

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.

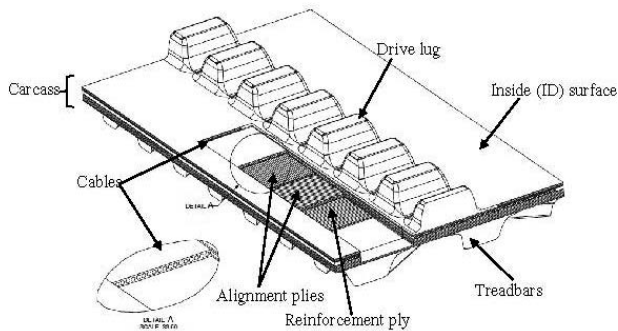
With knowledge of your local conditions and applications, your Camso distributor/dealer can help you find the best track for your operation.

Camso Positive Drive Track Terminology

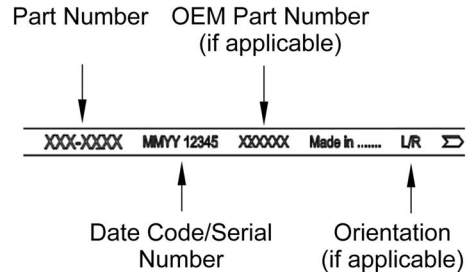
A positive drive track system uses a main drive wheel with drive bars that engage drive lugs on the track to provide traction and braking. Actual propulsion is a combined, dynamic effect between the positive drive and friction drive on the main drive wheel.

The 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.

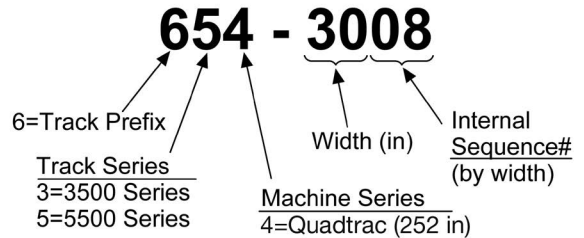
Camso's patented 6500 series technology provides an extra strong drive lug by using embedded fabric reinforcing in the drive lugs which is protected from external wear. The 6500 track option is available for high load applications.



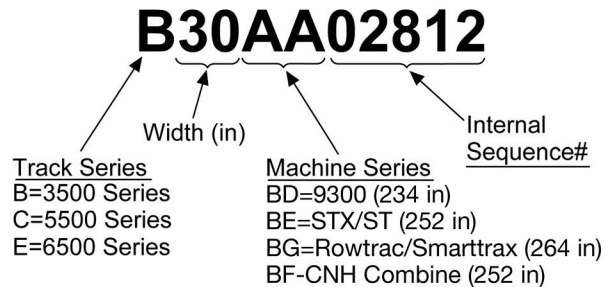
Track Identification (Edge of Track)



Track Part Number Format (Earlier)



Track Part Number Format (Current)



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.

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.

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

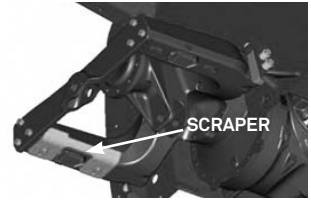


Mechanical damage from the drive bar scrubbing the non power side of the drive lug can be related to very low drawbar loading during extended periods of roading. This can also be caused by incorrectly sized drive wheels, material build up on drive wheels,

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 tread bar 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 4500 Series (High Roading)

The RD4500 Series track has been released exclusively to improve the 3500 Series Rowtrac offering. The enhanced tread bar geometry and improved rubber compound allow for faster travel speeds and a reduction in heat generation. Travel speeds will increase to 25 mph on 2019 MY Steiger and Magnum Rowtrac, and T8 SmartTrax tractors allowing for reduced travel time and an increase of up to 16% field productivity.

The Rowtrac track uses a 1.8 in (45mm) high x 3.2 in (81 mm) wide tread bar for optimal traction, ride, life and roading capabilities. 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. New carcass is specifically designed to endure higher internal temperatures during high speed roading.

The RD4500 track design is available as an option starting in 2020 for the 264" European combine undercarriage in the 24 in (610 mm) width, an addition of a redesigned tread bar that is 2 in (50 mm) high x 2 in

(50 mm) wide tread bar for better roading capabilities. The same 4-ply carcass construction is used for this track to aid in high roading applications.

