

Drive assembly of a vehicle's track system consists of a drive roller and a track. The drive roller features two disks facing each other with their inner sides and connected by series of bridges formed from the inner sides along the outer edges of the disks. The drive roller has an outer side on each disk. On the outer side, there is a ring-shaped profile set back from the center of the roller, its edge facing the track, which at least partially contacts the bridges and the outer edge of the drive roller. The edge of the resulting profile that is furthest from the center is serrated. A chamfer is machined on the outer edge of the disk between the profile teeth. The track is made of reinforced rubber strip, to which the side limiters and grousers are attached using bolts and nuts, where each side limiter has a support with openings for inserting bolts and a toothed projection. The support and the toothed projection are formed by bending a solid blank at an acute angle. Each grouser consists of a rectangular plate with curved longer edges forming a U-shaped profile cross section, where in the base between the curves there are four openings for inserting bolts. The side limiter is placed on the inner side of the track opposite the grouser on the outer side of the track. One grouser is connected by four bolts and nuts to four side limiters, with the two side limiters connected to the same grouser facing each other at the apes of the angle formed by the side limiters. The toothed projection of the limiters is designed to absorb the torque of the drive roller when the projection is positioned between the profile teeth during the rotation of the drive roller.