



**TRACKMOBILE®**  
MOBILE RAILCAR MOVERS

*Leading Railcar Mobility Since 1948*

# Exceeding Expectations

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## Full Product Line



“Trackmobile is basically the key to our operations. Without it, we can’t work or move the volume we need to move that day. If our equipment doesn’t work and we’re down, it’s a significant loss.”

~ Brad Ross, Logistics Manager Abengoa Bioenergy

## Trackmobile Legacy

Trackmobile created the first railcar mover in 1948 to improve the efficiency and productivity of railcar switching applications. Since then, Trackmobile remains focused on what customers need. Our singular purpose is to provide the most reliable, cost effective railcar movement equipment that is safe and effortless to operate. Including customizations for unique customer applications; constant innovation for product design and performance improvements; and maintaining the most experienced technician service coverage with stocked parts throughout North America, Trackmobile is continually redefining the industry standards.

## Unsurpassed Reliability

“We have a deadline once our rail arrives, to be completed loading the train in 48 hours. We cannot have anything that can hinder us from getting that accomplishment done. The unit has performed exactly as we expected it to do. - We are very happy.”

- Dave Puddell, Plant Superintendent, Enersul

## Unlocking Efficiencies

“The introduction of the Trackmobile has really unlocked some new efficiencies at this Terminal, as it relates to capacity and throughput.”

- Patrick Arnold, President & CEO SolidG, Port of Maine



## Radio Control

Developed by Trackmobile, this optional system does not require FCC licensing in North America. Operators enjoy the safety of frequency-hopping technology and full remote control and operation of the Trackmobile, with a long battery life that's designed to last the full day. Trackmobile also understands that safety can never be sacrificed. That's why this system includes both MAX-Tran and MAX-Trac options, 2 Remote Control Emergency Stop Buttons, handrail mounted Train Air Brake pressure and transmission gear position status lights, and safety tilt switch with a 3 second audible warning alarm that allows for corrections. The transmitter also features an LED talk-back screen that displays all vital system diagnostic readouts and warnings.

## LED Lighting and More

Safety is at the forefront of all Trackmobile engineering designs. All models meet and exceed most safety guidelines. For night operations, abundant front, rear, and lateral LED work lights are included to illuminate the roadbed, road and rail ahead and behind, keeping workers safe and providing enough illumination for work to continue. Slip resistant coatings are applied to deck surfaces, while steel bar grated ladder treads are used for sure-footed safety. Our Vigilance Control option adds additional safety and will select neutral and sound alarm if no operator activity is detected.

## GCS Remote

This ruggedly designed and weather resistant pocket sized remote control activates emergency braking. At the push of a button, both the Trackmobile and train brakes are activated as the transmission shifts into neutral. A ground man can activate brakes for safety while coupling train air hoses or stopping the car movement in case of emergency. The device has an operating range of more than 1200 feet [370 meters], and is equipped with an audio alarm function. The system operates on a long lasting battery with a low power warning light and offers frequency-hopping technology. NO FCC license required.



## Built-In Diagnostics

System diagnostics provided by the CAN-Bus SAE-J1939 control system can be viewed and monitored on the Ultraview touchscreen display. The easy-to-read display reveals vital operating information, detailed diagnostic readings, engine and transmission messaging and codes. The diagnostic display system provides messages such as low oil pressure, system air pressure, and other critical service warnings to keep crews safe and equipment running efficiently.

Telematics System provides helpful reports, e-mails or text alerts if urgent maintenance conditions occur. With activation, the Trackmobile Telematics System assists with:

- Proactive maintenance
- Remote inspection and diagnostics
- Reduced service and maintenance costs
- GPS mapping and zone targeting security

## Touch Screen Display

Simplifying and centralizing the control functions, the Ultraview full color 7" touchscreen display eliminates the need for multiple dash gauges and switches. Offering day and night time viewing modes, the easy to read and operate display provides information for the complete operation of the Trackmobile. Including performance measurements and diagnostic messages for the Funk transmission and Cummins engine with a simple push of a button.

## Safe-T-Vue™ 360° Cameras

Visibility is vital to safe operations in rail yards, on tracks, and on the road. All Trackmobile models are equipped with a patent pending Safe-T-Vue Camera System with in-cab 10" color camera display, 360° surround view of the machine, including providing a coupler and crew visibility for the operator. Additional rail line of site cameras are optional for greater off-cab rail line-of-sight.

## Tough As Rails

Steel wheels on steel rails provide the most consistent traction when working in various weather and track conditions. Something as simple as “raised frogs”, “switch points”, or “gaps” in tracks can derail a lesser machine. For this reason, Trackmobile utilizes time tested and proven steel wheel technology that is found on locomotives today. Steel offers an approximate 20x\* longer life expectancy over rubber types. Each model is equipped with four heat-treated, AAR Standard Profile forged steel rail wheels, which keeps crews safe and workloads rolling.

## Longer Life-cycle

Trackmobile’s difference is its long life span and significant reduction in long term operational and maintenance costs. Trackmobiles have remained the best investment value in the industry since 1948, with many models sold as far back as the 1950’s still being in service today. Trackmobile delivers higher operational efficiency, lower maintenance costs, longer service life, greater safety and comfort with a market-leading total cost of ownership that can break even in as little as one-and-half years\*.

