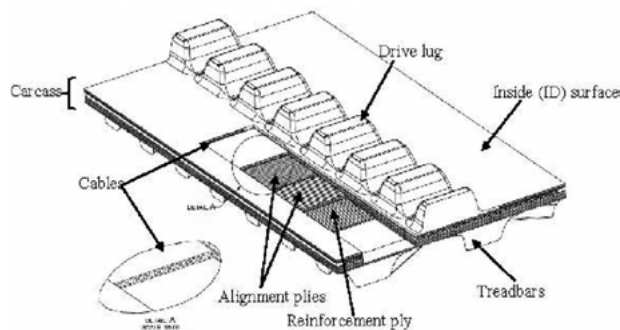
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Camso Positive Drive Track Terminology

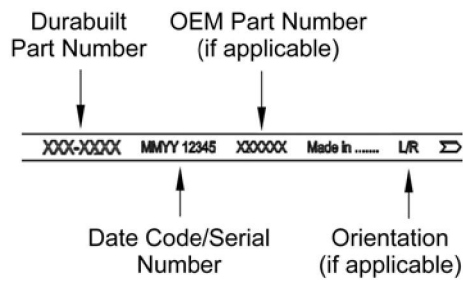
A positive drive track system uses a main drive wheel with drive bars that engage drive lugs on the track to provide traction and braking. Actual propulsion is a combined, dynamic effect between the positive drive and friction drive on the main drive wheel.

Camso positive drive tracks for Case IH and New Holland tractors and combines are constructed using a combination of natural and synthetic rubber in combination with steel reinforcing plies and main cables. The continuous wound main cables give the track tensile strength to carry the main load and resist breakage. The bias alignment plies aid in track alignment and the reinforcing plies protect the main cables. Both the bias plies and the reinforcing plies increase lateral stiffness to better distribute the load across the track width. The tread bars are designed to provide long road life, resistance to wear in the field, and provide optimum traction for varied conditions and applications. The drive lugs are designed to engage the drive bar on the drive wheel to transfer the loads of traction and braking, and to ensure engagement of the track between the idler and midrollers.

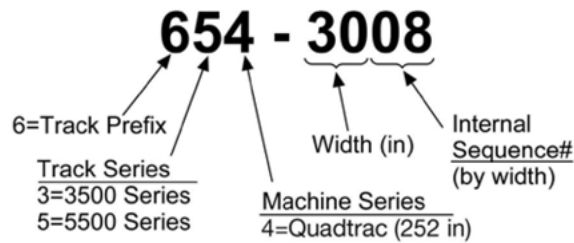
Camso's patented 6500 series DuraDrive technology provides an extra strong drive lug by using embedded fabric reinforcing in the drive lugs which is protected from external wear. The DuraDrive 6500 track option is available for high load applications.



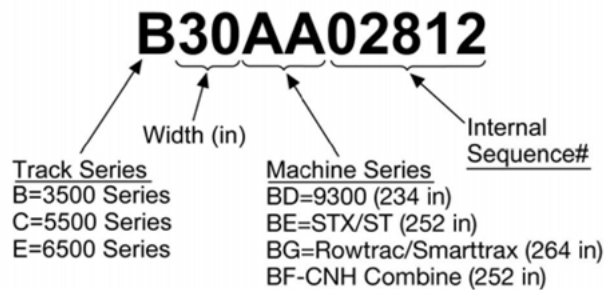
Track Identification (Edge of Track)



Track Part Number Format (Earlier)



Track Part Number Format (Current)



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POSITIVE DRIVE TRACK MACHINE OPERATIONAL GUIDELINES

Factors Affecting Track Life

Many factors affect track life. Some of these factors can be controlled by operation and some cannot. Some of the factors that affect track life:

- Track alignment
- Undercarriage wear or mechanical malfunction
- Drive wheel wear
- Drive wheel scrapers not installed or adjusted correctly
- Pivot bushing wear
- Loss of rubber from wheels
- High torque, low speed operation below 5 MPH
- Material build-up on drive wheels
- Material ingestion that overtensions the track
- Turning with high implement loads causing drive lug damage from idler climbing
- Sidehill operation
- Crop residue
- High speed, weight, and percentage of roading
- Excessive slip
- Weight distribution

Regular inspections and observance of track and drive lug condition is important to identifying and correcting problems early in order to maintain long track life.

Correct Operational Techniques

New Track Break-in

Track drive lugs and inner track surface, especially on new machines, will benefit from correct break-in procedures. Correct break-in help reduce initial damage to track drive lugs and inner carcass. Track components undergo a polishing-in process during the break-in period. During this time, any rubber flash is worn from the wheel edges and a much smoother steel-to-rubber interface is developed. New rubber surfaces benefit from contact with soil or other dry lubricant to facilitate smooth break-in and minimize drive lug scuffing. Tracks should be operated in dry soil as soon as possible. Track alignment should be checked frequently during early operation and through the first 150 hours to assure tracks are aligned. Significant amounts of operation, especially high speed roading, before introduction into dry soil can cause drive lug and wheel path surface damage and should be avoided.

