

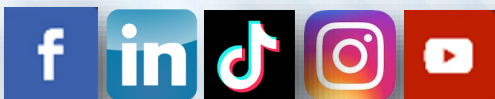
TUCKER

SNO-CAT® CORPORATION

NO SNOW TOO DEEP...NO ROAD TOO STEEP

Volume 17
Issue 2
February 2025

FOUR-ON- THE-SNOW NEWSLETTER



History: SNO-KITTEN
Tucker Gear: NEW STICKERS
Service Department: FUEL GELLING
Focus On Features: FRAMES

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Established in 1942 by Emmitt Tucker Sr., Tucker Sno-Cat® is known worldwide for their four-tracked design, excellent performance, and efficiency. The original manufacturer of over-snow transportation, Tucker Sno-Cat® vehicles provide the ultimate traction advantage in steep terrain, while leaving a gentle footprint.



Want to see more classics?
Check out our Classic Sno-Cat® pages on Facebook, Instagram and YouTube.
(Featured: Classic Tucker Sno-Kitten)
Follow the links below.



**G
E
A
R**

NEW STICKERS

COMING SOON!

In the meantime, check out our current selection at sno-cat.com

SHOP



Focus on Features: FRAMES

Not all Tucker Sno-Cat® frames are alike. Depending on the model, Tucker Sno-Cat® designs and engineers 20+ different frame configurations. To simplify the matter, there are steel-welded truss frames *and* steel-fastened channel frames. Our truss frame was used on the original Tucker Sno-Cat® vehicles, and are still effective today.

The channel frame has primarily been used throughout the past decade, however, high horsepower, higher torque, and heavier model requirements have shifted a few models to the channel frame design. The truss frame is still very effective when cutting weight, especially focusing on over-snow transportation. This allows the machine to stay afloat and keep a light footprint.





Service Department Notes: FUEL GELLING

When living in warmer climates or traveling to colder regions, it's important to ensure your Sno-Cat® runs smoothly by using #2 diesel or a Cummins-approved diesel additive to prevent fuel gelling.

What is Fuel Gelling?

Fuel gelling occurs when diesel fuel solidifies into a wax-like substance in cold temperatures, preventing the fuel from reaching the engine. This can also clog the fuel lines and filters.

How It Happens

Diesel fuel contains paraffin wax. As the temperature drops, the wax crystallizes and solidifies. This causes the fuel to appear cloudy, known as the "cloud point." The wax crystals can clog the fuel filters, preventing the engine from running.

When It Happens

Fuel gelling typically occurs when temperatures fall below 10–15°F, with the highest risk during winter months.

What It Causes

Fuel gelling can prevent the engine from starting or significantly reduce its performance.

How to Prevent It

- Store your vehicle above 32°F.
- Add a Cummins-approved fuel additive before entering cold weather.

As always, call us with any questions or concerns. We are here to help!



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FOR SALE

Pre-Owned

**2018 2000E-26-6
TUCKER-TERRA®
NOW AVAILABLE**

- 5 Passenger
- 1769 Hours
- Cummins 6.7L 173HP (NO DEF)
- Allison Transmission
- HD Cushman Transfer Case
- Aluminum Differential Covers
- Large Pinion Bearing Upgrade F&R
- ARB Air Locking Differentials
- 9' 12-Way Grooming Blade
- Triple Rear Hydraulics
- Rear Toolbox
- Lower Corner Lights
- Roof Mounted Spotlight
- Webasto Coolant Heater



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2016 2000E-26-6 NOW AVAILABLE

- 1931 HOURS
- 6.7L CUMMINS 173HP
- ALLISON 2500 AUTO TRANSMISSION
- AIR LOCKING DIFFERENTIALS
- 26' RUBBER TRACKS
- 2-PASSENGER CAB
- 8' 6-WAY U-BLADE
- BRUSH GUARDS
- REAR TOOLBOX
- LOWER CORNER LIGHTS
- ROOF MOUNTED SPOTLIGHT W/ REMOTE



