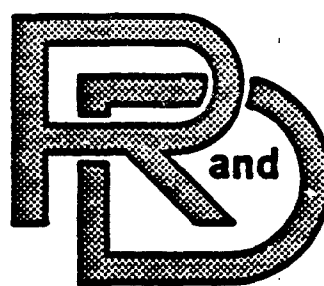


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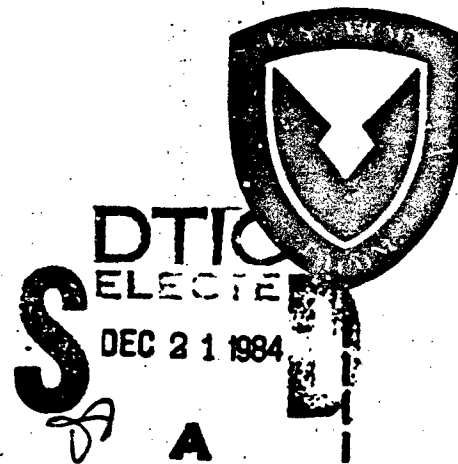
TECHNICAL REPORT

NO. 13025

T-156 TRACK WITH REMOVABLE PAD

CONTRACT DAAED7-81-C-4091

SEPTEMBER 1984



DTIC ELECTRONIC SERVICE

DEC 21 1984

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PREFACE

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TABLE OF CONTENTS

| Section | Page |
|----------------------------|------|
| 1.0. INTRODUCTION | 6 |
| 2.0. OBJECTIVE | 6 |
| 3.0. CONCLUSIONS | 6 |
| 4.0. RECOMMENDATIONS | 6 |
| 5.0. DISCUSSION | 6 |
| 5.1. <u>General</u> | 6 |
| 5.2. <u>Shoes</u> | 7 |

LIST OF ILLUSTRATIONS

| Figure | Title | Page |
|--------|---|------|
| 5-1. | Road Wheel Side of Five T-156 Pitches with Removable Pads (XP-1761) | 8 |
| 5-2. | Road Pad Side of Five T-156 Pitches with Removable Pads After 500 Miles | 9 |
| 5-3. | Pad Side of Shoe Showing Pad Metal Breakage Around Bolt Head | 10 |

1.0. INTRODUCTION

This final technical report, prepared by the Standard Products Company, describes the work done under Contract DAAE07-81-C-4091 to improve the performance of the track used on the M1 Abrams Main Battle Tank. The present track has the ground pad rubber and the roadwheel side rubber bonded to a binocular type metal frame as a single unit. This is probably the lightest construction possible for a track shoe but it does have a short life span due to the wear and chunking on the ground pad side of the shoe. The shoe itself is finished when the ground pad side is worn away regardless of the condition of the rest of the shoe. The present contract presents a 20% increase in track life to be a worthwhile goal.

2.0. OBJECTIVE

The intent of this contract is to improve the track life on the M1 vehicle. A 20% increase over present test results is the stated aim. The pad rubber portion of the track shoe as the controlling factor in the life of this track will be the primary subject of redevelopment.

3.0. CONCLUSIONS

The pads fabricated under this contract could best be described as makeshift. They were put together from other track parts that happened to be available. Because of this, no long-term testing could be expected. These shoes did however, demonstrate the feasibility of making the track with a removable pad without the use of a heavy steel forging.

4.0. RECOMMENDATIONS

There should be additional development of the ideas presented on Standard Products drawings XP-1761 to fit a replaceable pad to the T-156 style track without the use of a heavy forged or cast track shoe. The mounting areas on the track shoe should be made larger to remove the load from directly around the bolt head.

5.0. DISCUSSION

5.1. General

During the investigative period of this contract, it was decided that altering the rubber shape or material would give only minimal improvement in track life.

The real need is for a pad that can be replaced when it wears out rather than replacing the whole track shoe. Design XP-1761 was developed by Standard Products to make the pad removable without adding any more weight than necessary. To accomplish this, the wheel side rubber was bonded to the original binocular style metal insert.

This rubber was bonded only to the top half of the binocular tubes in the area between the tubes. There was no further steel added to the binocular style insert.