New tracks can be pre-conditioned with dry dirt, oil-dry or similar dry powder spread over the inner surface of the track and then driving slowly to work the material on the track and wheel surfaces. Repeated applications may be required if extended road travel with new tracks is unavoidable.

Maintain Track Alignment

Track alignment is affected by characteristics of the track and undercarriage. Therefore it is necessary to align each track on each undercarriage to assure all tracks are running straight and not wearing on one side of the drive lug. Track alignment can also change during the life of the machine due to track and undercarriage wear. Therefore, it is very important to periodically check track alignment, especially during break-in, after track replacement, or mechanical undercarriage repair. Misalignment, if left uncorrected, will cause heating and scuffing and eventually destruction of one side of the drive lug, as well as damage to idler and mid-roller wheels resulting in increased cost of operation.

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The primary way to verify alignment is to check the temperature of the drive lugs during field operation. If there is a significant difference in temperatures between opposite sides of the drive lugs, or if one idler wheel flange is hotter than the opposite flange, the track may be out of alignment and should be checked. Also, anytime scuffing is noticed on one side of the drive lug, alignment should be checked.

Refer to the operator's manual for procedures to properly align the tracks.

Maintain Proper Track Tension

Positive drive track systems require proper track tension to be able to transfer power to the ground adequately and for best drive lug life. The track tensioning system on Case IH and New Holland tractors and combines is integrated into the hydraulic system of the machine with the exception of the New Holland 4WD tractors using the SmartTrax™ systems, which utilize a self contained system. If proper track tension is not maintained, track damage may occur.

If for some reason the track tension is too low (i.e. tensioning system malfunction, undercarriage issue, or hydraulic leak) damage to the drive lugs may occur. Operators may notice a loud popping noise as the drive lugs jump over the drive wheel. Also, excessive wear will be seen on the drive lugs. If track tension is too high (i.e. material buildup on drive wheel, detracking events, tensioning system malfunction, etc.), track damage may occur. High track tension allows material ingested into the undercarriage to be driven harder into the surface of the track which may damage the main cables as well as the inner rubber surface. High track tension also increases strain on the main cables which may reduce track life.

Regular monitoring of the track and drive lug condition will indicate track tensioning problems and if caught early, improve overall track life. On some earlier QUADTRAC® models the tension cylinder stop bolt, in the storage position, can prevent full travel of the spring loaded link and proper track tension. See reference under Tensioner Stop bolt.

Keep Material Out Of Track And Undercarriage

The undercarriage system is designed to allow for some amounts of material to pass between the drive wheels and idler wheels and the tracks. However, non-compressible objects will cause high localized loading on the track which can result in chips, chunks, tears and cable breakage as well as damage to undercarriage components. In addition, excessive material build-up inside the undercarriage can cause the tension system to use all available recoil and cause high loads in the main track cable and cause cable breakage.

- If a track machine becomes stuck, always dig out the undercarriage.
- Avoid excessive spinning in loose soil, material can build up between the rear idler and track resulting in overloading of the track and undercarriage.
- Avoid pulling high drawbar loads in a turn, turning under heavy load can cause the rear idler wheels to climb on top of and damage the drive lugs.
- Some soils may collect on the drive wheel and cause drive lug reverse face wear, track overtension, and/or damage to the inside surface of the track. A drive wheel scraper is available for these conditions. Please refer to Drive Wheel Scraper section for additional information.

Proper Ballast

Ballast the tractor for even weight distribution, front and rear, under heavy pull conditions. This will provide best track performance and life. Heavy TPH (three-point hitch) loads or high load/low speed operation will require front ballast to achieve good weight distribution and even track wear. Check the operator's manual for proper ballasting.

High Torque / Low Speed Operation

High load / low speed operations can subject the track and undercarriage to extreme conditions that can shorten life. To extend life and prevent damage to the track and undercarriage avoid long operation at low speed, full power conditions. Avoid turning with high loads to minimize risk of drive lug damage from idler wheel detracking and dirt ingestion with loose soils.

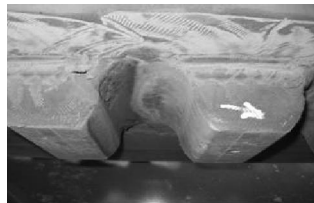
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Undercarriage wear or failure

Worn or failed undercarriage components can severely impact the life of a track, sometimes with catastrophic damage to the track. Monitor the machine for some of the following conditions and repair or replace as needed:

- Drive wheel drive bars worn.
- Drive wheel flanges too thin.
- Idler and mid-roller flange worn too thin will bend or crack.
- Rubber missing from more than 50% of any wheel or in patches across the width of the wheel will damage track carcass ID.
- Idler pivot bushing wear will cause track alignment problems.
- Worn wheel scrapers (can't adjust properly or aren't adjusted to 1/8 in [3 mm] clearance).