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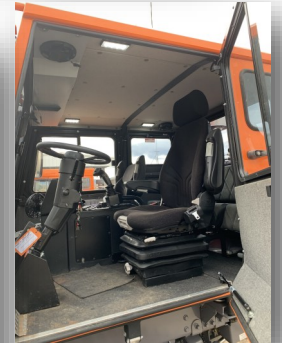
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2021 2000G-38-6 NOW AVAILABLE

- Cummins 6.7L 300HP Tier 4i
- Allison 3000 Transmission
- 38" x 200" Steel Tracks
- 5-Passenger Cab
- HD 12-Way Grooming Blade
- Triple Rear Hydraulics
- Air Lockers on Differentials
- 950 Hours

[Click Here to
Learn More](#)



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CABS & FUEL TANKS NOW AVAILABLE

2 sets of pre-owned Tucker Sno-Cat® 2-passenger cabs are now available. Each includes its own fuel tank.

Click Here to
Learn More





From the Archives

**'SNO FUN
without a
SNO-CAT**

**THIS AD APPEARED IN THE
JANUARY, 1983 ISSUE OF THE
FOLLOWING MAGAZINES:**

- Business Week (Jan. 24)
- Engineering News Record (Jan. 8)
- Rock Products
- Dun's Review
- Contractors and Engineers Monthly
- Oil & Gas Journal (Jan. 12)
- Product Engineering
- Construction Equipment
- Agricultural Engineering
- Design News (Jan. 15)
- Western Construction
- Timberman

Photo courtesy Tucker Sno-Cat Corporation, Medford, Oregon

Snow, deep and powdery, on his favorite slope may be cause for rejoicing to the skier. But, to the men who must keep 60,000 volts of electricity crackling through ice-crusting lines in the high Sierras, to the men who must keep the lines of communication and transportation open to the West Coast . . . snow in any form spells possible trouble.

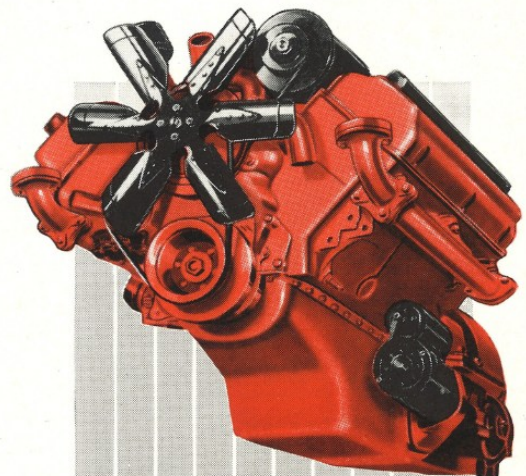
When the going is toughest, mountain men turn to their best friend, the Tucker Sno-Cat. These four-pontoon, full-track vehicles carry men and equipment *over the snow*—in minutes—to trouble spots it might otherwise take days to reach.

The 180 horsepower Model 20 Chrysler V-8 Industrial Engine gives the Sno-Cat extreme power

without increase in weight, while Chrysler glycol Fluid Drive and automatic transmission provide smoother, faster application of power to the double-drive axles. This combination is ideal for uses which require a powerful engine that will not stall under heavy loads and at the same time require an engine and transmission protected against the wear and tear of sudden starts and stops.

For greater power and economy in your equipment, check the two new Chrysler V-8 Industrial Engines as well as the seven six-cylinder models. See your Chrysler Industrial Engine Dealer for detailed information, or write: **Dept. 0000, Industrial Engine Division, Chrysler Corporation, Trenton, Michigan.**

*180 horses . . .
man's best friend
in the
wintry high Sierras*



CHRYSLER
Industrial Engines

HORSEPOWER



WITH A PEDIGREE