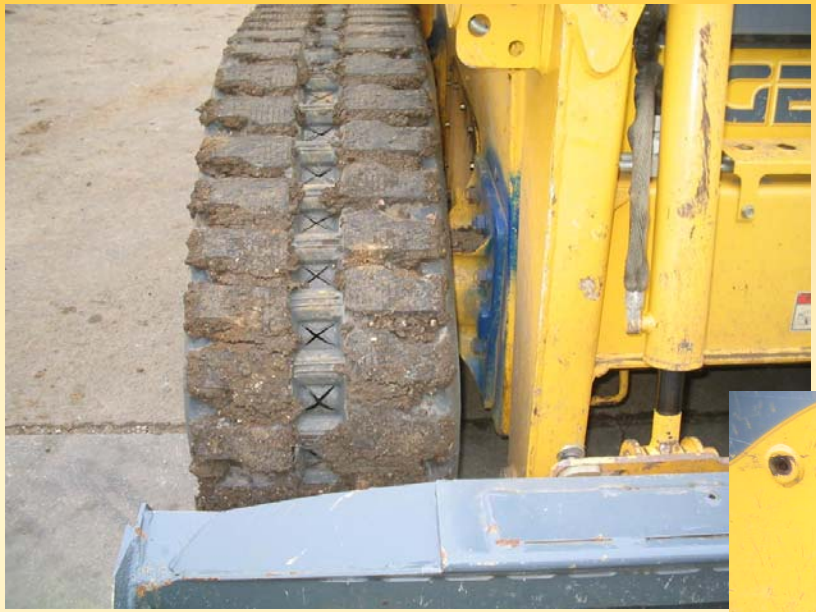
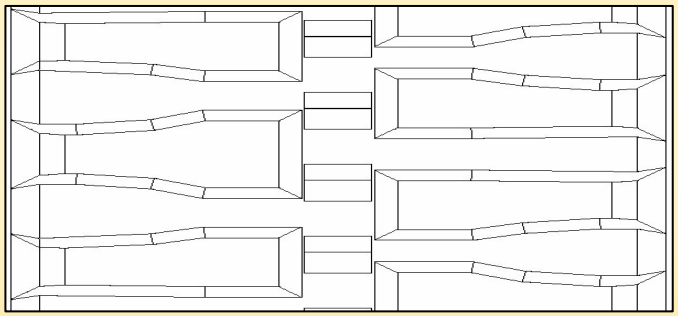
GEHL Track System
VTS

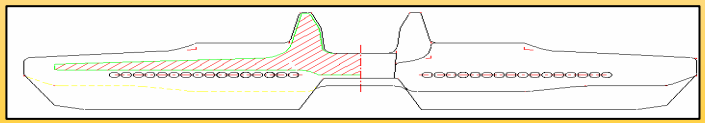


Available for
SL 4240 – SL 7810
(single speed only)

Feature: Track Design - Rubber

The rubber track on VTS was specifically designed with ride and wear in mind. The tread pattern is very aggressive. Steel bars running crosswise are embedded in the rubber mold of the track. The metal directly contacts the rear sprocket. Wrapped steel cording runs the length of the track.





Benefits

Maximum Wear: Steel cording increases the strength of the track and protects it from track elongation. The wrapping of these cords is for corrosion protection. Aggressive tread increases life.

Increased Pushing Power/Tractive Effort: The staggered design of the molded tread allow for ground contact at all times and a consistent ride. And its deep tread increases work. Giving you more contact with the ground, thus improving pushing power and over all work produced by the same machine.

Track Stability: The steel bars and their direct contact with the rear sprocket, minimizes de-tracking, allowing you to be more stable and productive on higher grade hills.

Feature: Track Shape - Pentagonal

VTS was specifically designed to be pentagonal in shape.

Benefits

Climbing Ability: It is common for CTLs with triangular shaped tracks to virtually dig themselves into a hole in the ground while working in loose material. The pentagonal shape of the VTS keeps a flat surface of tractive effort working, thus continuously digging itself upward.