Drive Wheel Scrapers

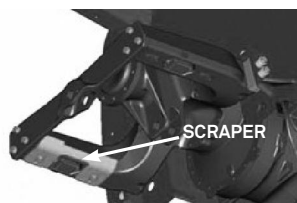


Mechanical damage from the drive bar scrubbing the non power side of the drive lug can be related to very low drawbar loading during extended periods of roading. This can also be caused by incorrectly

sized drive wheels, material build up on drive wheels, or incompatible mix of tracks on the machine.

Camso tracks are designed to reduce reverse scrubbing in all loading conditions, however some drive wheels with aggressive scrub ratios can still be a concern during high speed no load operation such as road travel, particularly on new tracks prior to the field operation break-in period. This condition is non-warrantable, and can be prevented by regular track inspections. Waiting until the drive lug is damaged or destroyed is operator error, and adds unnecessary operating cost by reducing the overall track life.

Material build-up on the drive wheel can be more frequent in applications with damp soil or sticky crop / plant residue. We recommend all machines be equipped with drive wheel scrapers, and adjusted correctly to 1/8 in (3 mm) to minimize material build-up. If the machine is not equipped with drive wheel scrapers, they can be purchased from a Case IH dealer.



DRIVE WHEEL SCRAPER HARDWARE			
MODEL	PART	QTY	CNH P/N
STX/Steiger®	Plate, drive wheel scraper	4	87439068
	Bar, scraper retention	8	87439069
	Bolt	8	9846949
	Washer	8	896-15020
Steiger Rowtrac®	Plate, drive wheel scraper	4	84561886
	Bolt	8	627-16035
	Washer	8	896-15016
Magnum Rowtrac Genesis T8 SmartTrax™	Plate, drive wheel scraper	2	84561886
	Bolt	4	627-16035
	Washer	4	896-15016

NOTE: Early models may require different kits, check with your Case-IH dealer.

POSITIVE DRIVE TRACK SERIES

Camso 3500 Series (General Ag)



The 3500 Series track is designed for Ag primary and secondary tillage operations and field conditions. This track series is also used in most harvesting applications and also proven to be very durable in Arctic applications. It provides excellent flotation and traction for tractors and combines in a wide variety of applications.

This track uses a 2 in (50 mm) high, 1.7 in (44 mm) wide treadbar to provide optimal traction, ride and life. A 5.4 mm cable is used to provide maximum strength to protect against track failure from ingestion of material or over tensioning of the track. Exacure technology is used to accurately position carcass ply cable and rubber layers to provide a track of superior uniform strength and life.

Camso 5500 Series



Built for use in tough conditions, the 5500 Series tracks are the right choice for heavy drawbar applications such as scraper and other non-agricultural applications.

The 5500 Series tracks offer a lower 1.6 in (40 mm) and wider 2.2 in (55 mm) profile treadbar. The optimized treadbar profile allows the tracks to slip slightly in the heavy drawbar applications to prevent damage to track drive lugs and powertrain. The optimized treadbar profile also reduces vibration on haul roads and damage to the treadbars in such demanding applications, which may increase overall track life.

DuraDrive 6500 Series (Heavy Ag, Scraper, Special Use)



The 6500 series track uses a special patented drive lug design to provide superior life for heavy duty applications. This track provides extended life for extreme conditions such as: aggressive or heavy towed implement applications, TPH (Three-Point Hitch) tillage, scraper and side slopes applications.

The Duradrive 6500 Series uses the same Exacure technology, 5.4 mm cable, and reinforcing plies as the 3500 and 5500 series track. The 6500 series employs Camso's patented DuraDrive technology that embeds a reinforcing fabric below the surface of the drive lug to provide an extra strong lug that resists lug cracking and breaking under high tractive effort loads and side loading.



The DuraDrive 6500 series tracks are available with either a 2.0 in (50 mm) high x 1.7 in (44 mm) wide treadbar for Ag applications and a 1.6 in (40 mm) high x 2.2 in (55 mm) wide treadbar for scraper applications.

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CASE IH 9300 QUADTRAC®



General Facts

- Produced from 1997-2000
- 360-400 HP
- 90 in Gauge Spacing
- 234 in Length Track
- Previous Models: 9370, 9380

TRACK SERIES	TRACK DESCRIPTION	CAMSO P/N	WIDTH	CNH P/N	REPLACES
3500	General Ag	634-3026	30 in (762 mm)	84341573	-
		634-3638*	36 in (914 mm)	N/A	-
5500	Scraper	654-3025**	30 in (762 mm)	84341571	-
6500	Extreme Ag	E30BD02855	30 in (762 mm)	N/A	-
	Scraper	E30BD02856	30 in (762 mm)	N/A	654-3025/ 84341571

* NOTE: 36 in track may not be compatible with some 9300 series models due to position of a welded step on the Left rear frame - modifications may be required.