Camso 6500 Series (Heavy Ag, Scraper)



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 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 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 6500 Series Extreme Ag tracks utilize a 2.0 in (50 mm) high x 1.7 in (44 mm) wide tread bar for optimal traction, ride, and life in Ag applications. The 6500 Series Scraper track utilizes a 1.6 in (40 mm) high x 2.2 in (55 mm) wide tread bar. This tread bar profile is optimized to allow the tracks to slip slightly in heavy drawbar applications to prevent damage to the drive lugs and powertrain. The optimized tread bar profile reduces vibration on haul roads, and reduces flex-damage to the tread bars in such demanding applications, which may increase overall track life.

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

* 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.

# TREADS	TREAD BARS			DRIVE LUGS		CARCASS	
	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)	1.4 in (35mm)	3
78	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	39	6 in (152 mm)	1.4 in (35mm)	3
78	1.6 (40 mm)	2.2 in (55 mm)	6 in (152 mm)	39	6 in (152 mm)	1.4 in (35mm)	3
78	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	39	6 in (152 mm)	1.4 in (35mm)	3
78	1.6 (40 mm)	2.2 in (55 mm)	6 in (152 mm)	39	6 in (152 mm)	1.4 in (35mm)	3

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
		B32BF03177	32 in (813 mm)	47980864
		634-3616	36 in (914 mm)	84214145
6500	Extreme Ag	E30BE02858	30 in (762 mm)	84606975
		E32BF03178	32 in (813 mm)	47980810
		E36BE02857	36 in (914 mm)	84606976
	Scraper	E30BE02837	30 in (762 mm)	84606977
		E32BF03189	32 in (813 mm)	47980865

Track System Service Information

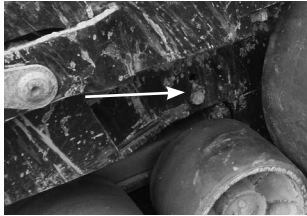
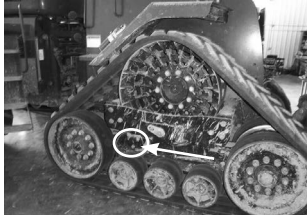
- Detensioning tool and hose is included with all new machines.
- If required - Camso detensioning tool (31-3183 HOSE ASSY, PRESSURE RELIEF) is available.
- Always reference operator's manual for correct bolt torques specific to machine series, and detensioning / tensioning procedures.

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

# TREADS	TREAD BARS			DRIVE LUGS		CARCASS	
	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)	1.4 in (35mm)	3
84	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	42	6 in (152 mm)	1.4 in (35mm)	3
84	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	42	6 in (152 mm)	1.4 in (35mm)	3
84	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	42	6 in (152 mm)	1.4 in (35mm)	3
84	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	42	6 in (152 mm)	1.4 in (35mm)	3
84	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	42	6 in (152 mm)	1.4 in (35mm)	3
84	1.6 (40 mm)	2.2 in (55 mm)	6 in (152 mm)	42	6 in (152 mm)	1.4 in (35mm)	3
84	1.6 (40 mm)	2.2 in (55 mm)	6 in (152 mm)	42	6 in (152 mm)	1.4 in (35mm)	3

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 the 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

TRACK SERIES	TRACK DESCRIPTION	CAMSO P/N	WIDTH	CNH P/N	U/C WIDTH
3500	General Ag (19 MPH Max Speed)	B16BG03194	16 in (406 mm)	48067498	Narrow
		B18BG03195	18 in (457 mm)	48067475	Narrow
		B21BG03200	21 in (533 mm)	51428839	Narrow
		B24BG03196	24 in (609 mm)	48067499	Wide
		B30BG03197	30 in (762 mm)	48067500	Wide
RD 4500	High Rooding (25 MPH Max Speed - MY19 Required)	F16BG03401	16 in (406 mm)	N/A	Narrow
		F18BG03374	18 in (457 mm)	51417219	Narrow
		F21BG03413	21 in (533 mm)	51444172	Narrow
		F24BG03397	24 in (609 mm)	51417221	Wide
6500	Extreme Ag (19 MPH Max Speed)	F30BG03402	30 in (762 mm)	51417222	Wide
		E16BG03459	16 in (406 mm)	N/A	Narrow
		E18BG03460	18 in (457 mm)	N/A	Narrow
		E21BG03461	21 in (533 mm)	N/A	Narrow
		E24BG03462	24 in (609 mm)	N/A	Wide
3500	High Traction	E30BG03463	30 in (762 mm)	N/A	Wide
		B24BG03175*	24 in (609 mm)	N/A	Wide
		B30BG03176*	30 in (762 mm)	N/A	Wide