## Built to Last

Each model is built with a heavy duty, high strength, 2” thick welded steel main frame with up to 6” thick cross-members, based on model. Built to order, master craftsmen ensure a solid fit from top to bottom and rigorously test each machine before it leaves the plant. Specifically designed to use weight transfer to bear the burden of heavy loads, our lower weight reduces powertrain and structural stress that enables Trackmobiles to work smarter, not harder. This keeps operational costs low and productivity high.

\*Actual savings may vary depending on industry, work environment, and level of usage.





## Joystick & Armrest Controls

Fingertip control of throttle, brake, transmission, horn, sanders, and coupler release is standard with our Industry leading Joystick controller. A ten pound detented Train Air Brake control and Coupler directional controls are comfortably positioned in the opposing armrest. Ramped throttle control provides both slow ramp to reduce wheel spin and a quick ramp to assist in controlling roll-backs during very precise railcar spotting on grades.



## Ergonomic Seat

Operations are controlled from an ergonomically designed all-weather, sound-suppressed cab with 360° visibility for added safety and security. Comfort is key. A fully adjustable, high-back, air-ride operator's seat is equipped with an adjustable lumbar support allowing operators to stay productive. Keeping it simple, easy to understand instruments and fingertip controls wrap around the operator for easy viewing and operation. The 180° seat swivel allows visibility in both directions without neck and shoulder strain.



## Move More Per Shift

Keeping your business moving, Trackmobile includes uptime-enhancing features such as auto engine shutdown, in-cabin Train Air Release, and an on-board camera display to name a few.

For quicker response time and control when moving many cars, our long life 100 CFM Rotary Compressor provides 100% duty cycle at maximum RPM even at lower temperatures. Our railcar movers provide everything you need to keep crews productive.



## Serviceability

We've simplified service and made Trackmobiles less expensive to maintain with grouped service points, sight glasses, exterior mounted brakes, and easy-to-reach dipsticks to make quick work of normal maintenance. Easy-to-change filters and readily available service technicians with service parts reduce costs and provide more uptime. Plus, advanced diagnostic monitor and test ports help you troubleshoot problems and make informed maintenance decisions more easily. The maintenance cost of a Trackmobile is significantly lower than for a switching locomotive and other types of railcar movers.

## Minimize Downtime

Easy maintenance helps keep your machine and your crews on the job. The wide opening access door to the engine removes the hassle associated with preventative maintenance checks found in competitive units. In addition to ground level access to all routine service points, we offer these convenient service features making maintenance easy and reducing downtime:

1. Grouped service points and easy-to-change filters to extend equipment life
2. Clearly marked and easily accessible fluid drain points allow quick, no-spill changes
3. See-through fluid reservoirs and sight gauges provide non-invasive "at-a-glance" checks
4. Engine oil dipstick and fill, oil and fuel filters, air filters, and coolant reservoir are readily accessible for quick check and change
5. Accessible external disc brakes reduce time for pad replacement

## Automatic Shutdown

System protection offers Automatic shutdown to alert operators of the following conditions:

- High Engine Temperature
- Low Engine Oil Pressure
- Low Engine Coolant Level
- High Compressor Temperature
- High Hydraulic System Oil Temperature
- Low Hydraulic System Oil Level \*\* Option

The engine is also designed with an Automatic Engine Idle Shutdown feature that saves fuel, reduces emissions, machine hours, and wear on the powertrain and hydraulic systems.

\*Actual savings may vary depending on industry, work environment, and level of usage.

**Comparisons show that the maintenance cost savings can be as much as 50% vs. locomotives and other railcar movers.\***



## Staying in Control

Weather plays a major role in outdoor operations, as well as dust, dirt, and other debris that can be found in the working environment. For over 190 years, steel wheels have proven to provide superior consistency in railcar mobility. For this reason, Trackmobile utilizes time tested and proven steel wheel technology found on today's locomotives. The rail wheel drivetrain applies a constant downward pressure, ensuring safe and reliable contact with the rail head even when traveling over unlevel crossings or rail frogs, keeping you on track.

Rain or shine, Trackmobile delivers big numbers to reduce your bottom line and is suited for all environments by offering more consistence traction and performance over a wider range of weather conditions.

## Turns and Curves

Engineered with an industry leading coupler beam and a shorter wheel base, Trackmobile gives operators more stress-free management of curves, while lessening the wear and tear on equipment and rail infrastructure.

For extremely sharp curves and/or long cars, Trackmobile offers an optional extended-wide traverse coupler that extends coupler base an additional 6" and increases traverse 22.5" to 35" [571.5 to 889 mm]. For added performance, optional set of Flange Lubricators extend rail flange life with sharp curves.

## Power and Efficiency

Designed for use in all environments, Trackmobile products perform best when the weather is at its worst. Utilizing steel wheels proven to provide the most consistent form of tractive effort and weight transfer technology with a simple hydraulic system that safely raises and transfers weight from railcars for added tractive effort as needed, Trackmobile offers the most efficient means of railcar movement in the industry.

Equipped with fuel-efficient and environmentally friendly Cummins QSB Tier III or Tier IV Final engines, Trackmobiles deliver power and efficiency. For additional savings, an automatic engine idle shutdown feature helps to save fuel, reduce emissions and lower machine hours and wear on the powertrain and hydraulic systems.