** Camso P/N no longer available - use 6500 series option.

Track System Service Information

- Detensioning tool and hose was included with all new machines.
- If required - Camso Detensioning Tool (31-3183 HOSE ASSY, PRESSURE RELIEF) is available.
- Always reference operator's manual for correct bolt torques specific to machine series, and detensioning / tensioning procedures.

TREADBARS				DRIVE LUGS		CARCASS	
# TREADS	HEIGHT	TIP WIDTH	PITCH	# LUGS	PITCH	THICKNESS	PLY LAYERS
78	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	39	6 in (152 mm)	1.3 in (33 mm)	3
78	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	39	6 in (152 mm)	1.3 in (33 mm)	3
78	1.6 (40 mm)	2.2 in (55 mm)	6 in (152 mm)	39	6 in (152 mm)	1.3 in (33 mm)	3
78	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	39	6 in (152 mm)	1.3 in (33 mm)	3
78	1.6 (40 mm)	2.2 in (55 mm)	6 in (152 mm)	39	6 in (152 mm)	1.3 in (33 mm)	3

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CASE IH STX AND STEIGER® QUADTRAC®



General Facts

- Produced from 2000 to current
- 375-620 HP
- 88 in Gauge Spacing
- 252 in Length Track
- Integrated tensioning links all four tension systems to the tractor's hydraulic system

TRACK SERIES	TRACK DESCRIPTION	CAMSO P/N	WIDTH	CNH P/N
3500	General Ag	634-3023	30 in (762 mm)	84182440
		634-3616	36 in (914 mm)	84214145
5500	Scraper	654-3011*	30 in (762 mm)	84182441
6500	Extreme Ag	E30BE02858	30 in (762 mm)	84606975
		E36BE02857	36 in (914 mm)	84606976
	Scraper	E30BE02837	30 in (762 mm)	84606977

* Camso P/N no longer available - use 6500 series option.

Track System Service Information

- Detensioning tool and hose is included with all new machines.
- If required - Camso Detensioning Tool (31-3183 HOSE ASSY, PRESSURE RELIEF) is available.
- Always reference operator's manual for correct bolt torques specific to machine series, and detensioning / tensioning procedures.

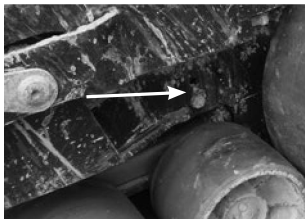
NOTE: Drive wheel scrapers should be installed and adjusted properly for maximum track life. See the "Drive Wheel Scrapers" section for further details.

TREADBARS				DRIVE LUGS		CARCASS	
# TREADS	HEIGHT	TIP WIDTH	PITCH	# LUGS	PITCH	THICKNESS	PLY LAYERS
84	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	42	6 in (152 mm)	1.3 in (33 mm)	3
84	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	42	6 in (152 mm)	1.3 in (33 mm)	3
84	1.6 (40 mm)	2.2 in (55 mm)	6 in (152 mm)	42	6 in (152 mm)	1.3 in (33 mm)	3
84	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	42	6 in (152 mm)	1.3 in (33 mm)	3
84	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	42	6 in (152 mm)	1.3 in (33 mm)	3
84	1.6 (40 mm)	2.2 in (55 mm)	6 in (152 mm)	42	6 in (152 mm)	1.3 in (33 mm)	3

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TENSIONER STOP BOLT

Tensioner Stop Bolt should be removed on pre 2006 models when using Camso Tracks. In some cases the amount of tensioner stroke is not sufficient to fully maintain tension on the track. Reduction in track tension can cause the tracks to experience accelerated drive lug damage, more vibration, and greater probability of untracking.



Solution

The Case IH QUADTRAC® tensioner stop bolt location was changed for 2006 and newer models. On the later production models the upper tensioner Stop Bolt hole (service position) and lower hole (normal Stop Bolt position) are not vertically aligned. With this design it is not necessary to remove the Stop Bolt. It can always remain in the lower positions (see photo above) and does not need



to be removed for track tensioning or alignment. If the holes are vertically aligned we recommend removing the bolt. These 4 bolts should then be stored in the cab for reinstallation whenever tracks are removed in service.

⚠ CAUTION ⚠

The purpose of this bolt is to prevent tensioner over-extension when a track is removed. Before removing tracks, the bolt should always be reinstalled, or damage to machine or potential injury to service personnel could result.