* High Traction tracks are intended for use in applications requiring minimal rooding.

- Integrated tensioning links all four tension systems to the tractor's hydraulic system

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.

# TREADS	TREAD BARS			DRIVE LUGS		CARCASS	
	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
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	1.8 in (40 mm)	3.2 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	4
88	1.8 in (45 mm)	3.2 in (81 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	4
88	1.8 in (45 mm)	3.2 in (81 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	4
88	1.8 in (45 mm)	3.2 in (81 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	4
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
88	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3
88	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3

Frequent or high speed rooding may shorten track life or cause track damage.

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

TRACK SERIES	TRACK DESCRIPTION	CAMSO P/N	WIDTH	CNH P/N	U/C WIDTH
3500	General Ag (19 MPH Max Speed)	B16BG03194	16 in (406 mm)	48067498	Narrow
		B18BG03195	18 in (457 mm)	48067475	Narrow
		B21BG03200	21 in (533 mm)	51428839	Narrow
		B24BG03196	24 in (609 mm)	48067499	Wide
		B30BG03197	30 in (762 mm)	48067500	Wide
RD 4500	High Rooding (25 MPH Max Speed - MY19 Required)	F16BG03401	16 in (406 mm)	51417218	Narrow
		F18BG03374	18 in (457 mm)	51417219	Narrow
		F21BG03413	21 in (533 mm)	51444172	Narrow
		F24BG03397	24 in (609 mm)	51417221	Wide
		F30BG03402	30 in (762 mm)	51417222	Wide
6500	Extreme Ag (19 MPH Max Speed)	E16BG03459	16 in (406mm)	N/A	Narrow
		E18BG03460	18 in (457mm)	N/A	Narrow
		E21BG03461	21 in (533mm)	N/A	Narrow
		E24BG03462	24 in (609mm)	N/A	Wide
		E30BG03463	30 in (762mm)	N/A	Wide
3500	High Traction	B24BG03175*	24 in (609 mm)	N/A	Wide
		B30BG03176*	30 in (762 mm)	N/A	Wide

* High Traction tracks are intended for use in applications requiring minimal rooding.

- 264 in length track
- Integrated tensioning links both tension systems to the tractor's hydraulic system

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.

# TREADS	TREAD BARS			DRIVE LUGS		CARCASS	
	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
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	1.8 in (40 mm)	3.2 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	4
88	1.8 in (45 mm)	3.2 in (81 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	4
88	1.8 in (45 mm)	3.2 in (81 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	4
88	1.8 in (45 mm)	3.2 in (81 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	4
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
88	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3
88	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3

Frequent or high speed rooding may shorten track life or cause track damage.

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

TRACK SERIES	TRACK DESCRIPTION	CAMSO P/N	WIDTH	CNH P/N	U/C WIDTH
3500	General Ag (19 MPH Max Speed)	B16BG03194	16 in (406 mm)	48067498	Narrow
		B18BG03195	18 in (457 mm)	48067475	Narrow
		B21BG03200	21 in (533 mm)	51428839	Narrow
		B24BG03196	24 in (609 mm)	48067499	Wide
		B30BG03197	30 in (762 mm)	48067500	Wide
RD 4500	High Roading (25 MPH Max Speed - MY19 Required)	F16BG03401	16 in (406 mm)	51417218	Narrow
		F18BG03374	18 in (457 mm)	51417219	Narrow
		F21BG03413	21 in (533 mm)	51444172	Narrow
		F24BG03397	24 in (609 mm)	51417221	Wide
		F30BG03402	30 in (762 mm)	51417222	Wide
6500	Extreme Ag (19 MPH Max Speed)	E16BG03459	16 in (406 mm)	N/A	Narrow
		E18BG03460	18 in (457 mm)	N/A	Narrow
		E21BG03461	21 in (533 mm)	N/A	Narrow
		E24BG03462	24 in (609 mm)	N/A	Wide
		E30BG03463	30 in (762 mm)	N/A	Wide
3500	High Traction	B24BG03175*	24 in (609 mm)	N/A	Wide
		B30BG03176*	30 in (762 mm)	N/A	Wide

* High Traction tracks are intended for use in applications requiring minimal roading.