5.1.1. The pad was molded to an 11-gage formed steel plate that wrapped around the lower half of the binocular tubes and formed a deck between the tubes to serve as backing for the wheel path rubber also. (Figures 5-1 through 5-3). Five pitches of this style track were made by using fillers in the T-156 production molds so that only the top or bottom half of a shoe could be molded. A backup metal for the road pad was obtained by altering slightly an existing pad metal for a different track. The pad metal is held in position on the track shoe with two welded projections on one end coupled with a bolt and nut on the other end. The projections are first entered into holes in one end of the shoe. The pad is then rotated down into place with the bolt passing thru a hole in the other end plate. A nut is then used to draw it up tight to the shoe.

5.2. Shoes

The five shoes fabricated by Standard Products Company were placed on a vehicle at Chelsea Proving Ground. They were run for approximately 350 miles; they were then sent to Yuma Proving Grounds and run for another 150 miles.

The main problem encountered was a tendency for the pad metal to break at the bolt or for the nut to come loose. Either one of these would allow the pad to be thrown off.

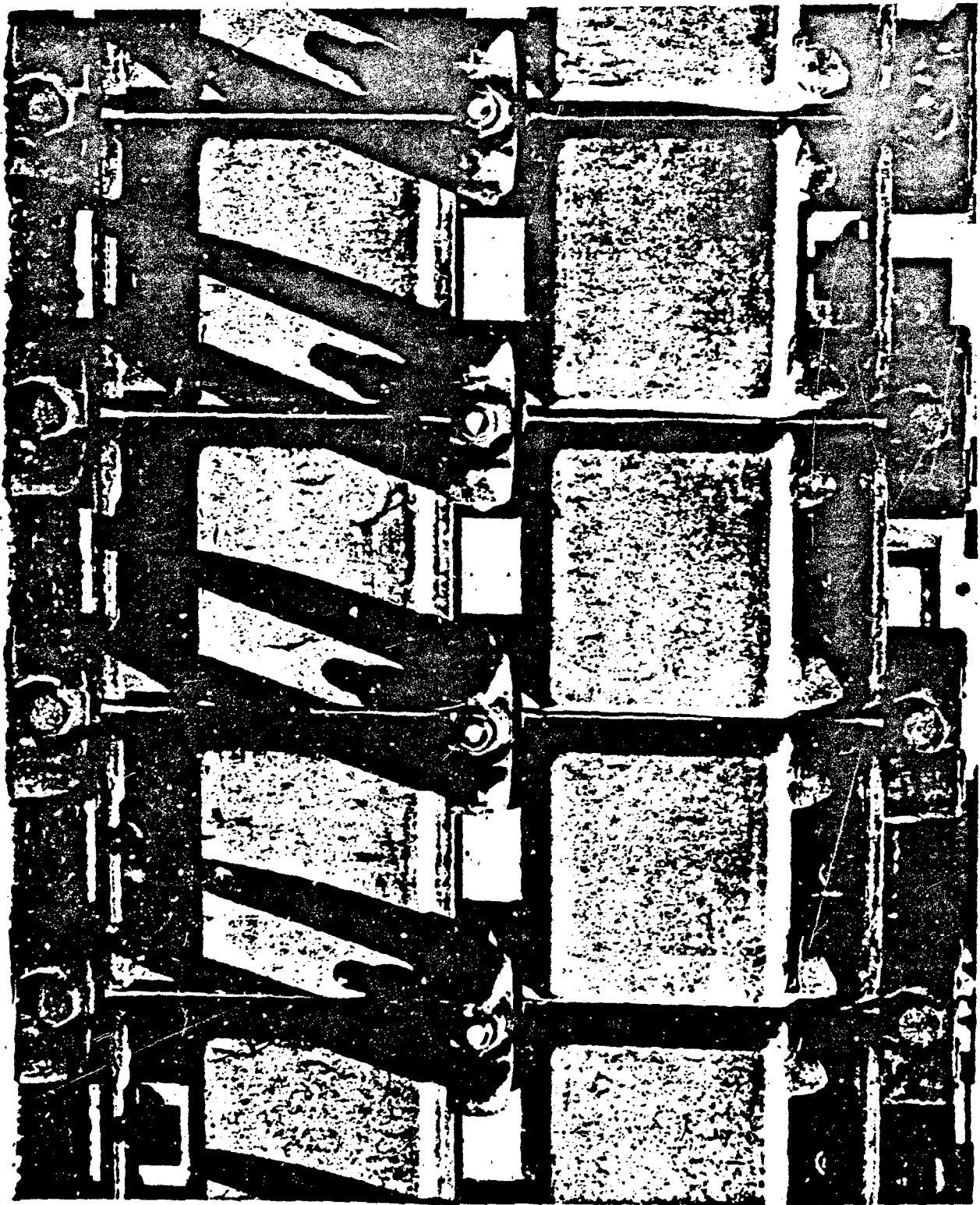


Figure 5-1. Roadwheel side of five T-156 pitches with removable pads. (XP-1761).

