



Leading Railcar Mobility Since 1948

VIKING



Joystick & Armrest Controls



Ergonomic Operator's Seat



Safe-T-Vue™ 360° Visibility System

Up to 42,689 lbf. of Tractive Effort



VIKING

The Viking is Trackmobile's most nimble capacity model. Perfect for lower duty cycle applications where reliability is critical, Viking quickly gets the job done safely and efficiently. Equipped with many of the same features as the Hercules, Viking operators enjoy the same dependable performance and ergonomically designed cab to ensure operator comfort.



Viking control panel and operational controls.

Standard Features

- CAN-Bus Control System with On-board Diagnostics
- UltraView 7" Color Touch Screen Display
- Safe-T-Vue™ 360° Visibility and Railing Display
- Ergonomic Air Ride, High Back 180° Swivel Seat
- Joystick and Armrest Controls
- Neutral Braking
- Programmed Throttle Control
- Automatic / Manual Power-Shift Transmission
- 60 CFM Twin Cylinder Air Compressor
- In-Cab Front and Rear Train Air Valves
- Incremental Train Air Brake Controller
- Train Air Hold Button
- Steel Railwheels
- Accessible External Disc Brakes
- Impact Sensor/Recorder
- LED head lighting, strobes, and work lighting

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

- **FREE**** Seat in a Rail Safety Training Class
- Patent Pending Safe-T-Vue™ 360° Visibility / Railing Display
- Ramped Throttle Control - Quick and Slow
- Telematics Remote Monitoring & Diagnostics
- Rear Coupler Camera
- Electronic Speed Control
- Neutral Braking
- Hydraulic Lock-Out
- GPS Positioning Capabilities
- Train Air Charge Indicator*
- MAX-Trac - Automatic Traction Control System*
- Remote Control System*
- MAX-Tran Automatic Weight Transfer System*
- Vigilance Control*

Ask your Trackmobile Specialist about these and other options to help keep your crews safe and reduce workload fatigue.

* Feature is an option

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

Specifications VIKING

Maximum Tractive Effort

Double Coupled*	42,689 lbf. [19,363 kg]
Single Coupled*	27,014 lbf. [12,253 kg]

Dimensions / Performance

	On Rail	On Road
Wheel Base	121.2" [3,078.5 mm]	82.5" [2,096 mm]
Rail & Road Clearance	3.5" [88.9 mm]	9.3" [236.2 mm]
Rail & Road Height**	148.8" [3,779.5 mm]	159.4" [4,937.8 mm]
Length	150.4" [3,820.1 mm]	
Width	126.5" [3,213 mm] ¹	
Weight	34,360 lbs. [15,585 kg]	
Rail Gauge ***	AAR Standard 56.5" [1,435 mm]	
Centerline to Cab Side	65.41" [1,661.4 mm] ¹	
Centerline to Non-Cab Side	61.11" [1,552.2 mm] ¹	
Cab Interior Cubic Feet	150 cu. ft.	

Road Turning Radius

Inside Tire	13' 10" [4.0 m]
Outside Tire	21' 5" [6.5 m]
Outside Clearance	23' 6" [7.2 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]

Engine

Cummins Electronic Turbo-Charged Diesel Engine Meets EPA UE Stage IV, EPA/CARB Tier 4(f) EPA Tier III EU Stage III A Emissions Configuration	QSB-4.5 Liter STANDARD OPTIONAL 2
Valves per Cylinder	4 Cylinder inline 4
Engine Displacement Tier IV	275 in ³ [4.5 liters]
Horsepower Tier IV	130 hp [97 kW] @ 2500 rpm
Maximum Torque Tier IV	457 lb-ft [620 N-m] @ 1500 rpm

Fuel Tank - Steel Twenty-five (25) gallon [94.5 liter] capacity

Air Intake

Intake Air Heater - preheats incoming combustion air prior to start³
 3 - Stage Filtration, including high-efficiency Pre-Cleaner, Primary and Safety Filters

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 Lock-Out for Rail, Road, or Both

Axles

On Road - Two (2) heavy-duty steel axles

On Rail - Two (2) floating, out-board internal planetary type with high-strength ductile iron rear axle drive hubs with friction drive

Differential - Automatic no spin locking differential

Transfer Case - Heavy-duty, hardened alloy steel spur gears with oil bath lubrication

Automatic Shutdown

Automatic shutdown as a result of: High Engine Temperature; Low Engine Coolant Level; High Compressor Temperature; High Hydraulic System Oil Temperature; (Optional Low Hydraulic System Oil Level)

Note¹ Machine width includes additional 3" taken in consideration for Safe-T-Vue cameras located on exterior of cab and engine side hand rail.

Note² EPA Tier III EU Stage III A Emissions engines are no longer manufactured in Trackmobiles for sale in the US and Canada after 12/31/18.