- 264 in length track
- Integrated tensioning links both tension systems to the tractor's hydraulic system

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.

# TREADS	TREAD BARS			DRIVE LUGS		CARCASS	
	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
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	1.8 in (40 mm)	3.2 in (62 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	4
88	1.8 in (45 mm)	3.2 in (81 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	4
88	1.8 in (45 mm)	3.2 in (81 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	4
88	1.8 in (45 mm)	3.2 in (81 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	4
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
88	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3
88	2 in (50 mm)	1.7 in (44 mm)	6 in (152 mm)	44	6 in (152 mm)	1.4 in (35 mm)	3

Frequent or high speed roading may shorten track life or cause track damage.

NEW HOLLAND T9 SMARTTRAX™



General Facts

- Produced from 2012 to present
- Available on T9.600 / T9.700 tractors 470 - 620 HP

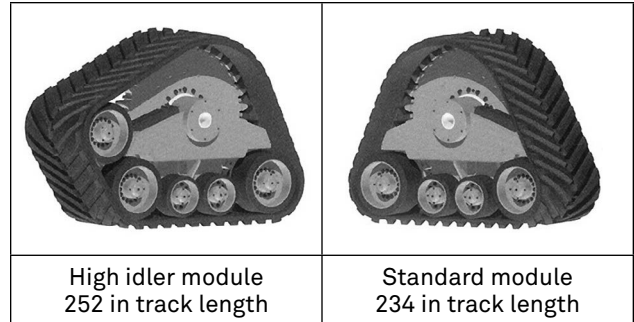
Track System Service Information

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
Agricultural Lug	659-3637	252 in (6400 mm)	47387581
Deep Lug	659-3634	252 in (6400 mm)	48008477
Agricultural Lug	C36BD02894	234 in (5944 mm)	47387540
Deep Lug	C36BD03182	234 in (5944 mm)	48008478

* 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.



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)

# TREADS	TREAD BARS			DRIVE LUGS		CARCASS	
	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
84	2.6 in (66.5 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
78	2.6 in (66.5 mm)	1.7 in (44 mm)	6 in (152 mm)	39	6 in (152 mm)	1.6 in (42 mm)	5

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	634-3023	30 in (762 mm)	84356091	42	6
		B32BF03177	32 in (813 mm)	47980864	42	6
		634-3616	36 in (914 mm)	84214145	42	6
6500	Extreme Ag	E30BE02858	30 in (762 mm)	84606975	42	6
		E32BF03178	32 in (813 mm)	47980810	42	6
		E36BE02857	36 in (914 mm)	84606976	42	6
3500	General Ag	N/A	24 in (610 mm)	47676687	42	6
		N/A	28.5 in (724 mm)	47391236	42	6
		N/A	34 in (864 mm)	47671019	42	6
RD4500	High Roading	F24BM03618	24 in (610 mm)	90450121	42	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.*

TREAD BARS				CARCASS		
# TREADS	HEIGHT	TIP WIDTH	PITCH	THICKNESS	PLY LAYERS	LENGTH
84	2	1,7	6	1.4 in (35 mm)	3	252
84	2	1,7	6	1.4 in (35 mm)	3	252
84	2	1,7	6	1.4 in (35 mm)	3	252
84	2	1,7	6	1.4 in (35 mm)	3	252
84	2	1,7	6	1.4 in (35 mm)	3	252
84	2	1,7	6	1.4 in (35 mm)	3	252
88	2	1,7	6	1.4 in (35 mm)	3	264
88	2	1,7	6	1.4 in (35 mm)	3	264
88	2	1,7	6	1.4 in (35 mm)	3	264
88	2	2	6	1.4 in (35 mm)	4	264