# TRACKMOBILE MODEL SPECIFICATIONS

Key: ● Standard ▲ Optional or Special



|   | Viking             | Hercules          | Hercules Wide Cab |
|---|--------------------|-------------------|-------------------|
|   | QSB-4.5 Liter      | QSB-6.7 Liter     | QSB-6.7 Liter     |
|   | ▲                  | ▲                 | ●                 |
|   | ●                  | ●                 | ▲                 |
| Configuration   | 4 Cylinder inline  | 6 Cylinder inline | 6 Cylinder inline |
| Valves per Cylinder   | 4                  | 4                 | 4                 |
| Engine Displacement Tier III, Tier IV Final and EURO Stage IV   | 275 In³ [4.5 L]    | 408 In³ [6.7 L]   | 408 In³ [6.7 L]   |
| Horsepower Tier III @2500 rpm   | 130hp [97kW]       | 160hp [123kW]     | 160hp [123kW]     |
| Horsepower Tier IV Final and EURO Stage IV @2500 rpm  | 130hp [97kW]       | 173hp [129kW]     | 160hp [123kW]     |
| Maximum Torque Tier III @1500 rpm   | 459lb -Ft (622N-m) | 539lb-Ft (731N-m) | 539lb-Ft (731N-m) |
| Maximum Torque Tier IV Final and EURO Stage IV @1500 rpm  | 457lb -Ft (620N-m) | 620lb-Ft (841N-m) | 539lb-Ft (731N-m) |
| Automatic Engine Shutdown   | ●                  | ●                 | ●                 |
| Ballast Package   | N/A                | ▲                 | N/A               |
| Intake Air Heater - preheats incoming combustion air prior to start³  | ●                  | ●                 | ●                 |
| Air Intake  |                    |                   |                   |
| 3 - Stage Filtration: High- Efficiency Pre-Cleaner Tubes, Primary Filter, Safety Filter   | ●                  | ●                 | ●                 |
| Fuel Tank - High-strength steel, fuel tank  |                    |                   |                   |
| Approximately Sixty (60) Gallon (227 liters) capacity with lockable cover   | N/A                | ●                 | ●                 |
| Twenty-five (25) Gallon [94.5 Liters] capacity  | ●                  | N/A               | N/A               |
| Powertrain  |                    |                   |                   |
| Transmission Funk, DF 150 series, constant mesh spur gearing Four Speed Forward and Reverse with selectable Power shift manual or automatic with 4th or 3rd and 4th Gear Lock-Out Rail, Road, or Both | ●                  | ●                 | ●                 |
| Axles   |                    |                   |                   |
| On Road - Two (2) heavy-duty, steel cast case, hydraulically raised and lowered   | ●                  | ●                 | ●                 |
| On-Rail - Two (2) out-board internal planetary type with high-strength ductile iron   | ●                  | ●                 | ●                 |
| Rear Axle Drive hubs with Friction Drive  | ●                  | ●                 | ●                 |
| Differential - Rigid, outboard planetary air actuated differential locking  | ●                  | ●                 | ●                 |
| Transfer Case - Heavy-duty, hardened alloy steel spur gears w/oil bath lubrication  | ●                  | ●                 | ●                 |
| Brake System  |                    |                   |                   |
| On-Road Machine Braking² Hydraulic disc brakes, Dual Calipers, 14.625" [371.475 mm]   | ●                  | ●                 | ●                 |
| On-Rail Machine Braking² Hydraulic disc brakes, 18" [457 mm] diameter   | ●                  | ●                 | ●                 |
| Machine Parking Brake - 14" [355.6mm] diameter disc, driveline mounted  | ●                  | ●                 | ●                 |
| In-Cab Train Air Source Control   | ●                  | ●                 | ●                 |
| Selectable Neutral Braking - Automatically applies brake to full pressure within 5 seconds.   | ●                  | ●                 | ●                 |
| AAR Compatible Train Air Brake System - gladhand connections  |                    |                   |                   |
| 100 CFM Rotary Screw Compressor with large steel constructed (Train Air Reservoir , 2.0 ft³ [56.6 L] capacity)  | N/A                | ●                 | ●                 |
| 16 CFM Engine Drive Compressor (Train Air Reservoir 2.0 ft³ [56.6 L] capacity)  | ●                  | N/A               | N/A               |
| 56 CFM Engine Driven compressor (Train Air Reservoir 2.0 ft³ [56.6 L] capacity)   | N/A                | ▲                 | N/A               |
| 60 CFM Twin Cylinder compressor (Train Air Reservoir 2.0 ft³ [56.6 L] capacity)   | ▲                  | N/A               | N/A               |
| Pneumatic System  |                    |                   |                   |
| Machine air pressure system air dryer³ with automatic internal 12 VDC heater  | ●                  | ●                 | ●                 |