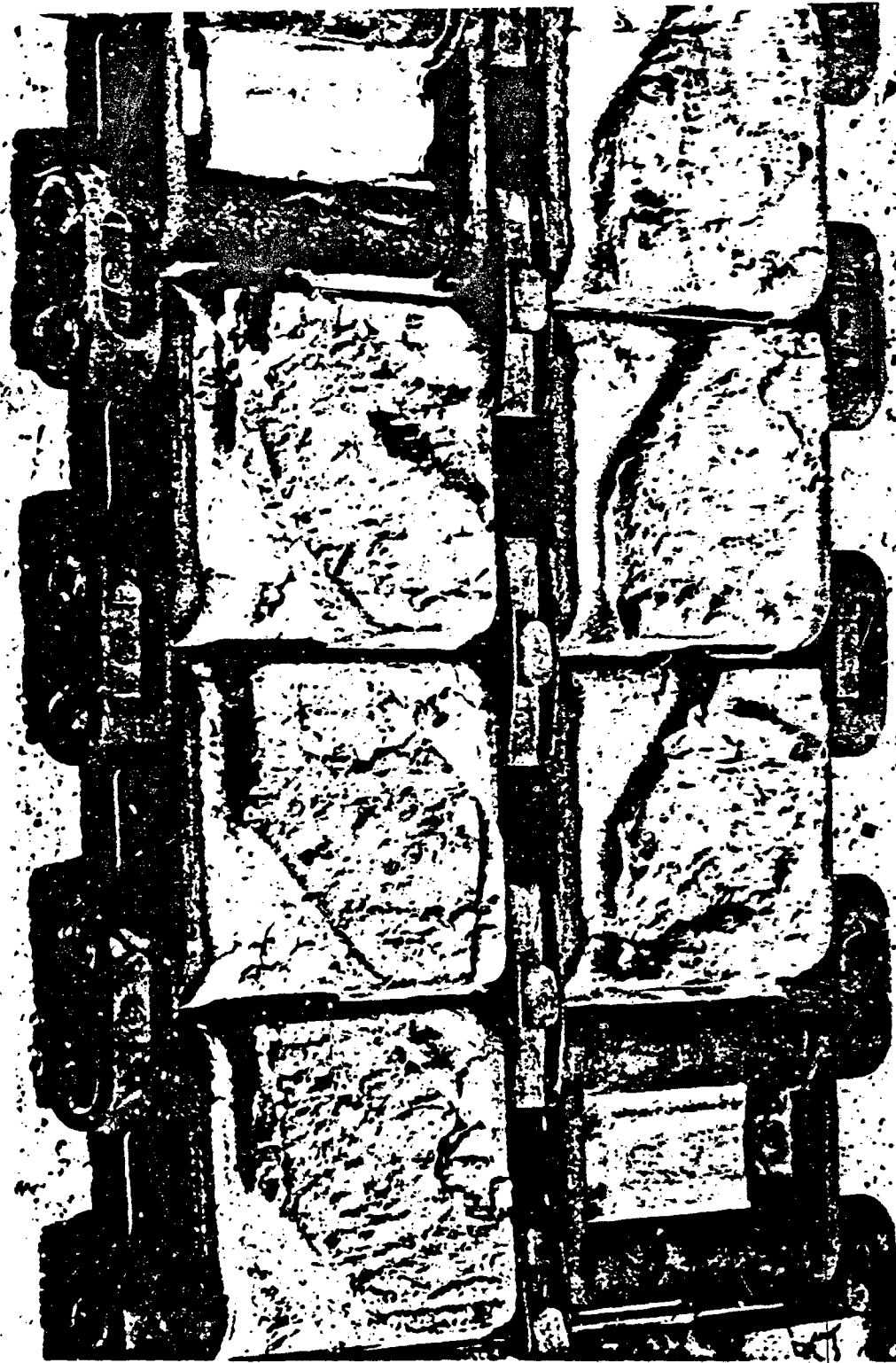


Figure 5-2. Road pad side of five T-156 pitches with removable pads after 500 miles.