CASE IH STEIGER® ROWTRAC®



General Facts

- Produced from 2013 to current
- 350-500 HP
- 80 in, 88 in, or 120 in Track Gauge Spacing
- 264 in Length Track
- Integrated tensioning links all four tension systems to the tractor’s hydraulic system

TRACK SERIES	TRACK DESCRIPTION	CAMSQ P/N	WIDTH	CNH P/N	U/C WIDTH
3500	General Ag	B16BG03087	16 in (406 mm)	47768014	Narrow
		B18BG03088	18 in (457 mm)	47768016	Narrow
		B24BG03089	24 in (609 mm)	47768017	Wide
		B30BG03090	30 in (762 mm)	47768020	Wide

Track System Service Information

- Detensioning tool and hose is included with all new machines.
- If required - Camso Detensioning Tool (31-3183 HOSE ASSY, PRESSURE RELIEF) is available.
- Always reference operator's manual for correct bolt torques specific to machine series, and detensioning / tensioning procedures.

NOTE: Drive wheel scrapers should be installed and adjusted properly for maximum track life. See the "Drive Wheel Scrapers" section for further details.

NOTE: Using the widest track possible for each application results in longer track life and better tractor performance.

TREADBARS				DRIVE LUGS		CARCASS	
# TREADS	HEIGHT	TIP WIDTH	PITCH	# LUGS	PITCH	THICKNESS	PLY LAYERS
88	1.6 in (40 mm)	2.4 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3
88	1.6 in (40 mm)	2.4 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3
88	1.6 in (40 mm)	2.4 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3
88	1.6 in (40 mm)	2.4 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3

CASE IH MAGNUM® ROWTRAC®



General Facts

- Produced from 2014 to current
- 310-380 HP
- 76 in, 80 in, 88 in, 120 in, 136 in, 144 in, or 152 in Track Gauge Spacing
- 264 in Length Track
- Integrated tensioning links both tension systems to the tractor’s hydraulic system

TRACK SERIES	TRACK DESCRIPTION	CAMSQ P/N	WIDTH	CNH P/N	U/C WIDTH
3500	General Ag	B16BG03087	16 in (406 mm)	47768014	Narrow
		B18BG03088	18 in (457 mm)	47768016	Narrow
		B24BG03089	24 in (609 mm)	47768017	Wide
		B30BG03090	30 in (762 mm)	47768020	Wide

Track System Service Information

- Detensioning tool and hose is included with all new machines.
- If required - Camso Detensioning Tool (31-3183 HOSE ASSY, PRESSURE RELIEF) is available.
- Always reference operator's manual for correct bolt torques specific to machine series, and detensioning / tensioning procedures.

NOTE: Drive wheel scrapers should be installed and adjusted properly for maximum track life. See the "Drive Wheel Scrapers" section for further details.

NOTE: Using the widest track possible for each application results in longer track life and better tractor performance.

TREADBARS				DRIVE LUGS		CARCASS	
# TREADS	HEIGHT	TIP WIDTH	PITCH	# LUGS	PITCH	THICKNESS	PLY LAYERS
88	1.6 in (40 mm)	2.4 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3
88	1.6 in (40 mm)	2.4 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3
88	1.6 in (40 mm)	2.4 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3
88	1.6 in (40 mm)	2.4 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3

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NEW HOLLAND® GENESIS T8 SMARTTRAX™



General Facts

- Produced from 2014 to current
- 340-380 HP
- 76 in, 80 in, 88 in, 120 in, 136 in, 144 in, or 152 in Track Gauge Spacing
- 264 in Length Track
- Integrated tensioning links both tension systems to the tractor's hydraulic system

TRACK SERIES	TRACK DESCRIPTION	CAMSQ P/N	WIDTH	CNH P/N	U/C WIDTH
3500	General Ag	B16BG03087	16 in (406 mm)	47768014	Narrow
		B18BG03088	18 in (457 mm)	47768016	Narrow
		B24BG03089	24 in (609 mm)	47768017	Wide
		B30BG03090	30 in (762 mm)	47768020	Wide

Track System Service Information

- Detensioning tool and hose is included with all new machines.
- If required - Camso Detensioning Tool (31-3183 HOSE ASSY, PRESSURE RELIEF) is available.
- Always reference operator's manual for correct bolt torques specific to machine series, and detensioning / tensioning procedures.

NOTE: Drive wheel scrapers should be installed and adjusted properly for maximum track life. See the "Drive Wheel Scrapers" section for further details.

NOTE: Using the widest track possible for each application results in longer track life and better tractor performance.