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	634-3023	30 in (762 mm)	84356091	42	6
		B32BF03177	32 in (813 mm)	47980864	42	6
		634-3616	36 in (914 mm)	84214145	42	6
6500	Extreme Ag	E30BE02858	30 in (762 mm)	84606975	42	6
		E32BF03178	32 in (813 mm)	47980810	42	6
		E36BE02857	36 in (914 mm)	84606976	42	6
3500	General Ag	N/A	24 in (610 mm)	47676687	42	6
		N/A	28.5 in (724 mm)	47391236	42	6
		N/A	34 in (864 mm)	47671019	42	6
RD4500	High Roading	F24BM03618	24 in (610 mm)	90450121	42	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.*

TREAD BARS				CARCASS		
# TREADS	HEIGHT	TIP WIDTH	PITCH	THICKNESS	PLY LAYERS	LENGTH
84	2	1,7	6	1.4 in (35 mm)	3	252
84	2	1,7	6	1.4 in (35 mm)	3	252
84	2	1,7	6	1.4 in (35 mm)	3	252
84	2	1,7	6	1.4 in (35 mm)	3	252
84	2	1,7	6	1.4 in (35 mm)	3	252
84	2	1,7	6	1.4 in (35 mm)	3	252
88	2	1,7	6	1.4 in (35 mm)	3	264
88	2	1,7	6	1.4 in (35 mm)	3	264
88	2	1,7	6	1.4 in (35 mm)	3	264
88	2	2	6	1.4 in (35 mm)	4	264

MIDROLLER

Midrollers carry most of the machine's total weight. Midrollers will wear over time and are susceptible to heat buildup from roading, track misalignment, and side hill applications. The polyurethane midroller offering improves roading capabilities and is less susceptible to heat related damage.

Midrollers should be replaced if:

- Polyurethane material is missing/worn all the way across the width of the midroller.
- 1/3rd of the polyurethane material is missing/worn all the way around the midroller.
- Polyurethane material is worn thin enough that material is sticking to the midroller.
- Steel hub is cracked or damaged
- Midroller is no longer round (flat section worn into the surface)

Note: It is not recommended to continue to run midrollers with missing polyurethane, as material can stick and build up on the bare steel, resulting in track inner carcass damage.

Midroller Part Numbers

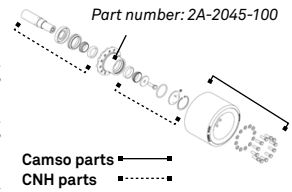
TRACK DESCRIPTION	CAMSO P/N	CNH P/N
Rowtrac - Narrow	-	48035553
Rowtrac - Wide	-	48035554
Magnum - Narrow	-	48035553
Magnum - Wide	-	48035554
T8 Smarttrax - Narrow	-	48035553
T8 Smarttrax - Wide	-	48035554

Compatibility Matrix

ROWTRAC/MAGNUM/T8	MIDROLLER WIDTH	
	NARROW	WIDE
TRACK WIDTH	4.56 in (116 mm)	7.44 in (189 mm)
16 in (406 mm)	Recommended	Not compatible
18 in (457 mm)	Recommended	Not compatible
21 in (533 mm)	Recommended	Not compatible
24 in (609 mm)	Not recommended	Recommended
30 in (762 mm)	Not recommended	Recommended

2A-2045-100 CAMSO 2 PIECE MIDROLLER CONVERSION KIT

Camso is now offering a 2 Piece Midroller Conversion Kit for the Case IH Quadtrac. This offering consists of a Camso manufactured hub, midroller, and mounting hardware. For simplicity, the hub design maintains the use of all Case IH internal parts. These internal parts, are purchased separately (if required) from your local Case IH dealer. This kit allows the OEM wheel/hub combination to be replaced by a separate wheel and hub. This allows for faster and lower cost wheel replacements in the future. The wheel simply bolts onto the hub without disturbing the bearings and seals, which are typically replaced when the OEM wheel/hub is removed.



****NOTE:** Case IH Quadtrac is compatible after tractor serial number **JEE0107427**. If the midrollers have been updated prior to serial number **JEE0107427** then the Camso 2 Piece Midroller Conversion Kit will be compatible with those tractors as well.