Eliminate Point Loading: Typical triangular shaped undercarriages are conducive to point loading on the front idler. This is both hard on the under carriage and driver as well as can be unproductive in climbing immediate obstacles in front of the machine. VTS's pentagonal shape climbs over obstacles and eliminates the effects of point loading.

Feature: Track Shape - Wheelbase

With VTS installed, the wheelbase of your machine increases by an average of 508 mm per side.

Benefits

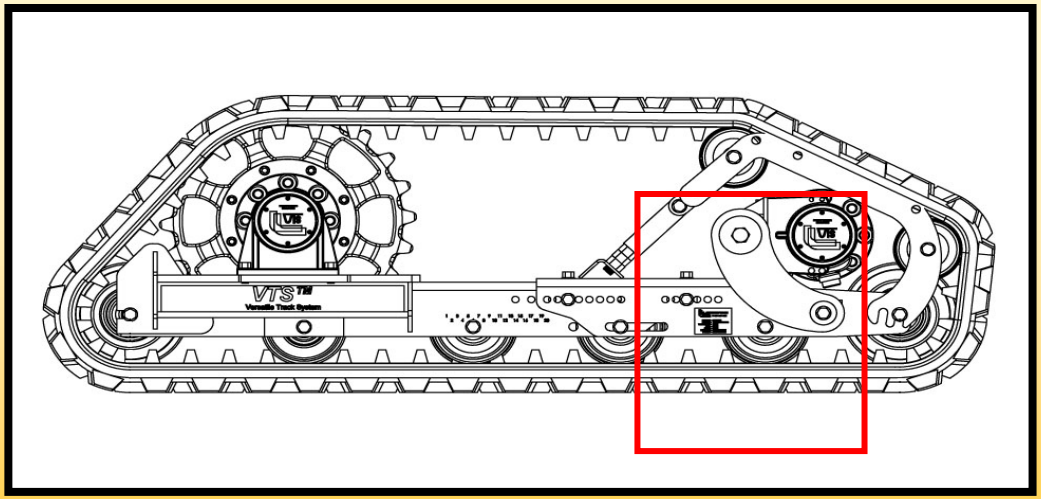
Increased Lift/Tip Capacity: A longer wheelbase allows you to handle more material while keeping stable.

Increased Pushing Power/Tractive Effort/WORK: The longer wheelbase of VTS gives you more contact with the ground, thus improving pushing power and over all work produced by the same machine.

Machine Stability: Stability is increased by the wider, longer wheelbase.

Feature: Suspension

The patented VTS torsion hub provides for independent and bi-directional suspension.



Benefits

Operator Comfort: A suspension system provides a much smother ride.

Operating Costs: Suspension also lessens the vibration to your skid steer, limiting machine wear and tear and decreasing maintenance costs.

Machine Stability: The suspension on both sides operate independent of each other, increasing skid steer stability and climbing ability.

Track Life: Allows more track to be contacting the ground at a time, increasing track life.

Feature: Design - Weight

VTS adds 997 – 1.632 kg to the over all weight of your machine.

Benefits

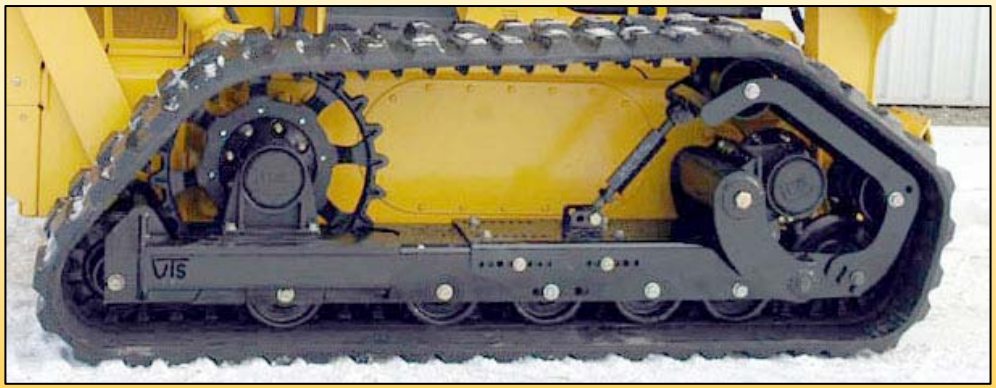
Increased Lift/Tip Capacity: Increasing your machine weight allows you to handle more material while keeping stable.

