

Dual Pin track with Grouser (DPG)

PRODUCTS & SERVICES

- Armoured vehicle track links - both single and dual pin, design, manufacture and refurbishment.
- Armoured vehicle road wheels, design, manufacture and refurbishment.
- Track shrouds for Armoured vehicle.
- Anti-vibration/shock mounts for surface and sub-surface vessels.
- Hand fabrication of rubber products ie; gas sealing membranes for submarines, rubber fume/fluid ducts etc.
- Anechoic materials for sub-surface vessels.
- Missile and Silo components ie; conductive and high temperature seals, silo closures, shock mounts etc

CAPABILITIES

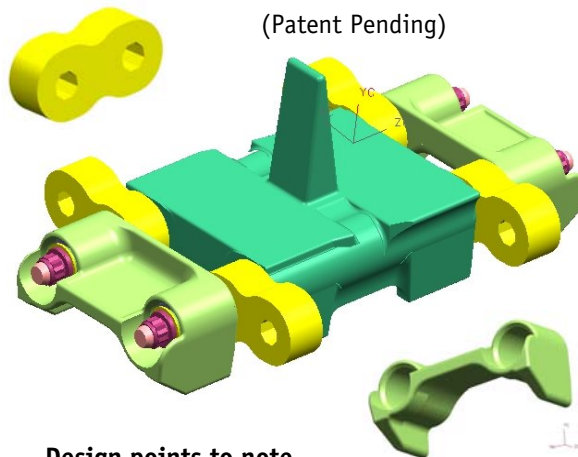
- Finite Element Analysis used in design concepts and validation of products
- Unigraphics CAD design drafting system.
- NATA certified laboratory
- Full range of rubber manufacturing processes.

QUALITY ASSURANCE

ISO 9001, ISO1401
QS9000

Issues addressed over current links –

- Safety is paramount. The loss of a connector requires four nuts to be removed before a mid-connector can move.
- Aggressive grousers have been added to improve traction in soft soil conditions. Ground pressure is also reduced to equal the T130E link.
- Thrown track problems experienced with current Dual Pin track have been overcome by using out-rigger rubber bushes in the grousers. This gives the track greater horizontal stability so that the track does not roll off the road wheels during the return from the idler wheel to the drive sprocket.



Design points to note -

- The mid-connector has been redesigned so it is symmetrical, to reduce weight and to be easier to fit in the field.
- The grouser bar has a return lip inside the bore of the mid-connector. This acts as a safety mechanism in case the grouser tries to migrate off the rubber bushes. The washer under the track pin nut also acts as a secondary safety item, as it is larger than the bore of the return shoulder.
- The grouser has been designed to expose the top half of the track pin nut to minimise weight and to make inspection easier in the field.



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Features –

- Logistics are minimised as the track pin is same as the T130E. The track pad is interchangeable with current Dual Pin track.
- Expected life of 20,000kms, following track reversal at 10,000kms for equal wear of sprocket window.
- Refurbishable; all wearing parts can be easily replaced at less than half the cost of a new track.
- Worn out original Dual Pin track can be economically converted to DPG by machining off the sprocket windows.



Excellence in Design