# TRACKMOBILE MODEL SPECIFICATIONS

Key: ● Standard ▲ Optional or Special



|   | Titan              | Titan w/Ad-Trac   | Atlas               |
|---|--------------------|-------------------|---------------------|
|   | QSB-6.7 Liter      | QSB-6.7 Liter     | QSL-8.9 Liter       |
|   | ●¹                 | ●¹                | ●                   |
|   | ▲²                 | ▲²                | N/A                 |
| Configuration   | 6 Cylinder inline  | 6 Cylinder inline | 6 Cylinder inline   |
| Valves per Cylinder   | 4                  | 4                 | 4                   |
| Engine Displacement Tier III, Tier IV Final and EURO Stage IV   | 408 In³ [6.7 L]    | 408 In³ [6.7 L]   | 543 In³ [8.9 L]     |
| Horsepower Tier III @2500 rpm   | 260hp [193kW]      | 260hp [193kW]     | N/A                 |
| Horsepower Tier IV Final and EURO Stage IV @2500 rpm  | 260hp [193 kW]     | 260hp [193kW]     | 350hp [261kW]       |
| Maximum Torque Tier III @1900 rpm   | 550lb -Ft (746N-m) | 728lb-Ft (987N-m) | N/A                 |
| Maximum Torque Tier IV Final and EURO Stage IV @1900 rpm  | 550lb -Ft (746N-m) | 728lb-Ft (987N-m) | 990 lb-Ft [1,342-m] |
| Automatic Engine Shutdown   | ●                  | ●                 | ●                   |
| Intake Air Heater - preheats incoming combustion air prior to start³  | ●                  | ●                 | ●                   |
| Air Intake  |                    |                   |                     |
| 3 - Stage Filtration: High- Efficiency Pre-Cleaner Tubes, Primary Filter, Safety Filter   | ●                  | ●                 | ●                   |
| Donaldson Brand, 2 - Stage Filtration with Primary Filter and Safety Filter   | ●⁴                 | ●⁴                | N/A                 |
| Fuel Tank - High-strength steel   |                    |                   |                     |
| Approximately Eighty (80) Gallon (303 liters) capacity with lockable cover  | N/A                | N/A               | ●                   |
| Approximately Sixty (60) Gallon (227 liters) capacity with lockable cover   | ●                  | ●                 | N/A                 |
| Powertrain  |                    |                   |                     |
| Transmission Funk, DF 150 series, constant mesh spur gearing Four Speed Forward and Reverse with selectable Power shift manual or automatic with 4th or 3rd and 4th Gear Lock-Out Rail, Road, or Both | ●                  | ●                 | N/A                 |
| Funk, DF 250 series, constant mesh spur gearing Four Speed Forward and Reverse with selectable Power shift manual or automatic with 4th or 3rd and 4th gear lock-out Rail, Road, or Both              | N/A                | N/A               | ●                   |
| Axles   |                    |                   |                     |
| On Road - Two (2) heavy-duty, steel cast case, hydraulically raised and lowered   | ●                  | ●                 | ●                   |
| On-Rail - Two (2) out-board internal planetary type with high-strength ductile iron   | ●                  | ●                 | ●                   |
| Rear Axle Drive hubs with Friction Drive  | ●                  | ●                 | ●                   |
| Differential - Rigid, outboard planetary air actuated differential locking  | ●                  | ●                 | ●                   |
| Transfer Case - Heavy-duty, hardened alloy steel spur gears w/oil bath lubrication  | ●                  | ●                 | N/A                 |
| Brake System  |                    |                   |                     |
| On-Road Machine Braking² Hydraulic disc brakes, Dual Calipers, 14.625" [371.475 mm]   | ●                  | ●                 | ●                   |
| On-Rail Machine Braking² Hydraulic disc brakes, 18" [457 mm] diameter   | ●                  | ●                 | ●                   |
| Machine Parking Brake - 14" [355.6mm] diameter disc, driveline mounted  | ●                  | ●                 | N/A                 |
| Machine Parking Brake - Transmission mounted, self contained, spring activated wet disc park brake  | N/A                | N/A               | ●                   |
| In-Cab Train Air Source Control   | ●                  | ●                 | ●                   |
| Selectable Neutral Braking - Automatically applies brake to full pressure within 5 seconds.   | ●                  | ●                 | ●                   |
| AAR Compatible Train Air Brake System - gladhand connections  |                    |                   |                     |
| 100 CFM Rotary Screw Compressor with large steel constructed (Train Air Reservoir , 2.0 ft³ [56.6 L] capacity)  | ●                  | ●                 | ●                   |
| Pneumatic System  |                    |                   |                     |
| Machine air pressure system air dryer³ with automatic internal 12 VDC heater  | ●                  | ●                 | ●                   |

Trackmobile® Reserves the right to change specifications at any time without prior notice.

