

TDS Powered Rear Tracks

Benefits:

- Largely the same as front tracks
- 3.8x footprint of standard steering tire
 - Footprint of track pair = 2722 in²
 - Footprint of 600/70R28 tires = 710 in²
- Less compaction
 - Tracks: ~ 6-11psi ground pressure
 - Tires: ~ 22-39psi ground pressure
- Smoother ride in fields and on road
 - Can't feel field tiles
 - No road lops
- Consistent tractive effort
- Maintains factory steering radius



Combine compatibility:

- CNH Flagship machines
- John Deere STS and S Series, sizes 60-90
- Working on more compatibility
 - Machine MUST have MudHog or factory equivalent to be compatible



Installation information:

- Components in track kit:
 - Oscillation limiter
 - This bolts between the C frame and the stub axle and consists of an arm that steers with the track and prevents it from rotating too far forward or backward and contacting the machine.
 - Adapter plate
 - This bolts to the wheel flange on the wheel motor, and the track bolts to this. It allows the tires and tracks to be completely interchangeable.
- Minimum install equipment requirements:
 - Concrete work area

- Jacks capable of lifting the combine (keep in mind, the track set weighs 5000lb)
- Fork lift/truck
- Sockets/Wrenches capable of ~600 ft-lb

FAQ:

Q: How does it steer?

A: It steers a little harder than tires, but not terribly. You cannot static steer in most situations (steer tracks while at a standstill) – the machine must be moving to steer. When the grain bin is full and the machine is operating in very soft soil, it also can get a little more difficult to steer. This is due to the large footprint of the tracks.

Q: Do you have to upgrade the steering components?

A: No, the steering components are stock.

Q: What do the tracks do to the road speed of the machine?

A: Rear tracks slow the machine by approximately 0.5-1.0 mph on the road, simply due to the increased “drag” of the rear tracks. The field speed of the machine remains unchanged.

Q: How long does it take to install these?

A: Really, it's a bolt-on install. When they're initially installed on the machine, it takes two people little longer – about 4-8 hours. But once they're installed initially, you can swap back and forth between tires and tracks in about 2-3 hours (with two people) very easily. All you need are a couple tools, some jacks, and a forklift to move the tracks and tires around.

Q: So the track says Camso on it... What did you guys do?

A: Engineering and Camso worked together to come up with a track that would fit the Mudhog application. Camso designed the track, and TDS did everything else to make the track fit with the Mudhog and perform to our expectations. This is far from an off-the-shelf product.

Q: Why do you need an oscillation limiter?

A: The Mudhog unit can provide enough torque to cause the tracks to want to “drive out from under” the machine in the right circumstances, especially when hills or slopes are involved. The oscillation limiter is there as insurance that the tracks cannot contact the machine, while still allowing full steering and excellent performance.

Q: How much maintenance do the tracks require?

A: There is a short list of maintenance tasks. The track tension and oil levels need checked daily, some mounting bolt torques checked weekly, and the gear oil replaced seasonally.