Machine Stability: Stability is increased by the addition of weight.

Pushing Power/Tractive Effort/WORK: Work is created by force exerted. Force requires an amount of mass to be applied. More mass contributes to more over all work accomplished.

Feature: Design - Open

The VTS has a very open design.



Benefits

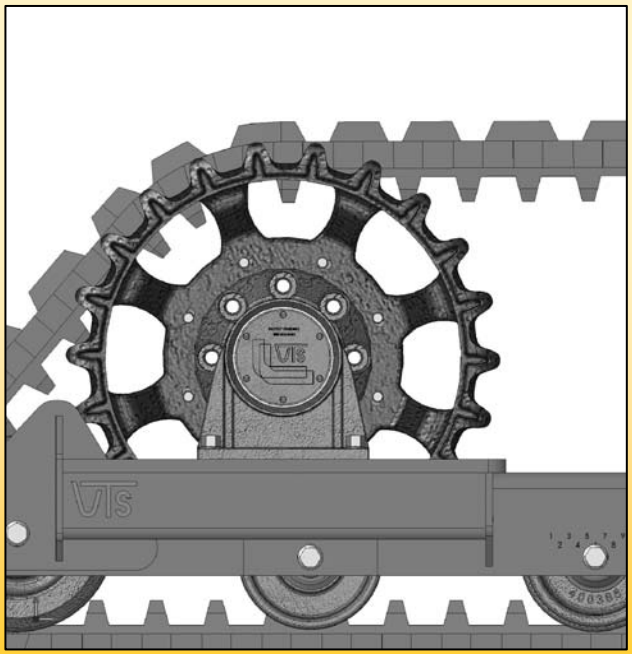
Easy Clean Out: The open design allows for quick and easy clean out as part of a daily maintenance routine.

Self Diagnosis: Being able to view the components easily allows for user diagnosis, cutting down on potential repair or service.

Continuous Work: The open design minimizes the chance of objects lodging in the chassis and stopping operation for service.

Easy access to the chain case.

Understanding Chassis Components



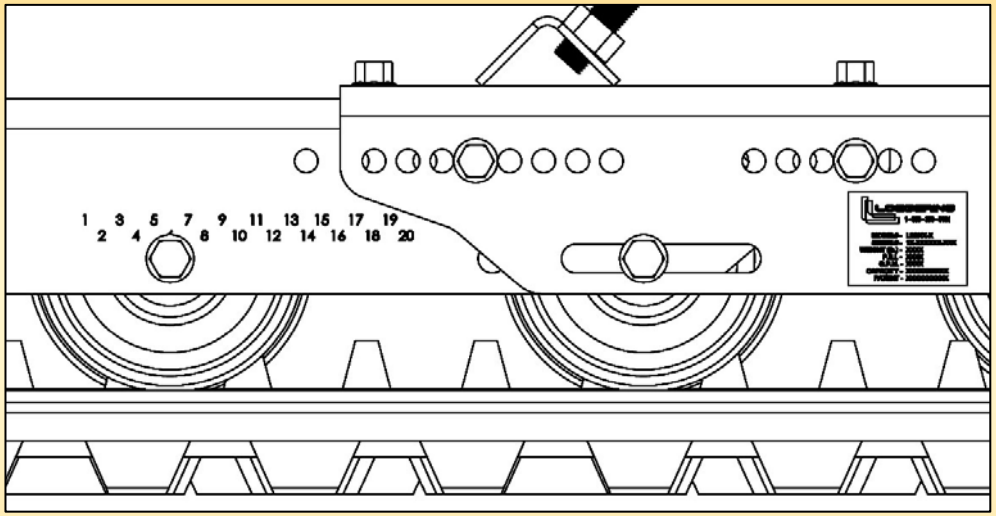
Rear Drive Sprocket
The rear drive sprocket connects directly to the existing rear hub of your skid steer. This **sprocket serves as the main drive** of your VTS unit. The large sprocket provides the following advantages:

Longer life :

It rotates slower than smaller sprockets

It has more teeth in contact with the track

Understanding Chassis Components

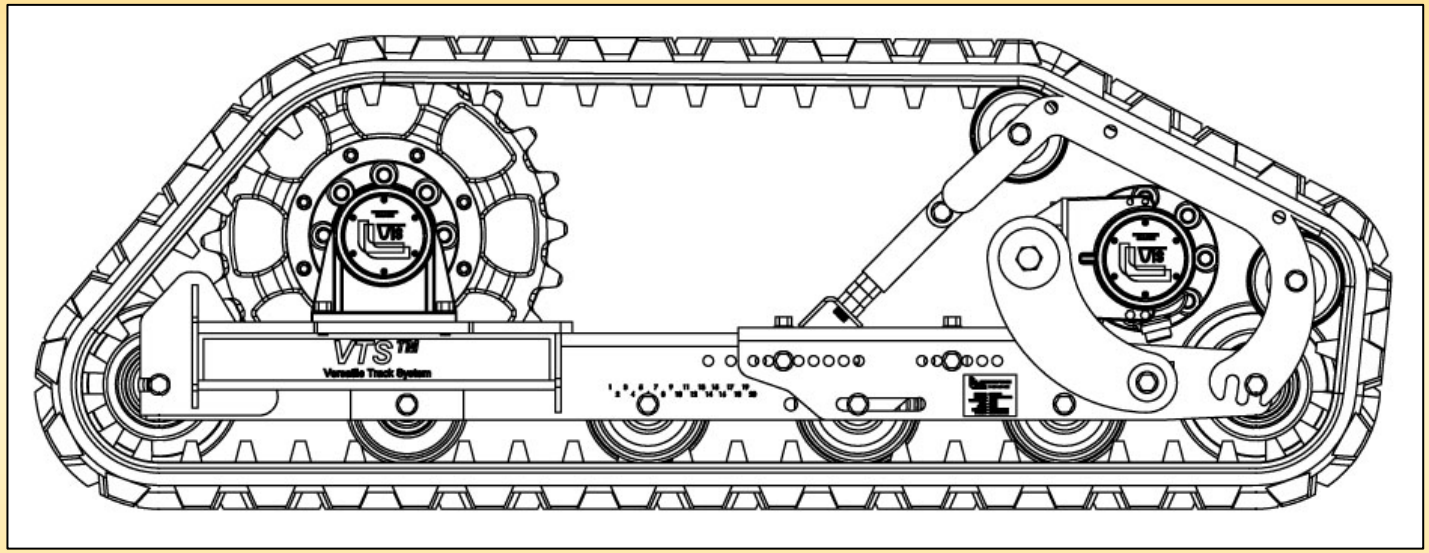


Adjustable Chassis

The chassis on your VTS is adjustable to fit many makes and models of skid steers (currently over 100) The chassis should be in the proper configuration for your skid steer at the time of purchase and only need adjustment in the event that you need to put your VTS on a different machine.

Given that the machines are compatible (similar wheelbase and horsepower) **you can take VTS off your current machine, reconfigure, and bolt on to your new machine**.