TRACKMOBILE MODEL SPECIFICATIONS

Key: ● Standard ▲ Optional or Special



|  | Viking | Hercules | Hercules Wide Cab |
|--|--------|----------|-------------------|
| <b>Hydraulic</b>   |        |          |                   |
| On-Road Machine Braking <sup>5</sup> - Hydraulic disc brakes, Dual Calipers per side   | ●      | ●        | ●                 |
| On-Rail Machine Braking <sup>5</sup> - Hydraulic disc brakes, 18" [457 mm] diameter  | ●      | ●        | ●                 |
| Constant Pressure Hydraulic System, with piston pump and O-ring face seal fittings   | ●      | ●        | ●                 |
| Electrically controlled cartridge monoblock valve with diagnostic pressure ports   | ●      | ●        | ●                 |
| <b>Electrical</b>  |        |          |                   |
| Heavy Duty 12 Volt DC, 160 AMP Alternator with Dual 925 CCA Batteries  | ●      | ●        | ●                 |
| Digital Instrumentation System - SAE-J1939 CAN-Bus Control System  | ●      | ●        | ●                 |
| Ultraview 7" Digital Display for real-time machine statistics and diagnostic data  | ●      | ●        | ●                 |
| Safe-T-Vue™ Video 10" Monitor display with 360° surround view camera system  | ●      | ●        | ●                 |
| Optional rail line of sight cameras  | ▲      | ▲        | ▲                 |
| Alarms - Automatic backup road-mode alarm, selectable electronic Warble-type alarm, blast type air horn, and amber LED strobe warning lights | ●      | ●        | ●                 |
| <b>Wheels/ Tires</b>   |        |          |                   |
| On Road - Four (4), 16 Ply 9.00 x 20 Heavy Duty, Mine Service Rubber Tires   | ●      | ●        | ●                 |
| On Rail - Four (4) , 27" [685.8 mm], heat-treated, cast steel, ring-style flanged AAR profile Standard Gauge 56 1/2" [1435 mm]               | ●      | ●        | ●                 |
| <b>Sanders</b>   |        |          |                   |
| Eight (8) Individual, Air-Operated, Electronically- Controlled Sanders- 2 per wheel  | ●      | ●        | ●                 |
| <b>Main Frame</b>  |        |          |                   |
| Heavy Duty -High Strength 2" thick welded Steel Structural Frame   | ●      | ●        | ●                 |
| With two (2) 3" [76.2 mm] thick cross-members, one each on the front and rear  | N/A    | ●        | ●                 |
| With two (2), 6" [152.4 mm] thick cross-members, one each on front and rear  | ●      | N/A      | N/A               |
| Floating axles within mainframe, oscillate up to 2.6° assuring 4-wheel rail contact  | ●      | ●        | ●                 |
| <b>Body Frame</b> - Heavy-duty all-welded construction steel plates and structural forms   | ●      | ●        | ●                 |
| <b>Suspension</b> - Durable shock resistant foundation for Body Frame, Cab   | ●      | ●        | ●                 |
| Isolation mounts for reduced noise and vibration levels  | ●      | ●        | ●                 |
| Six (6) isolation mounts between cab and body frame (deck), and eight (8) Lord rubber mounts between the body deck and main frame            | N/A    | ●        | ●                 |
| Six (6) isolation mounts between the cab and body frame (deck), and four (4) Lord rubber mounts, and between body and main frame             | ●      | N/A      | N/A               |
| <b>Steering</b> - On Road - hydraulic power steering with pivot away steering wheel  | ●      | ●        | ●                 |
| <b>Standard AAR Couplers</b>   |        |          |                   |
| Two heavy-duty cast steel weight transfer design positive coupling and uncoupling with AAR contour coupler and locking knuckle.              | ●      | ●        | ●                 |
| Industry Leading Coupler Beam Width for adverse and severe curve radius  | ●      | ●        | ●                 |
| AAR, SA-3, UIC (Hook and Buffer style), Metro Train type couplers allowing dual-gauge conversion capabilities                                | ●      | ●        | ●                 |

Notes:

1. Tier IV Final Required in United States and Canada

2. Tier III, EU Stage III available where permitted by law.

3. Not to be used in conjunction with Ether starting fluid.

4. Only available as standard on Tier III Titan.

5. Maximum application pressure is varied automatically, depending on whether the machine is in rail or road mode. If the machine is on rail, the machine is on rail, the application pressure will vary depending on weight transferred, for best stopping capability.

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TRACKMOBILE MODEL SPECIFICATIONS