TREADBARS				DRIVE LUGS		CARCASS	
# TREADS	HEIGHT	TIP WIDTH	PITCH	# LUGS	PITCH	THICKNESS	PLY LAYERS
88	1.6 in (40 mm)	2.4 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3
88	1.6 in (40 mm)	2.4 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3
88	1.6 in (40 mm)	2.4 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3
88	1.6 in (40 mm)	2.4 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3

NEW HOLLAND T9 SMARTTRAX™



General Facts

- Produced from 2012 to present
- Available on T9.600 / T9.700 tractors 542 - 628 HP

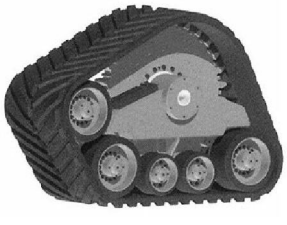
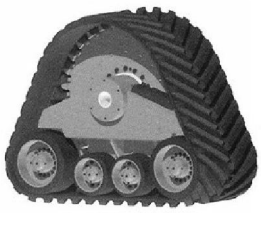
Track System Service Information

Please refer to the the Tractor Operator and Maintenance Manual for track system and service information.

TRACK DESCRIPTION	CAMSO P/N	LENGTH	CNH P/N	ATI P/N
General Ag	N/A	252 in (6400 mm)	47387581	A0290
General Ag	N/A	234 in (5944 mm)	N/A	A0072

* Not available from Camso. See your New Holland dealer.

Add the SmartTrax™ track option to wide-frame models and get increased traction, flotation, less surface damage and reduced soil compaction which leads to increased soil fertility. You also enjoy the comfort of a smoother ride plus exclusive climbing ability over large obstacles and SmartTrax versatility. Simple installation allows you to convert back to wheels or use SmartTrax modules on combines or other tractors.

	
High Idler Module 252 in Track Length	Standard Module 234 in Track Length

New Holland SMARTTRAX™ Track Selection

NOTE: Tracks are available only from authorized New Holland and ATI dealers.

Basic Specifications

Load Capacity, Ag, lbs. (kg)37,500 (17,045)
 Contact Area, sq. in (sq. cm)2,800 (18,065)
 Maximum Speed, mph (kph) 18 (29)

TREADBARS				DRIVE LUGS		CARCASS	
# TREADS	HEIGHT	TIP WIDTH	PITCH	# LUGS	PITCH	THICKNESS	PLY LAYERS
84	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	42	6 in (152 mm)	1.6 in (42 mm)	5
78	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	39	6 in (152 mm)	1.6 in (42 mm)	5

REFERENCE GUIDE

CASE IH AXIAL FLOW COMBINE



General Facts

- Produced from 2009 to current
- 500-550 HP
- 148 in Gauge Spacing
- 252 in Length Track
- 264 in Length Track

TRACK SERIES	TRACK DESCRIPTION	CAMSO P/N	WIDTH	CNH P/N	DRIVE LUGS	
					# LUGS	PITCH
3500	General Ag	634-3616	36 in (914 mm)	84214145	42	6
6500	Extreme Ag	E36BE02857	36 in (914 mm)	84606976	42	6
3500	General Ag	634-3023	30 in (762 mm)	84356091	42	6
3500	General Ag	B24BF03076	24 in (610 mm)	84289715	42	6
3500	General Ag	N/A	34 in (864 mm)	47671019	44	6
3500	General Ag	N/A	28.5 in (724 mm)	47391236	44	6
3500	General Ag	N/A	24 in (610 mm)	47676687	44	6

Track System Service Information

- Detensioning tool and hose is included with all new machines.
- If required - Camso Detensioning Tool (31-3183 HOSE ASSY, PRESSURE RELIEF) is available.
- Always reference operator's manual for correct bolt torques specific to machine series, and detensioning / tensioning procedures.

Case IH Axial Flow Combine Track Options

Two different undercarriages are offered depending upon the geographical sales market. The 252 in undercarriage is identified by the 3 axle bogie system. The 264 in undercarriage is identified by the 4 axle bogie system. Contact your local Case IH dealer to verify approved track widths for your area.

The 36 in (914mm) width track is available in the 3500 Series and 6500 Series.

The 24 in (610mm), 28.5 in (724mm), 30 in (762mm), and 34 in (864mm) tracks are the 3500 Series (General Ag) tracks.

NOTE: 36 in (914mm) tracks are NOT interchangeable with the 24 in and 30 in tracks on the 252 in undercarriage.