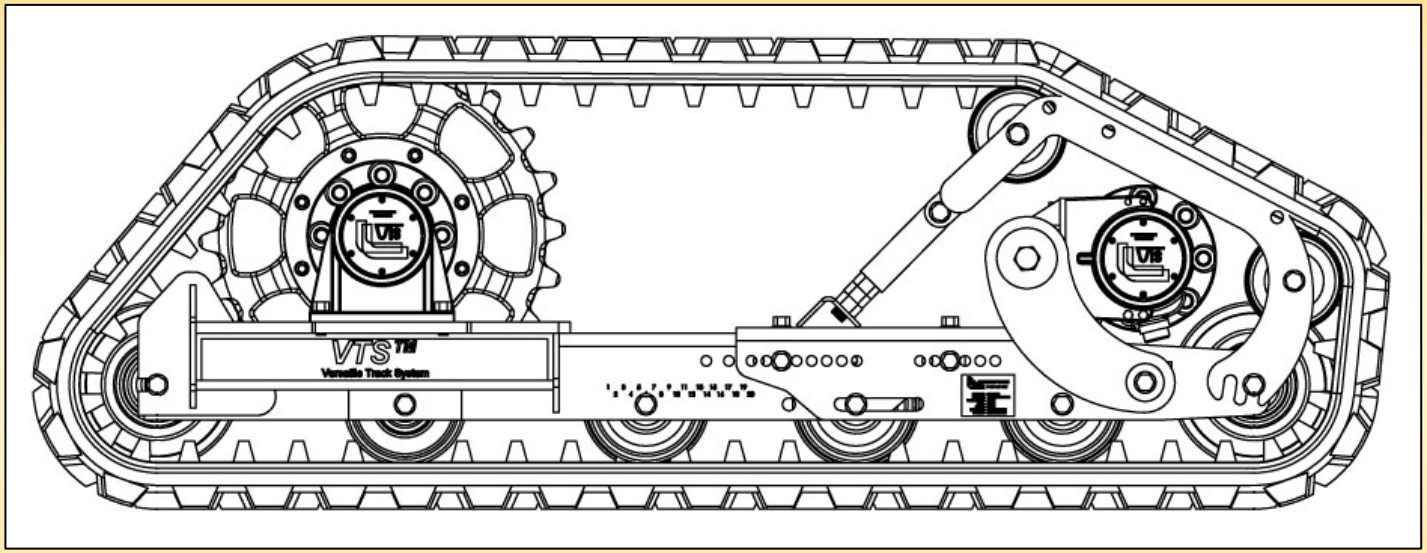
Understanding Chassis Components



Bogey/Idler Wheels and Tension Rollers

The VTS is equipped with Bogey wheels, Idler wheels, and Tension Rollers. All of these are made of **austempered ductile iron** for increased life.