Midroller Conversion Kit (P/N 2A-2045-100) Includes

PART DESCRIPTION	QTY	PART #
Camso Polyurethane Midroller	1	4W-5040
Camso Midroller Hub	1	2C-5130-100
M16 Mounting Bolt	12	2F-0087
Mounting Washer	12	2F-0112
Installation Instructions		CPB-408

Case IH Required Parts for Retro Fit (Per Midroller)

PART DESCRIPTION	QTY	CNH P/N
Bearing and Race	2	648861
Seal	1	48194035

REUSABLE PARTS

Axle Shaft (MY18 and Prior)	1	84222576
Axle Shaft (MY19 and Beyond)	1	48080195
Seal Retainer Cup	1	84223194

NOTE: AGRICULTURAL VERSIONS BEFORE ZFF304748, SEAL RETAINER CUP MUST BE REPLACED WITH THE LATEST VERSION

Retainer Washer	1	87387720
Retainer Bolt	1	84303553
Clear Cap Kit (o-ring, cap, fill plug)	1	47608303
Snap Ring	1	301652

Warranty Coverage

Midroller (4W-5040) and Midroller Hub (2C-5130-100) carry a 12 month non-prorated warranty from the date of sale on parts only.

Quadtrac and Rowtrac Track Selection

Quadtrac/Rowtrac/Magnum/T8

	TRACK SERIES	3500			6500				
	MODEL	Quadtrac			Quadtrac				
	TYPE	Ag			Ag			Scraper	
	WIDTH	30	32	36	30	32	36	30	32
Application	General Ag	*	*	*					
	Heavy Ag				*	*	*		
	Ag scraper				*	*			
	Commercial scraper							*	*
	3 Point hitch	*	*	*					
	Heavy 3 point hitch				*	*	*		
	Severe side slope operation					*	*		
	Tile plow				*	*	*		
	Extended Transport/ High Roading								

* Recommended

3500					RD 4500					6500				
Rowtrac/Magnum/T8					Rowtrac/Magnum/T8					Rowtrac/Magnum/T8				
Ag					Ag					Ag				
16	18	21	24	30	16	18	21	24	30	16	18	21	24	30
*	*	*			*	*	*			*	*	*		
			*	*				*	*				*	*
*	*	*			*	*	*			*	*	*		
			*	*				*	*				*	*
			*	*				*	*				*	*
					*	*	*	*	*					

Ground Pressure Chart (PSI)

MODEL	WEIGHT	TRACK WIDTH (in)			
		36	32	30	
9300 QUADTRAC®	Shipping	43200	4.2	N/A	5
	Max. Operating	47000	4.5	N/A	5.4
Steiger QUADTRAC®	Shipping	53800	5.2	5.8	6.3
	Max. Operating	64000	6.2	6.9	7.4
Steiger Rowtrac®	Shipping	48700	N/A	N/A	5.7
	Max. Operating	57000	N/A	N/A	6.7
Magnum Rowtrac®	Shipping	37728	N/A	N/A	6
	Max. Operating	41170	N/A	N/A	6.5
Genesis T8 SmartTrax™	Shipping	37728	N/A	N/A	6
	Max. Operating	41170	N/A	N/A	6.5

TRACK WIDTH (in)			
24	21	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
N/A	N/A	N/A	N/A
7.2	8.2	9.6	10.8
8.4	9.6	11.2	12.6
7.5	8.5	10	11.3
8.2	9.3	10.9	12.2
7.5	8.5	10	11.3
8.2	9.3	10.9	12.2

Ground pressure calculated for in-field weight distribution

Track OEM Aftermarket Cross Reference

Case IH 9300 Series QUADTRAC® and STX/Steiger QUADTRAC®

DESCRIPTION	WIDTH/LENGTH (in)	PREVIOUS CAMSO P/N
Camso 3500 Ag	30 / 234	-
Camso 3500 Ag	36 / 234	-
Camso 5500 Scraper	30 / 234	654-3025
Camso 6500 Ag	30 / 234	-
Camso 6500 Scraper	30 / 234	-
Camso 3500 Ag	30 / 252	-
Camso 3500 Ag	32 / 252	-
Camso 3500 Ag	36 / 252	-
Camso 5500 Scraper	30 / 252	654-3011
Camso 6500 Ag	30 / 252	-
Camso 6500 Ag	32 / 252	-
Camso 6500 Ag	36 / 252	-
Camso 6500 Scraper	30 / 252	-
Camso 6500 Scraper	32 / 252	-