TREADBARS				CARCASS		
# TREADS	HEIGHT	TIP WIDTH	PITCH	THICKNESS	PLY LAYERS	LENGTH
84	2	1.7	6	1.3 in (33 mm)	3	252
84	2	1.7	6	1.3 in (33 mm)	3	252
84	2	1.7	6	1.3 in (33mm)	3	252
84	2	1.7	6	1.3 in (33mm)	3	252
88	2	1.7	6	1.3 in (33mm)	3	264
88	2	1.7	6	1.3 in (33mm)	3	264
88	2	1.7	6	1.3 in (33mm)	3	264

REFERENCE GUIDE

NEW HOLLAND CR AND CX COMBINE



General Facts

- Produced from 2012 to current
- 500-598 HP
- 148 in Gauge Spacing
- 252 in Length Track
- 264 in Length Track

TRACK SERIES	TRACK DESCRIPTION	CAMSO P/N	WIDTH	CNH P/N	DRIVE LUGS	
					# LUGS	PITCH
3500	General Ag	634-3616	36 in (914 mm)	84214145	42	6
6500	Extreme Ag	E36BE02857	36 in (914 mm)	84606976	42	6
3500	General Ag	634-3023	30 in (762 mm)	84356091	42	6
3500	General Ag	B24BF03076	24 in (610 mm)	84289715	42	6
3500	General Ag	N/A	34 in (864 mm)	47671019	44	6
3500	General Ag	N/A	28.5 in (724 mm)	47391236	44	6
3500	General Ag	N/A	24 in (610 mm)	47676687	44	6

Track System Service Information

- Detensioning tool and hose is included with all new machines.
- If required - Camso Detensioning Tool (31-3183 HOSE ASSY, PRESSURE RELIEF) is available.
- Always reference operator's manual for correct bolt torques specific to machine series, and detensioning / tensioning procedures.

New Holland CR and CX Series Combine Track Options

Two different undercarriages are offered depending upon the geographical sales market. The 252 in undercarriage is identified by the 3 axle bogie system. The 264 in undercarriage is identified by the 4 axle bogie system. Contact your local Case IH dealer to verify approved track widths for your area.

The 36 in (914mm) width track is available in the 3500 Series and 6500 Series.

The 24 in (610mm), 28.5 in (724mm), 30 in (762mm), and 34 in (864mm) tracks are the 3500 Series (General Ag) tracks.

NOTE: 36 in (914mm) tracks are NOT interchangeable with the 24 in and 30 in tracks on the 252 in undercarriage.

TREADBARS				CARCASS		
# TREADS	HEIGHT	TIP WIDTH	PITCH	THICKNESS	PLY LAYERS	LENGTH
84	2	1.7	6	1.3 in (33 mm)	3	252
84	2	1.7	6	1.3 in (33 mm)	3	252
84	2	1.7	6	1.3 in (33mm)	3	252
84	2	1.7	6	1.3 in (33mm)	3	252
88	2	1.7	6	1.3 in (33mm)	3	264
88	2	1.7	6	1.3 in (33mm)	3	264
88	2	1.7	6	1.3 in (33mm)	3	264

REFERENCE GUIDE

QUADTRAC® TRACK SELECTION

STX / 9300 QUADTRAC® Application Matrix

TRACK SERIES		3500		6500	
TYPE		Ag		Ag	Scraper
WIDTH		30	36	30	36
Application	General Ag	*	*		
	Heavy Ag			*	*
	Ag scraper			*	
	Commercial scraper				*
	3 Point hitch	*	*		
	Heavy 3 point hitch			*	
	Severe side slope operation				*
	Tile plow			*	*

* Recommended

Ground Pressure Chart (PSI)

MODEL	WEIGHT		TRACK WIDTH (in)	
			36	30
9300 Quadtrac®	Shipping	43200	4.2	5
	Max. Operating	47000	4.5	5.4
Steiger Quadtrac®	Shipping	53800	5.2	6.3
	Max. Operating	64000	6.2	7.4
Steiger Rowtrac®	Shipping	48700	N/A	6.2
	Max. Operating	57000	N/A	6.7
Magnum Rowtrac®	Shipping	37728	N/A	6
	Max. Operating	41170	N/A	6.5
Genesis T8 SmartTrax™	Shipping	37728	N/A	6
	Max. Operating	41170	N/A	6.5

Ground pressure calculated for in-field weight distribution

Treadwear Estimation Chart

AVERAGE TREAD HEIGHT		TREADBAR WEAR	
in	mm	Ag Tracks	Scraper Tracks
2	50.8	0%	-
1.9	48.3	7%	-
1.8	45.7	13%	-
1.7	43.2	20%	-
1.6	40.6	27%	-
1.5	38.1	33%	0%
1.4	35.6	40%	10%
1.3	33.0	47%	20%
1.2	30.5	53%	30%
1.1	27.9	60%	40%
1	25.4	67%	50%
0.9	22.9	73%	60%
0.8	20.3	80%	70%
0.7	17.8	87%	80%
0.6	15.2	93%	90%
0.5	12.7	100%	100%
0.4	10.2	107%	110%
0.3	7.6	113%	120%
0.2	5.1	120%	130%

TRACK WIDTH (in)		
24	18	16
N/A	N/A	N/A
N/A	N/A	N/A
N/A	N/A	N/A
N/A	N/A	N/A
7.2	9.6	10.8
8.4	11.2	12.6
7.5	10	11.3
8.2	10.9	12.2
7.5	10	11.3
8.2	10.9	12.2