Key: ● Standard ▲ Optional or Special



|  | Titan | Titan w/Ad-Trac | Atlas |
|--|-------|-----------------|-------|
| <b>Hydraulic</b>   |       |                 |       |
| On-Road Machine Braking <sup>5</sup> - Hydraulic disc brakes, Dual Calipers per side   | ●     | ●               | ●     |
| On-Rail Machine Braking <sup>5</sup> - Hydraulic disc brakes, 18" [457 mm] diameter  | ●     | ●               | ●     |
| Machine Parking Brake - transmission mounted, self-contained, wet disc brake   | N/A   | N/A             | ●     |
| Constant Pressure Hydraulic System, with piston pump and O-ring face seal fittings   | ●     | ●               | ●     |
| Electrically controlled cartridge monoblock valve with diagnostic pressure ports   | ●     | ●               | ●     |
| <b>Electrical</b>  |       |                 |       |
| Heavy Duty 12 Volt DC, 160 AMP Alternator with Dual 925 CCA Batteries  | ●     | ●               | ●     |
| Digital Instrumentation System - SAE-J1939 CAN-Bus Control System  | ●     | ●               | ●     |
| Ultraview 7" Digital Display for real-time machine statistics and diagnostic data  | ●     | ●               | ●     |
| Safe-T-Vue™ Video 10" Monitor display with 360° surround view camera system  | ●     | ●               | ●     |
| Optional rail line of sight cameras  | ▲     | ▲               | ▲     |
| Alarms - Automatic backup road-mode alarm, selectable electronic Warble-type alarm, blast type air horn, and amber LED strobe warning lights                       | ●     | ●               | ●     |
| <b>Wheels/ Tires</b>   |       |                 |       |
| On Road -Four (4), 20 Ply 12.00 x 20 Heavy Duty Mine Service Foam Filled Tires   | N/A   | N/A             | ●     |
| On Road - Four (4), 16 Ply 12.00 x 20 Heavy Duty, Mine Service Rubber Tires  | ●     | ●               | N/A   |
| On Rail - Four (4) , 27" [685.8 mm], heat-treated, forged steel, ring-style flanged AAR profile Standard Gauge 56 1/2" [1435 mm]                                   | ●     | ●               | N/A   |
| On Rail - Four (4) , 33" [838.2 mm], heat treated, forged steel, ring-style flanged AAR profile Standard Gauge 56 1/2" [1435 mm]                                   | N/A   | N/A             | ●     |
| <b>Sanders</b>   |       |                 |       |
| Eight (8) Individual, Air-Operated, Electronically- Controlled Sanders- 2 per wheel  | ●     | ●               | ●     |
| <b>Main Frame</b>  |       |                 |       |
| Heavy Duty -High Strength 2" [51 mm] thick welded Steel Structural Frame   | ●     | ●               | N/A   |
| With one (1) front 3" [76.2 mm] and one (1) rear 6" [ 152.4 mm] thick cross-member   | ●     | ●               | N/A   |
| Pivoting Frame - Heavy-duty 2" [51 mm] thick split rotating mainframe oscillates up to 10° assuring 4-wheel rail contact   | ●     | ●               | N/A   |
| Heavy Duty -High Strength welded steel with two 8" [203mm] thick ballast plates and two (2) front and rear 4" [101.6 mm] structural plates                         | N/A   | N/A             | ●     |
| Pivoting Frame - Heavy-duty 6" [152 mm] thick split rotating mainframe plate and 8" [203 mm] thick mount plate, oscillates up to 10° assuring 4-wheel rail contact | N/A   | N/A             | ●     |
| <b>Body Frame</b> - Heavy-duty all-welded construction steel plates and structural forms   | ●     | ●               | ●     |
| <b>Suspension</b> - Durable shock resistant foundation for Body Frame, Cab   |       |                 |       |
| Isolation mounts for reduced noise and vibration levels  | ●     | ●               | N/A   |
| Eight (8) isolation mounts between cab and body frame (deck), and four (4) Firestone® air bags with height adjustment between the body (deck) and main frame       | ●     | ●               | N/A   |
| Four (4) Firestone airbags and cab air-ride shock absorbers between body frame and fully suspended cab with leveling adjustment capability                         | N/A   | N/A             | ●     |
| <b>Steering</b> - On Road - hydraulic power steering with pivot away steering wheel  | ●     | ●               | ●     |
| <b>Standard AAR Couplers</b>   |       |                 |       |
| Two heavy-duty cast steel weight transfer design positive coupling and uncoupling with AAR contour coupler and locking knuckle.                                    | ●     | ●               | ●     |
| Industry Leading Coupler Beam Width for adverse and severe curve radius  | ●     | ●               | ●     |
| AAR, SA-3, UIC (Hook and Buffer style), Metro Train type couplers allowing dual-gauge conversion capabilities  | ▲     | ▲               | ▲     |

# TRACKMOBILE SIDE-BY-SIDE MODEL COMPARISON



| Tractive Effort   | Viking                       |                  | Hercules                                    |                          | Hercules Wide Cab                           |                  |
|---|------------------------------|------------------|---|--------------------------|---|------------------|
| Double Coupled*   | 42,700 lbs [19,368 kg]       |                  | 44,700 - 46,000 lbs<br>[20,276 - 20,865 kg] |                          | 44,900 - 46,200 lbs<br>[20,367 - 20,956 kg] |                  |
| Single Coupled*   | 27,000 lbs [12,247 kg]       |                  | 28,400 - 29,700 lbs<br>[12,882 - 13,472 kg] |                          | 28,500 - 29,900 lbs<br>[12,927 - 13,562 kg] |                  |
| Dimensions and Performance                                      |                              |                  |   |                          |   |                  |
|   | On Rail                      | On Road          | On Rail                                     | On Road                  | On Rail                                     | On Road          |
| Wheel Base  | 121" [3,792 mm]              | 82.5" [2,096 mm] | 127" [3,226mm]                              | 65.4" [1,661 mm]         | 127", [3,226 mm]                            | 65.4" [1,661 mm] |
| Rail & Road Clearance   | 3.5" [89 mm]                 | 6.5" [165 mm]    | 4.0" [101.6 mm]                             | 5.25" [133 mm] at Flange | 3.5" [89 mm ]                               | 4.4" [111 mm]    |
| Rail & Road Height ***  | 142" [3,607mm]               | 153" [3,886 mm]  | 145" [3,683 mm]                             | 153" [3,886 mm]          | 136" [3,459 mm]                             | 145" [3,683 mm]  |
| Length  | 155" [3,937 mm]              |                  | 170" [4,318 mm]                             |                          | 170" [4,318 mm]                             |                  |
| Width   | 123" [3,124 mm]              |                  | 123" [3,124 mm]                             |                          | 96" [2,438 mm]                              |                  |
| Machine Weight/<br>Ballasted Weight                             | 34,400 lbs [15,604 kg]       |                  | 36,500 - 40,400 lbs<br>[16,556 - 18,325 kg] |                          | 37,000 - 41,400 lbs<br>[16,782 - 18,778 kg] |                  |
| Rail Gauge**  | AAR Standard 56.5" [1,435mm] |                  | AAR Standard 56.5" [1,435mm]                |                          | AAR Standard 56.5" [1,435mm]                |                  |
| Centerline to Cab Side  | 63.47" [1,612.14 mm]         |                  | 63.06" [1,601.72 mm]                        |                          | 48.56" [1,233 mm]                           |                  |
| Centerline to Non-Cab Side                                      | 59.03" [1,499.36 mm]         |                  | 59.50" [1,511.3 mm]                         |                          | 46.56" [1,183 mm]                           |                  |
| Cab Interior Volume   | 150 cu. ft.                  |                  | 150 cu. ft.                                 |                          | 248 cu.ft.                                  |                  |
| Road Turning Radius   |                              |                  |   |                          |   |                  |
| Inside Tire   | 13' 10" [4.0m]               |                  | 16' [4.9m]                                  |                          | 16' [4.9 m]                                 |                  |
| Outside Tire  | 21' 5" [6.5m]                |                  | 23' 6" [8.1m]                               |                          | 23' 6" [8.1 m]                              |                  |
| Outside Clearance   | 23' 6" [7.2m]                |                  | 27' [8.2m]                                  |                          | 27' [8.2m]                                  |                  |
| Speeds-<br>Forward & Reverse****                                | On Rail                      |                  |   | On Road                  |   |                  |
| Low Gear  | 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 8" [20 cm] ADDITIONAL HEIGHT. |                              |                  |   |                          |   |                  |