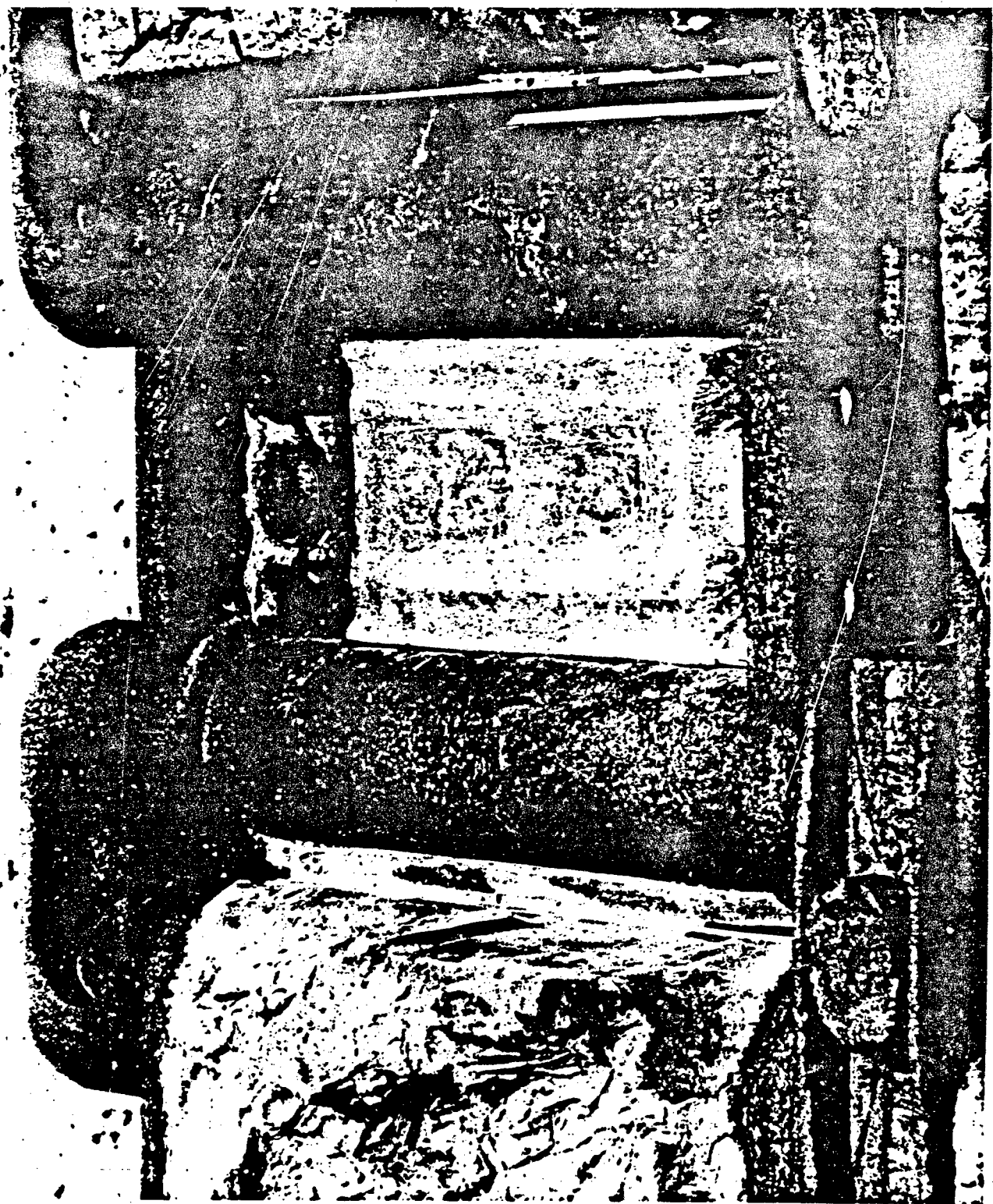


Figure 5-3. Pad side of shoe showing pad metal breakage around bolt head.

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