REFERENCE GUIDE

TRACK DEM AFTERMARKET CROSS REFERENCE

CASE IH 9300 SERIES QUADTRAC® AND STX/STEIGER QUADTRAC®		
DESCRIPTION	WIDTH/LENGTH	PREVIOUS CAMSO P/N
Camso 3500 Ag	30 in / 234 in	-
Camso 3500 Ag	36 in / 234 in	-
Camso 5500 Scraper	30 in / 234 in	654-3025
Camso 6500 Ag	30 in / 234 in	-
Camso 6500 Scraper	30 in / 234 in	-
Camso 3500 Ag	30 in / 252 in	-
Camso 3500 Ag	36 in / 252 in	-
Camso 5500 Scraper	30 in / 252 in	654-3011
Camso 6500 Ag	30 in / 252 in	-
Camso 6500 Ag	36 in / 252 in	-
Camso 6500 Scraper	30 in / 252 in	-

CASE IH STEIGER ROWTRAC®, MAGNUM ROWTRAC®, AND GENESIS T8 SMARTTRAX™		
DESCRIPTION	WIDTH/LENGTH	PREVIOUS CAMSO P/N
Camso 3500 Ag	16 in / 264 in	-
Camso 3500 Ag	18 in / 264 in	-
Camso 3500 Ag	24 in / 264 in	-
Camso 3500 Ag	30 in / 264 in	-

CASE IH AXIAL FLOW COMBINE AND NEW HOLLAND CR & CX COMBINES		
DESCRIPTION	WIDTH/LENGTH	PREVIOUS CAMSO P/N
Camso 3500 Ag	36 in / 252 in	-
Camso 6500 Ag	36 in / 252 in	-
Camso 3500 Ag	30 in / 252 in	-
Camso 3500 Ag	24 in / 252 in	-
Camso 3500 Ag	34 in / 264 in	-
Camso 3500 Ag	28.5 in / 264 in	-
Camso 3500 Ag	24 in / 264 in	-

CASE IH 9300 SERIES QUADTRAC® AND STX/STEIGER QUADTRAC®		
CURRENT CAMSO P/N	PREVIOUS CNH P/N	CURRENT CNH P/N
634-3026	-	84341573
634-3638	-	-
-	-	84341571
E30BD02855	-	-
E30BD02856	-	-
634-3023	-	84182440
634-3616	84341575	84214145
-	-	84182441
E30BE02858	-	84606975
E36BE02857	-	84606976
E30BE02837	-	84606977

CASE IH STEIGER ROWTRAC®, MAGNUM ROWTRAC®, AND GENESIS T8 SMARTTRAX™		
CURRENT CAMSO P/N	PREVIOUS CNH P/N	CURRENT CNH P/N
B16BG03087	47539606	47768014
B18BG03088	47539608	47768016
B24BG03089	47539613	47768017
B30BG03090	47539614	47768020

CASE IH AXIAL FLOW COMBINE AND NEW HOLLAND CR & CX COMBINES		
CURRENT CAMSO P/N	PREVIOUS CNH P/N	CURRENT CNH P/N
634-3616	84341575	84214145
E36BE02857	-	84606976
634-3023	-	84356091
B24BF03076	-	84289715
-	-	47671019
-	-	47391236
-	47380735	47676687

REFERENCE GUIDE

CAMSO TRACK REPAIR

For longest life, tracks should be repaired when:

- Cables are exposed in the carcass—Cables loose or protruding from the carcass should be trimmed to prevent damage to other components.
- Loose treadbar—Loose portion of the treadbar should be trimmed to prevent damage to other components.

NOTE: There are currently no repair or patch kits available for fixing cuts in the track carcass.

CAMSO TRACK REPLACEMENT CRITERIA

For best performance, tracks should be replaced when:

- Treadbar height is less than 0.5 in (12 mm).
- Track to ground slippage consistently exceeds 10%.
- Several (more than 3) treadbars are missing in a row.
- Multiple drive lugs are missing consecutively.
- Drive lugs have excessive wear (50% of drive lug is worn).
- De-tracking occurs due to worn or missing drive lugs.
- The main cables have torn in the wheel path (Tear across at least 1/2 the width of the carcass).
- Cables are showing on the inside surface of the track.
- Drive wheel to track slippage is excessive due to missing/worn track ID rubber or missing/worn drive lugs.

NOTE: For additional information related to both warrantable and non-warrantable track or wheel issues, please reference CPB-460 "Service Conditions and Warranty Guidelines - Agricultural Tracks including Drive Wheels, Idlers, and Midrollers" available at your authorized CNH or Camso dealer.



Visit our website for more information on our products
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CPB-0453 07-15