\* Depending on weight package option, actual tractive effort may vary with rail and weather conditions.  
\*\* Rail Gauges available in a various sizes, speak to your local dealer regarding any special rail gauge requirements.  
\*\*\* For shipping purposes, add 1.5" (38 mm) to Rail height for a 2 x 4 block under wheel tread. Option selections may change dimensional data.  
\*\*\*\*Actual speeds obtained will depend on grade, load, altitude, and other factors.

# TRACKMOBILE SIDE-BY-SIDE MODEL COMPARISON



| Tractive Effort  | Titan                        |                  | Titan with Ad-Trac           |                                      | Atlas                        |                     |
|--|------------------------------|------------------|------------------------------|--------------------------------------|------------------------------|---------------------|
| Double Coupled*  | 49,500 lbs [22,453 kg]       |                  | 52,000 lbs [23,587 kg]       |                                      | 60,200 lbs [27,306 kg]       |                     |
| Single Coupled*  | 33,100 lbs [15,004 kg]       |                  | 38,000 lbs [17,237 kg]       |                                      | 43,900 lbs [19,913 kg]       |                     |
| Dimensions and Performance   |                              |                  |                              |                                      |                              |                     |
|  | On Rail                      | On Road          | On Rail                      | On Road                              | On Rail                      | On Road             |
| Wheel Base   | 149", [3,792 mm]             | 82.5" [2,096 mm] | 149", [3,792 mm]             | 82.5" [2,096 mm]                     | 157.4", [3,997 mm]           | 89.2" [2,265 mm]    |
| Rail & Road Clearance  | 4.0" [102 mm]                | 9" [248 mm]      | 4.0" [101.6 mm]              | 9" [248 mm] <small>at Flange</small> | 3.75" [95.25 mm]             | 11.8" [300 mm]      |
| Rail & Road Height ***   | 154.2" [3,917 mm]            | 165" [4,191mm]   | 154.2" [3,917 mm]            | 165" [4,191mm]                       | 150.25" [3,816 mm]           | 162.6" [4,131 mm]   |
| Length   | 201" [5,105 mm]              |                  | 201" [5,105 mm]              |                                      | 220" [5,588 mm]              |                     |
| Width  | 123" [3,124 mm]              |                  | 123" [3,124 mm]              |                                      | 123" [3,124 mm]              |                     |
| Machine Weight   | 50,900 lbs [23,088 kg]       |                  | 51,500 lbs. [23,360 kg]      |                                      | 83,500 lbs. [37,875 kg]      |                     |
| Rail Gauge**   | AAR Standard 56.5" [1,435mm] |                  | AAR Standard 56.5" [1,435mm] |                                      | AAR Standard 56.5" [1,435mm] |                     |
| Centerline to Cab Side   | 63.25" [1,606.55 mm]         |                  | 63.25" [1,606.55 mm]         |                                      | 63.25" [1,606.55 mm]         |                     |
| Centerline to Non-Cab Side   | 59.66" [1,515.36 mm]         |                  | 59.66" [1,515.36 mm]         |                                      | 59.66" [1,515.36 mm]         |                     |
| Cab Interior Volume  | 199 cu.ft.                   |                  | 199 cu.ft.                   |                                      | 199 cu.ft.                   |                     |
| Road Turning Radius  |                              |                  |                              |                                      |                              |                     |
| Inside Tire  | 17' 10" [5.3m]               |                  | 17' 10" [5.3m]               |                                      | 17' 10" [5.3m]*****          |                     |
| Outside Tire   | 25' 7" [7.6m]                |                  | 25' 7" [7.6m]                |                                      | 25' 7" [7.6m]*****           |                     |
| Outside Clearance  | 29' 7" [8.5m]                |                  | 29' 7" [8.5m]                |                                      | 29' 7" [8.5m]*****           |                     |
| Speeds-<br>Forward & Reverse****   | On Rail                      |                  | On Road                      |                                      | On Rail                      | On Road             |
| Low Gear   | 2.4 MPH, [3.9 km/h]          |                  | 1.5 MPH, [2.4 km/h]          |                                      | 2.0 MPH, [3.2 km/h]          | 1.0MPH, [1.6 km/h]  |
| 2nd Gear   | 4.0 MPH, [6.4 km/h]          |                  | 2.5 MPH, [4.0 km/h]          |                                      | 3.9 MPH, [6.3 km/h]          | 1.9MPH, [3.1 km/h]  |
| 3rd Gear   | 8.0 MPH, [12.8 km/h]         |                  | 5.1 MPH, [8.2 km/h]          |                                      | 7.8 MPH, [12.6 km/h]         | 3.8 MPH, [6.1 km/h] |
| 4th Gear   | 13.6 MPH, [21.9 km/h]        |                  | 8.7 MPH, [14.0 km/h]         |                                      | 15.0 MPH, [24.1 km/h]        | 7.2 MPH, [1.6 km/h] |
| TIER IV ENGINES ADD APPROXIMATELY 5" TO PUBLISHED MACHINE HEIGHT LISTED ABOVE. |                              |                  |                              |                                      |                              |                     |