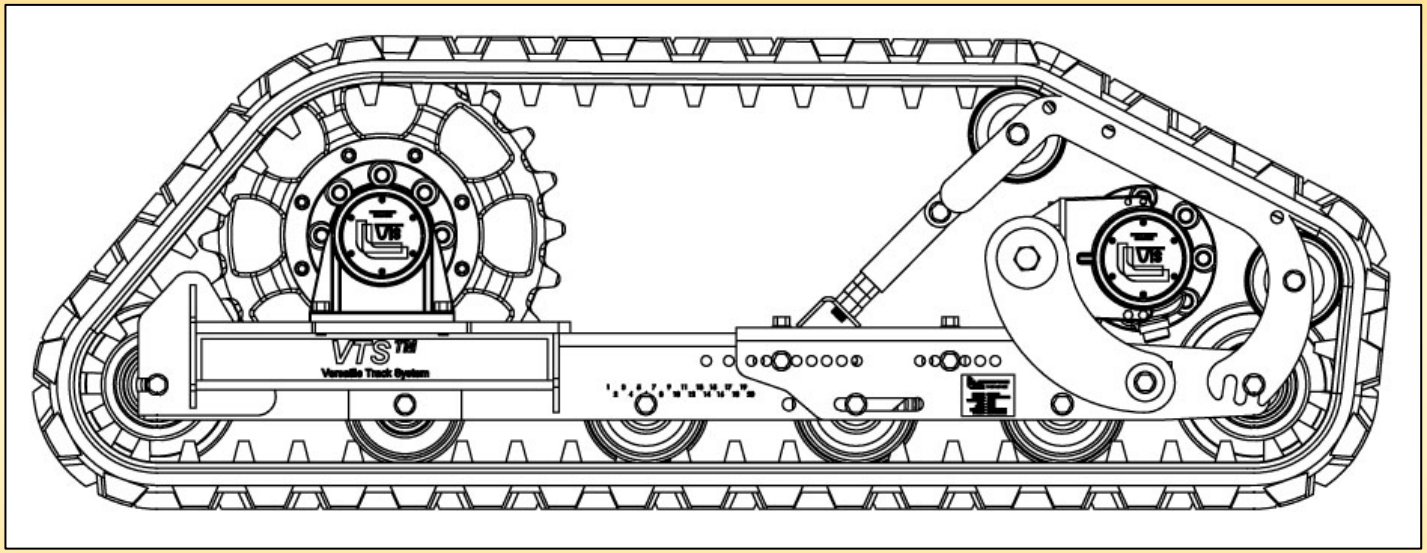
Understanding Chassis Components



Bogey/Idler Wheels and Tension Rollers

All of Bogey wheels, Idler wheels, and Tension Rollers require minimum maintenance. They are grease packed with triple lip seals and dust caps. They do not need to be greased.

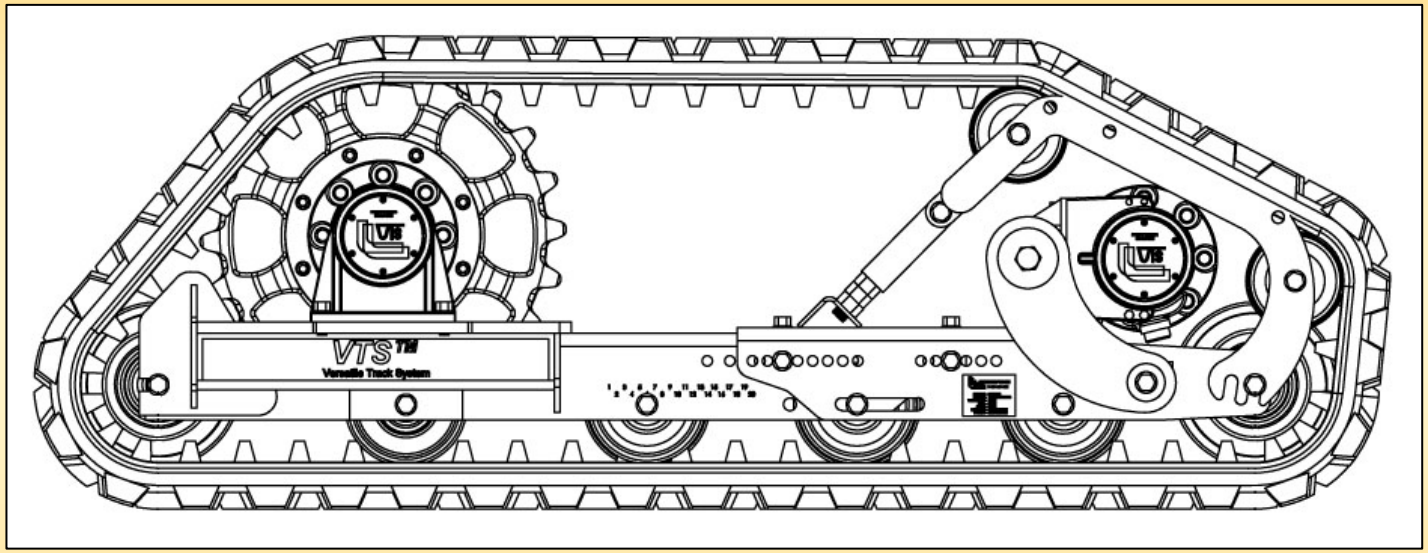
Understanding Chassis Components



Bogey/Idler Wheels and Tension Rollers

The idler wheels are placed as far to the ends of the system as possible for increased climbing stability and to lengthen your wheelbase to the absolute edge providing for stability with lift and load tip.

