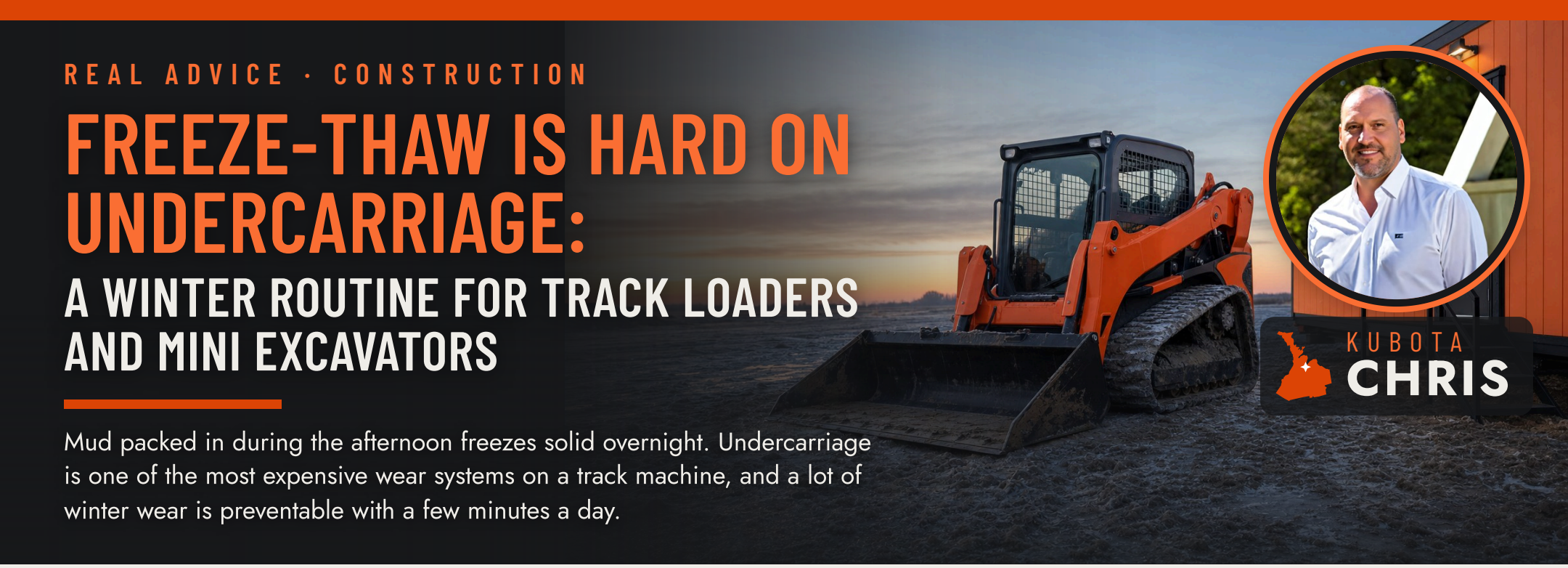
REAL ADVICE · CONSTRUCTION

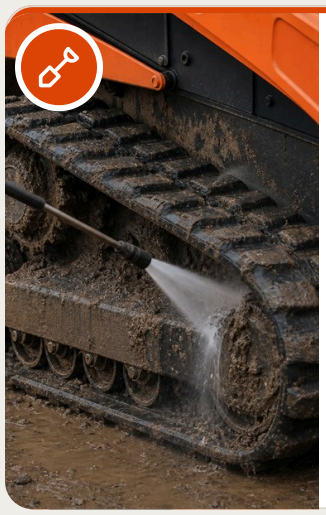
FREEZE-THAW IS HARD ON UNDERCARRIAGE:

A WINTER ROUTINE FOR TRACK LOADERS AND MINI EXCAVATORS



KUBOTA CHRIS

Mud packed in during the afternoon freezes solid overnight. Undercarriage is one of the most expensive wear systems on a track machine, and a lot of winter wear is preventable with a few minutes a day.



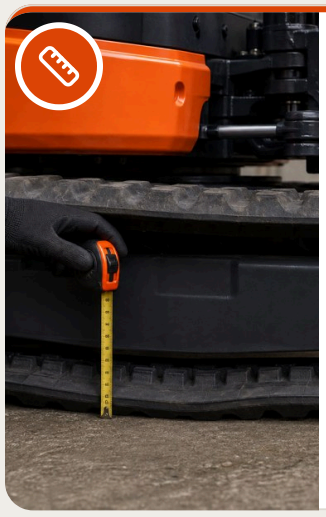
CLEAN IT OUT BEFORE YOU PARK IT

- Frozen mud can lock up rollers and idlers.
- Even unfrozen, packed material acts like extra track tension.
- A shovel or pressure washer at day's end is the cheapest maintenance all winter.



PARK WHERE IT CAN'T FREEZE IN

- Gravel, a concrete pad or planks, not mud or standing water.
- Frozen down? Let it thaw or free it gradually.
- Never force it with full travel power.



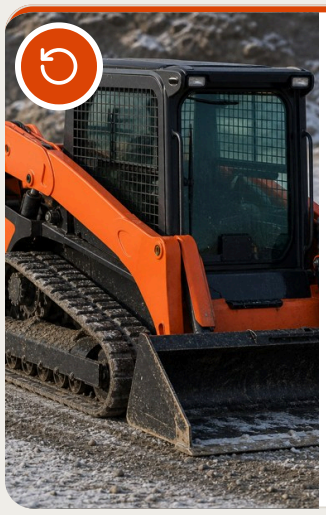
CHECK TENSION AFTER CLEANING

- Measure sag with the undercarriage clean, per the manual.
- Too tight wears everything faster.
- Too loose risks throwing a track.
- Check more often in the shoulder seasons.



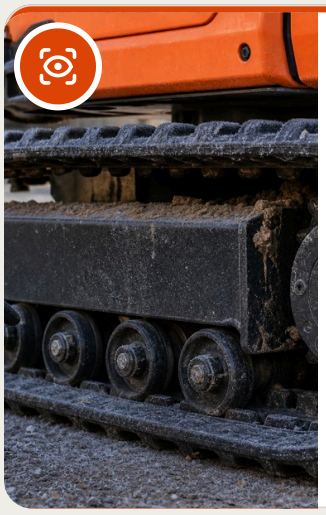
WARM UP THE HYDRAULICS

- Cold hydraulic oil is thick.
- Let it warm up, then cycle the functions slowly.
- Pumps, seals and hoses last longer.
- Follow your manual's warm-up procedure.



GO EASY ON THE TURNS

- Rubber tracks stiffen as it gets colder.
- Counter-rotating on frozen ground, gravel or pavement wears them fast.
- Take wider turns where the site allows.



WALK AROUND EVERY MORNING

- Cuts in the rubber, exposed cords.
- Loose or missing bolts.
- Oil around the final drives and rollers.
- A leaking roller seal caught early saves the roller, and the idler.

Every machine has its own specs, so use this as a routine and let your operator's manual set the numbers.

We're here to help when you need us.

CALL OR TEXT

519-374-9461

FULL ARTICLE

www.ChrisRea.ca/advice

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