\* Depending on weight package option, actual tractive effort may vary with rail and weather conditions.  
\*\* Rail Gauges available in a various sizes, speak to your local dealer regarding any special rail gauge requirements.  
\*\*\* For shipping purposes, add 1.5" (38 mm) to Rail height for a 2 x 4 block under wheel tread. Option selections may change dimensional data.  
\*\*\*\*Actual speeds obtained will depend on grade, load, altitude, and other factors.  
\*\*\*\*\*Actual in-use performance ratings pending.

# TRACKMOBILE INNOVATIONS



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

- 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.

The patent pending Ad-Trac option developed for use on the Titan and Atlas models is a hydrostatically driven third axle that is fitted with solid proprietary rail tires. This more efficiently utilizes the engine's excess available horsepower by rerouting it through its hydrostatic system, resulting in 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
- 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
- Includes MAX-Trac and MAX-Tran options
- Adds up to 15% more tractive effort
- Automatically detects and activates when additional tractive effort is needed

### 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

### Titan Tractive Effort with Ad-Trac Option

|                 |                        |
|-----------------|------------------------|
| Double Coupled* | 52,000 lbs [23,587 kg] |
| Single Coupled* | 38,000 lbs [17,237 kg] |

|  |  |
|--|--|
| <b>Cummins</b> Electronic Turbo-Charged Diesel Engine<br>Meets EPA Tier IV Final and EU Stage IV Emissions<br>Meets EPA Tier III - EU Stage III A Emissions<br>Configuration<br>Valves per Cylinder<br>Engine Displacement Tier IV<br>Horsepower Tier IV<br>Maximum Torque Tier IV | <b>QSB-6.7 Liter</b><br>STANDARD<br>OPTIONAL**<br><b>6 Cylinder inline</b><br>4<br>408 In³ [6.7 liters]<br>260 hp [193 kW] @ 2500 rpm<br>728 lb-Ft [987N-m] @ 1900 rpm |
|--|--|

### Atlas Tractive Effort with Ad-Trac Option

|                 |                         |
|-----------------|-------------------------|
| Double Coupled* | 62,000 lbs [28,122 kg]* |
| Single Coupled* | 48,900 lbs [22,181 kg]* |

|  |  |
|--|--|
| <b>Cummins</b> Electronic Turbo-Charged Diesel Engine<br>Meets EPA Tier IV Final and EU Stage IV Emissions<br>Meets EPA Tier III - EU Stage III A Emissions<br>Configuration<br>Valves per Cylinder<br>Engine Displacement Tier IV<br>Horsepower Tier IV<br>Maximum Torque Tier IV | <b>QSL-9 Liter</b><br>STANDARD<br>OPTIONAL**<br><b>6 Cylinder inline</b><br>4<br>543 In³ [8.9 liters]<br>350 hp [261 kW] @ 2500 rpm<br>990 lb-Ft [1342 N-m] @ 1900 |
|--|--|

\*Estimated tractive effort calculations based on engineering formulas.  
\*\*TIER III only available for certain international customers.

# UNPARALLELED SERVICE AND SUPPORT

Our distribution network provides the most experienced sales and service staff in the industry. Many of our distributors have been working with railcar movers, specifically Trackmobile, since the early 1950's.

Trackmobile distributors help keep your business on track by conducting site assessments, identifying the right machine for your operations as well as providing knowledgeable ongoing support after the installation. Unsurpassed Trackmobile dependability and customer service support have resulted in our customers reporting up to 99.7% operational efficiency.



### Trackmobile and Our Dealers Offer:

- More than 100 facilities and over 300 factory trained service technicians throughout North America
- 24 Hour Emergency service
- Service & Parts for all makes and models of Trackmobiles
- In shop or on site operator training and assisted certifications
- On site or in shop service and repair
- Dedicated railcar technicians operating customized railcar service vehicles
- Quality reconditioned railcar movers
- NEW Trackmobile railcar movers
- Late model rental units for emergencies and increased production times
- Machine demonstrations
- Machine safety evaluations
- Free site surveys

### Time is Money

Getting it right the first time requires having the right tools and the right parts. Trackmobile has an inventory of parts to service even our legacy models.

We understand uptime is a significant factor in operational success. Because of this, our dealers and their service departments also stock sufficient inventories to complete routine maintenance and most emergency calls.

It takes a team with great partnership to “get the job done.”

### Trackmobile Service Location Map



**Your Business + Our Dealers + Trackmobile Customer Service = Winning Team**