Note³ DO NOT use ether starting fluid.

Note⁴ Maximum application pressure is varied automatically, depending on whether the machine is in rail or road mode. If the machine is on rail, the application pressure will vary depending on weight transferred, for best stopping capability.

TIER IV MODEL MAXIMUM HEIGHT INCLUDES APPROXIMATELY 4" ADDITIONAL HEIGHT WITH OPEN RAIN COVER ON EXHAUST STACK.

* 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 and subtract 4" for closed rain cover on exhaust stack.

Additional variations may occur due to options selected.

*** Rail Gauges available in various sizes, speak to your local dealer regarding the gauge best suited for your line.

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

Brake System

On Road Machine Braking⁴ - Hydraulic disc brakes with Dual Calipers
 On Rail Machine Braking⁴ - Hydraulic disc brakes, 18" [457 mm] diameter
 Machine Parking Brake - Spring applied, air released 14" [355.6 mm] diameter disc, driveline mounted
 Selectable Neutral Braking - Automatically applies brake to full pressure within 5 seconds of operator inactivity

Train Air Brakes - glad hand connections

16 CFM Engine Driven Dual piston air compressor Tier III **STANDARD**
 60 CFM Twin Piston air compressor Tier IV **STANDARD**
 100 CFM Rotary Screw air compressor Tier III only **OPTIONAL**
 In-Cab Train Air Valves

Pneumatic System

Air dryer for machine air system and to fill air ride seat. Heated with internal thermostatically controlled 12-Volt heater to prevent pneumatic line release valve freeze ups in damp/cold climates.

Hydraulic

Constant Pressure Hydraulic System, piston pump and O-ring face seal fittings and oil filtered below ISO 18/16/13
 Road and Rail Machine Braking⁴ - Hydraulic disc brakes (see brakes)

Steering

On Road - front axle power steering w/pivot away steering wheel

Electrical

H D 12 Volt DC, 160 AMP Alternator with Dual 925 CCA Batteries
 Digital Instrumentation - SAE-J1939 CAN-Bus Control System
 7" Digital Display for real-time machine statistics and diagnostic data
 Safe-T-Vue™ 360° visibility and raiing camera with 10" color monitor
 Additional 2 inputs for extra camera locations
 Alarms - Automatic Backup Road-Mode Alarm, Selectable Electronic Warble-type alarm, blast type air horn, and amber strobe warning lights

Wheels/ Tire

On Road

Four (4), 16 Ply 9.00 x 20 Heavy duty Mine Service Rubber Tires

On Rail

AAR Profile Standard Gauge 56 1/2" [1,435 mm] ***

Four (4), 27" [685.8 mm], heat-treated, forged steel flanged railwheels

Optional AAR or UIC Couplers - Gauges ***

Eight (8) Individual, Air- Operated, Electronically-Controlled Sanders

Main Frame

Heavy-duty, high-strength 2" [51.0 mm] thick welded steel Main Frame with (2) 3" [76.2 mm] thick cross-members

Body Frame

Heavy-duty all-welded construction using pre-formed steel plates and structural forms

Suspension

Six (6) mounts between cab and body frame (deck), four (4) Lord rubber mounts between body and main frame

Couplers

Two heavy-duty cast steel weight transfer design positive coupling and uncoupling with AAR contour coupler and locking knuckle
 Standard width beam handles most standard curve radius
 Optional wide traverse coupler beam for adverse and severe curve radius

UNPARALLELED SERVICE AND SUPPORT

Trackmobile dealers provide the industry's best and most experienced sales and service support. Many of our dealers have been working with railcar movers, specifically Trackmobile, since its introduction in the early 1950's. From being there to help select the right machine for your operations, to providing knowledgeable ongoing support, Trackmobile dealers help keep your business on track. Our customers have reported maintaining up to 99.7% uptime due to Trackmobile's dependability and unsurpassed customer service support.

Industry's Most Experienced Dealer Network

More than 100 facilities and over 300 factory-trained service technicians throughout North America



- 24 Hour Emergency service
- Service & Parts for all models of Trackmobiles
- Dedicated railcar mover technicians
- Customized railcar mover service vehicles
- On site or in shop service and repair
- NEW Trackmobile railcar movers
- Quality reconditioned railcar movers
- In shop or on site Operator training
- Late model rental units for emergencies
- Availability reduces downtime
- Machine demonstrations
- Machine safety evaluations
- Free site surveys

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

Time is Money

Getting it right the first time requires having the tools and parts. Trackmobile has an inventory of parts to service even many of our legacy models. Understanding that uptime is a significant factor in operational success, our distributors and their service departments stock sufficient inventories to complete routine maintenance and most emergency calls. It takes great teamwork to "get the job done."

Headquarters

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