

Cat® SystemOne™ Undercarriage

Without Center Tread Idlers

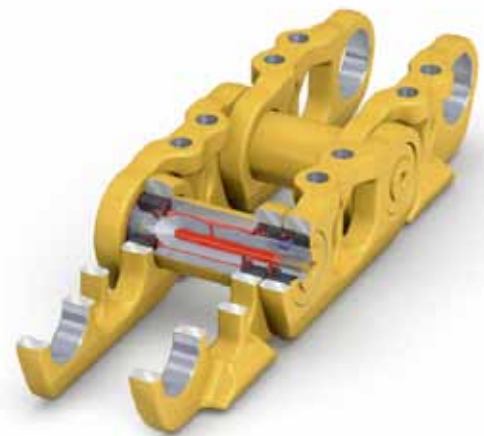


Applications for SystemOne™ Link Assemblies without Center Tread Idlers

The Cat® SystemOne Undercarriage is known for its longer undercarriage wear life. That advantage is due to the Center Tread Idler eliminating wear between idlers and links. However, there are plenty of reasons to use SystemOne link assemblies, even without the Center Tread Idler.

SystemOne undercarriage, when used **without** Center Tread Idlers, offers the following advantages:

- Reduced cost per hour by using the full link life without a bushing turn.
- No link assembly maintenance (no bushing turns) due to the rotating bushing.
- Fewer sprocket replacements. Since bushing turns are not required, sprockets don't need to be replaced at turn time. On elevated sprocket machines, sprockets can even be re-used for a second track.
- No down-time during the bushing turn.
- Conventional idlers offer improved packing resistance.



Cat® SystemOne™ Undercarriage

Features/Benefits of SystemOne Link Assemblies

- Its rotating bushing design increases bushing life
 - Eliminates the cost and down-time of a bushing turn
 - Eliminates the cost of sprocket segments during a bushing turn
- For Elevated Sprocket Machines, sprocket segments typically last two track systems.
- The stronger, straight link can handle higher loads than traditional offset links.
- Master links are available to make removal and installation easy.
- Innovative sealed cartridge-style joints have seal life up to 6,000 hours.
 - Covered by Leakage and Breakage Program.
- Synthetic oil reduces seal friction by 50%, better protecting internal components.

Use of SystemOne link assemblies without Center Tread Idlers will not extend link life, but can still reduce cost per hour for many customers. This option is currently available for retrofitting existing machines and is shipped on some new products (D8T in Europe, 953D, 963D).

When to use SystemOne link assemblies

Use the table below to compare the cost per hour for the three alternatives.

	SystemOne Link Assemblies	Conventional Link Assemblies	
		With Bushing Turn	Without Bushing Turn
Link Assemblies	£	£	£
SystemOne Master Links	£		
Track Shoes	£	£	£
Sprockets	£	£	£
End Guiding Guard Wear Strips	£	£	£
Guiding Guards	£	£	£
Bushing Turn (parts + labor)		£	
Sprockets During Bushing Turn		£	
Track Removal & Installation		£	
Total Price	£	£	£
Expected Track Life		Hours	Hours
Cost per Hour*	£	£	£

*To calculate cost per hour, divide Total Price by Expected Track Life.

Leakage and Breakage Coverage*

New SystemOne components are covered for leakage and breakage for four years, 6,000 hours or 100 percent wear, whichever comes first.

*See your local Cat Dealer for details.

SystemOne™ Link Assembly Retrofit Opportunities

Machine Model	SystemOne™ Track Rollers Required
D3G / D3K / D4G / D4K	No
D5G / D5K / D6K	Yes
D4H / D5M / D5N	Yes
D5H / D6M / D6N	No*
D6H / D6R / D6T	No*
D8N / D8R / D8T	No**
953B / 953C / 953D	No*
963B / 963C / 963D	No*

* With new link assemblies and new track rollers the initial fit will be tight, but is manageable. If new link assemblies are being installed with worn track rollers, there is no problem.

** All single flange track rollers must be used.

Recoil Spring Considerations

A strong recoil spring with correct preload will minimize the chances of SystemOne track jumping at the sprocket. Generally, excessive recoil of idlers occurs when the following factors are present:

- Fatigue has caused the recoil spring to weaken.
- Heavy machines with multiple attachments.
- Frequent tight turning in stiff underfoot conditions.
- Excessive mud or debris packing in the undercarriage system.

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