CURRENT CAMSO P/N	PREVIOUS CNH P/N	CURRENT CNH P/N
634-3026	-	84341573
634-3638	-	-
-	-	84341571
E30BD02855	-	-
E30BD02856	-	-
634-3023	-	84182440
B32BF03177	-	47980864
634-3616	84341575	84214145
-	84182441	-
E30BE02858	-	84606975
E32BF03178	-	47980810
E36BE02857	-	84606976
E30BE02837	-	84606977
E32BF03189	-	47980865

Case IH Steiger Rowtrac®, Magnum Rowtrac® and Genesis T8 SmartTrax™

DESCRIPTION	WIDTH/LENGTH (in)	PREVIOUS CAMSO P/N
Camso 3500 Ag	16 / 264	B16BG03087/B16BG03171
Camso 3500 Ag	18 / 264	B18BG03088/B18BG03172
Camso 3500 Ag	21 / 264	B21BG03173
Camso 3500 Ag	24 / 264	B24BG03089/B24BG03174
Camso 3500 Ag	30 / 264	B30BG03090
Camso 3500 HT	24 / 264	N/A
Camso 3500 HT	30 / 264	N/A
Camso RD 4500 Ag	16 / 264	N/A
Camso RD 4500 Ag	18 / 264	N/A
Camso RD 4500 Ag	21 / 264	N/A
Camso RD 4500 Ag	24 / 264	N/A
Camso RD 4500 Ag	30 / 264	N/A
Camso 6500 Ag	16 / 264	N/A
Camso 6500 Ag	18 / 264	N/A
Camso 6500 Ag	21 / 264	N/A
Camso 6500 Ag	24 / 264	N/A
Camso 6500 Ag	30 / 264	N/A

CURRENT CAMSO P/N	PREVIOUS CNH P/N	CURRENT CNH P/N
B16BG03194	47539606/47768014	48067498
B18BG03195	47539608/47768016	48067475
B21BG03200	73343817	51428839
B24BG03196	47539613/47768017	48067499
B30BG03197	47539614/47768020	48067500
B24BG03175	N/A	N/A
B30BG03176	N/A	N/A
F16BG03401	N/A	51417218
F18BG03374	N/A	51417219
F21BG03413	N/A	51444172
F24BG03397	N/A	51417221
F30BG03402	N/A	51417222
E16BG03459	N/A	N/A
E18BG03460	N/A	N/A
E21BG03461	N/A	N/A
E24BG03462	N/A	N/A
E30BG03463	N/A	N/A

Case IH Axial Flow Combine and New Holland CR & CX Combines

DESCRIPTION	WIDTH/LENGTH (in)	PREVIOUS CAMSO P/N
Camso 3500 Ag	36 / 252	-
Camso 6500 Ag	36 / 252	-
Camso 3500 Ag	32 / 252	-
Camso 6500 Ag	32 / 252	-
Camso 3500 Ag	30 / 252	-
Camso 6500 Ag	30 / 252	-
Camso 3500 Ag	24 / 252	-
Camso 3500 Ag	34 / 264	-
Camso 3500 Ag	28.5 / 264	-
Camso 3500 Ag	24 / 264	-
Camso RD4500	24 / 264	-

CURRENT CAMSO P/N	PREVIOUS CNH P/N	CURRENT CNH P/N
634-3616	84341575	84214145
E36BE02857	-	84606976
B32BF03177	-	47980864
E32BF03178	-	47980810
634-3023	-	84356091
E30BE02858	-	84606975
B24BF03076	-	84289715
-	-	47671019
-	-	47391236
-	47380735	47676687
F24BM03618	-	90450121

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 tread bar – Loose portion of the tread bar 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:

- Tread bar height is less than 0.5 in (12 mm).
- Track to ground slippage consistently exceeds 10%.
- Several (more than 3) tread bars 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.*



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