



TRAILER TIPS

A lot of us depend on trailers to safely transport our Sno-Cats® to and from the job. We also assume that the trailer is in good working condition or is “good enough” to get the job done. There are several things that need to be checked on a trailer, in this article we are going to cover wheel bearings, grease, and tires.



Wheel bearings will give you little trouble if they are properly maintained. They are different from those on a regular vehicle so they need to be maintained more frequently. The bearings should be serviced on an annual basis and if equipped with a zerc then greased every 1200 miles or what ever the trailer manufacture recommends, however this does not take the place of annual servicing. As a safety measure it is a good idea to check the heat of the hubs each time you stop for fuel, a bad bearing will transfer heat to the hub.

Since these Sno-Cat® transport trailers are used in winter weather we recommend [Amsoil Synthetic Water Resistant Lithium Complex Grease](#).



Tires wear faster on a trailer so they need to be inspected more frequently. When it is time to replace them be sure you understand the different types and their ratings.

- Highway (H)
- Light Truck (LT)
- Special Tires (SP)
- On Highway Low Profile (LP)
- Passenger (P)
- Truck and Bus
- Off Highway

Rule of Thumb:

- P series tire subtract 9% of rated capacity when used on a trailer.
- H, LT, ST add 9% capacity for each 10 MPH decrease below 65 MPH.
- LP, Truck and Bus add 7% for each 11 MPH decrease below 54 MPH.
- Off Highway, Never use on highway for trailer use.

Poor tire wear is caused by under or over inflation, axle alignment, and or bearing adjustment.