



TRACKMOBILE®
MOBILE RAILCAR MOVERS

Leading Railcar Mobility Since 1948

TITAN
with Ad-Trac



The Best of Both Worlds

Up to 37,950 lbs. of Tractive Effort Single Coupled

Patent Pending: 15/154,553

**Quality
Performance
Reliability**

TITAN

with Ad-Trac Special Features

EXCEEDING EXPECTATIONS

SAFETY

Safety is at the forefront of all Trackmobile engineered designs. In addition to slip-resistant surfaces, abundant lighting, and crossover decks with steel bar tread ladders, Titan also offers these Standard and Optional* safety features:

- FREE**- Rail Safe Training Class
- Patent Pending Safe-T-Vue™ 360° Visibility System
- Ramped Throttle Control - Quick and Slow
- Telematics Remote Monitoring & Diagnostic Capabilities
- GPS Positioning Capabilities*
- CAN-Bus Control System
- On Board Diagnostic System
- Digital Gauge Train Air Display
- Train Air Charge Indicator*
- Impact Sensor with Impact Monitoring History
- MAX-Trac - Automatic Traction Control System
- Electronic Speed Control
- Hydraulic Lock-Out
- Neutral Braking*
- Remote Control System*
- MAX-Tran Automatic Weight Transfer System*
- Vigilance Control*

**With authorization code provided in newly manufactured Trackmobile purchases.



Patent Pending Safe-T-Vue™
360° Visibility and Railing System Monitor



Automatic Weight Transfer System

The number of cars moved may vary based on track conditions, load, and other factors.

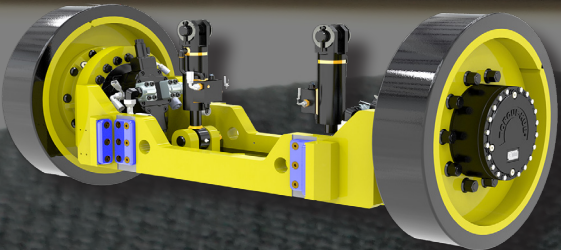


Ad-Trac Advantage

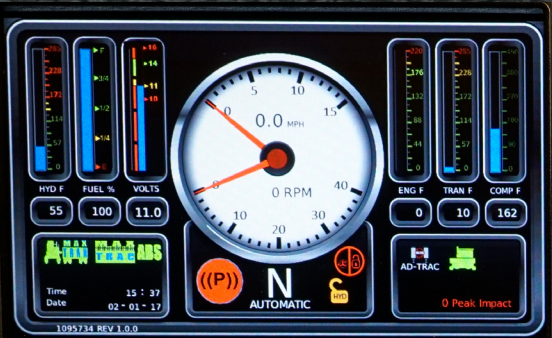
The patent pending Ad-Trac option is a hydrostatically driven third axle that is fitted with solid material proprietary rail tires. It more efficiently utilizes the engine's excess available horsepower by rerouting it through its hydrostatic system, which creates up to 15% more tractive effort. Once activated, the axle is automatically lifted and lowered as needed with no operator intervention required.

Ad-Trac Option Features:

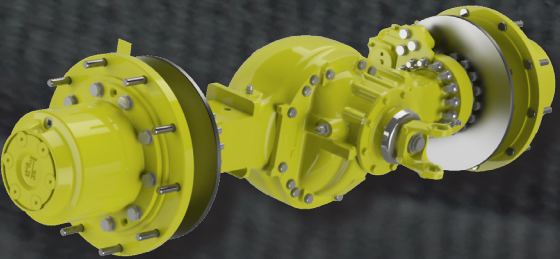
- A hydrostatically driven axle assembly
- Automatic sensing system to deploy and retract axle as needed
- Proprietary rail tires provide optimal traction
- Ultraview displays color coded axle activity icon
- Rocker switch activates system
- **MAX-Trac** -traction control and anti-lock brake system



Ad-Trac Hydrostatically Driven Axle
Assembly with Proprietary Rail Tires



Ultraview Display with Color Coded
Axle Activity Icon



Locking Differential Railwheel Axle

THE Ad-Trac ADVANTAGE



1. Push the Ad-Trac control panel button to activate.
2. Ad-Trac automatically applies and retracts extra axle as needed.
3. Push the Ad-Trac control panel button to deactivate.