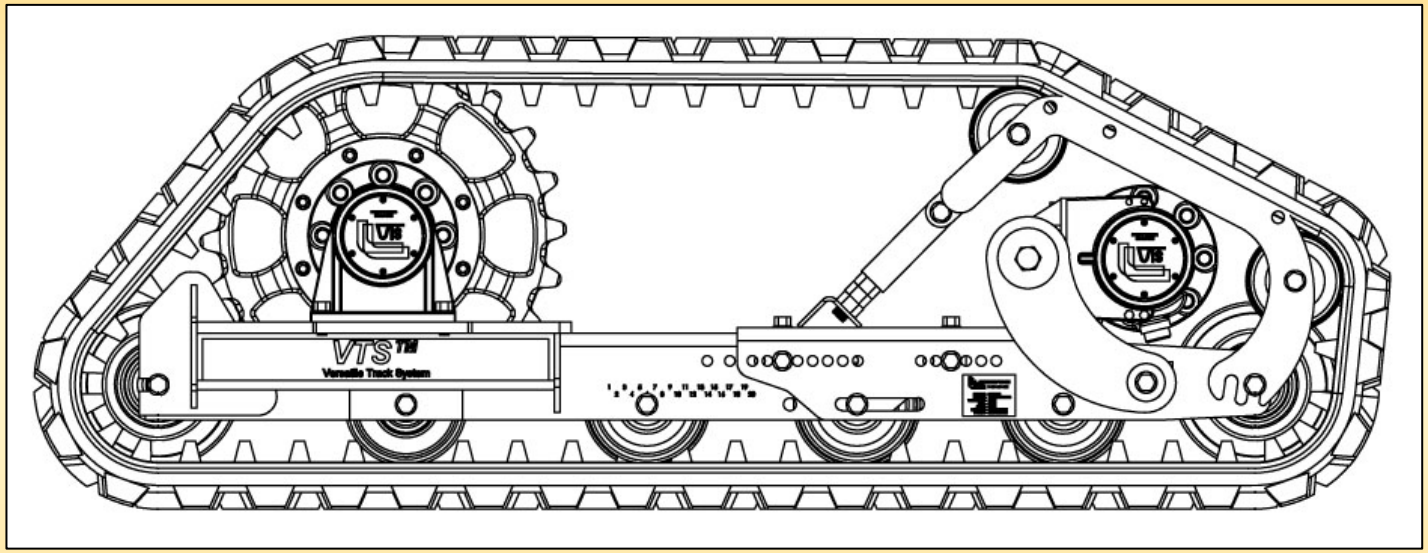
Understanding Chassis Components



Bogey/Idler Wheels and Tension Rollers

The VTS is equipped with Bogey wheels, Idler wheels, and Tension Rollers are positioned to minimize de-tracking. “Pinch points” are created at the front and rear of the track to help prevent de-tracking.

Understanding Chassis Components



Steel Imbedded Track

The track has steel cables running length wise throughout the track. This track does not stretch. It requires tensioning as the rubber coating is worn off the drive lugs and as components wear. Track is tensioned by using the bucket of the machine to raise the front of the machine until the track is off the ground. If there is more than 1 ½ inches of sag under the rollers, the track should be tensioned.

VTS Profit Opportunity

- Increases Machine Sales
- Improve Margins on Used Equipment
- Attachment Sales
- Reduces Inventory Costs
- Optimize Rental Operations

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GEHL can do things better!