15%
Realize up to 15%*
MORE Tractive Effort
when needed!

Tractive Effort with Ad-Trac Option

Double Coupled*	52,000 lbs. [23,587 kg]	
Single Coupled*	38,000 lbs. [17,237 kg]*	
Dimensions / Performance		
	On Rail	On Road
Wheel Base	149.3" [3,792.22 mm]	82.5" [2,095.5 mm]
Rail & Road Clearance	4" [101.6 mm]	9" [248 mm]
Rail & Road Height **	146.18" [3,712 mm]	156.8" [3,970 mm]
Length	201" [5,105.4 mm]	
Width	126" [3,200 mm]	
Weight Non-Ballasted	51,500 lbs. [23,360 kg]	
Ad-Trac Axle Down Force	11,500 lbs. [5,216 kg]	
Rail Gauge	AAR Standard 56.5" [1,435.2 mm]	
Centerline to Cab Side	63.25" [1,606.55 mm]	
Centerline to Non-Cab Side	59.66" [1,515.36 mm]	
Cab Interior Volume	199 cu. ft. [5.64 cu. mt.]	

Road Turning Radius

Inside Tire	17' 10" [5.3 m]
Outside Tire	25' 7" [7.6 m]
Outside Clearance	29' 7" [8.5 m]

Speeds (Forward & Reverse)***

Low	2.4 MPH, [3.9 km/h]	1.5 MPH, [2.4 km/h]
2nd Gear	4.0 MPH, [6.4 km/h]	2.5 MPH, [4.0 km/h]
3rd Gear	8.0 MPH, [12.8 km/h]	5.1 MPH, [8.2 km/h]
4th Gear	13.6 MPH, [21.9 km/h]	8.7 MPH, [14.0 km/h]

TIER IV ENGINES ADD APPROXIMATELY 5" ADDITIONAL HEIGHT DUE TO HEIGHT OF EXHAUST STACK ON NEW EXHAUST SYSTEM.

* Depending on weight package option, actual tractive effort may vary with rail and weather conditions.

** For shipping purposes, add 1.5" (38 mm) to Rail height for a 2 x 4 block under wheel tread. Additional variations may occur due to options selected.

*** Actual speeds obtained will depend on grade, load, altitude, and other factors.

Engine

Cummins Electronic Turbo-Charged Diesel Engine
Meets EPA Tier IV Final and EU Stage IV Emissions
Meets EPA Tier III - EU Stage III A Emissions
Configuration
Valves per Cylinder
Engine Displacement Tier IV
Horsepower Tier IV
Maximum Torque Tier IV

QSB-6.7 Liter
STANDARD
OPTIONAL¹
6 Cylinder inline
4
408 In³ [6.7 liters]
260hp [193 kW] @ 2500 rpm
728lb-Ft [987N-m]

Axles

On Road - Two Heavy duty steel axles: friction drive from rear rail axle

On-Rail -

- #1) Two (2) rigid outboard 6 gear planetary-type rail drive axle assemblies with high strength ductile iron housing and auto-control differential lock
- #2) One supplement Ad-Trac hydrostatically driven axle assembly

Ad-Trac Supplemental Drive System

MAX-Trac - traction control and anti-lock brake system

Axle

On-Rail - one hydrostatically driven axle assembly with two hydraulic drive motors, planetary gearbox and eight wear pads

Wheel Drives - two (2) planetary type torque hubs

Hydraulic Motors - two (2) variable displacement motors with RPM Sensors for drive wheel speed reference

Hydrostatic Drive Pumps - two (2) 28cc pumps

Hydraulic Control Manifold - one (1) axle control manifold for forward and reverse, axle lower and retract, and axle down force control

Electrical Drive System Controller

Wheels - Two (2) solid rail tires

Note¹ - Tier III Titan models will not be produced in the USA and Canada after 31 December 2017.

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A Marmon/Berkshire Hathaway Company