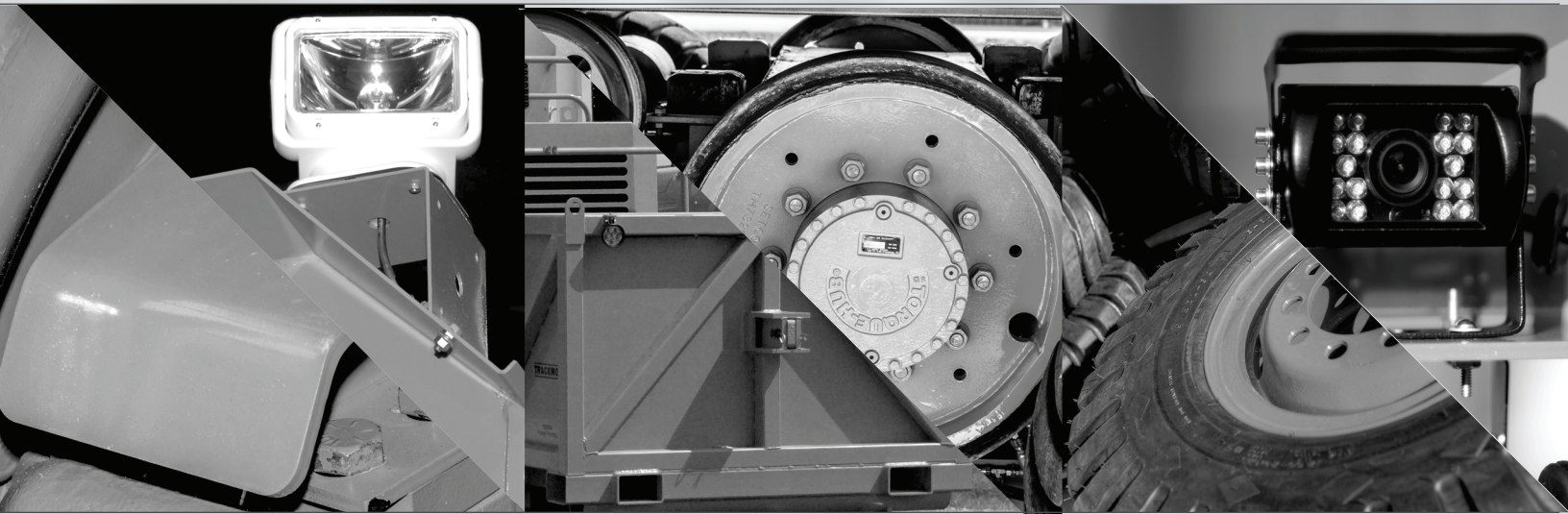




**TRACKMOBILE®**  
MOBILE RAILCAR MOVERS

*Leading Railcar Mobility Since 1948*

OPTIONS CATALOG 2018



**Quality  
Performance  
Reliability**



“Having the right tools to do the job improves productivity. Trackmobile serves many different industries receiving materials through rail service, with each industry representing unique challenges in their daily operations. To meet these demands, we offer a wide variety of options to customize your Trackmobile to your specific needs.”

RALPH PRZYBYSEWSKI | COMPANY PRESIDENT

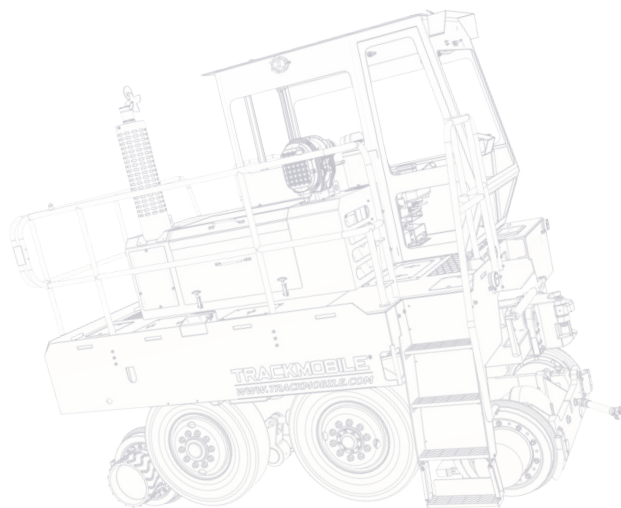
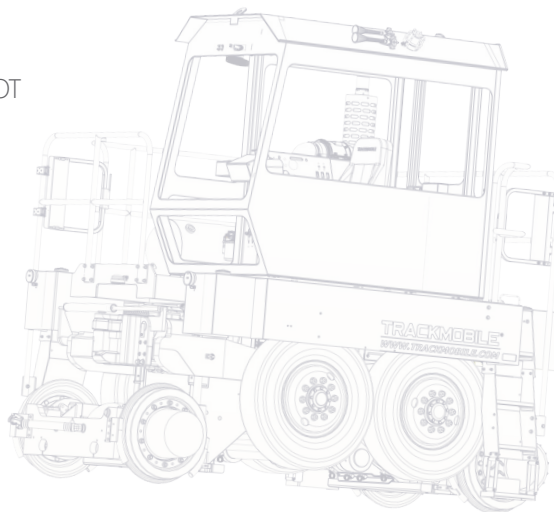
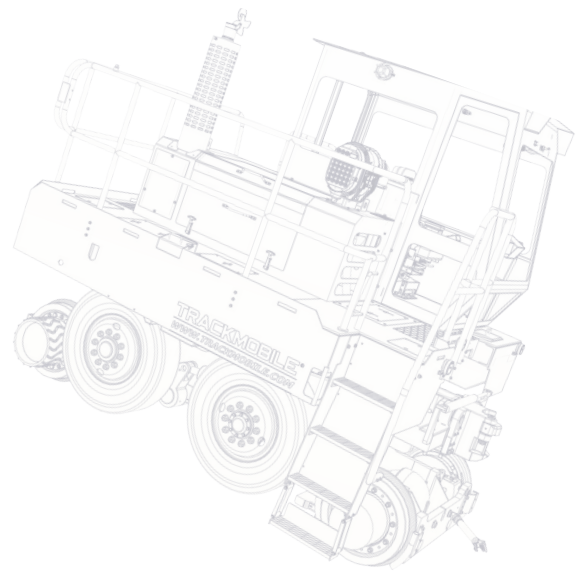
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## OPTION MODEL AVAILABILITY

<b>V</b> <b>H</b> <b>T</b> <b>A</b>	VIKING, HERCULES, TITAN, ATLAS
<b>V</b> <b>H</b> <b>T</b> <b>A</b>	VIKING, HERCULES, TITAN
<b>V</b> <b>H</b> <b>T</b> <b>A</b>	VIKING AND HERCULES
<b>V</b> <b>H</b> <b>T</b> <b>A</b>	VIKING ONLY
<b>V</b> <b>H</b> <b>T</b> <b>A</b>	HERCULES ONLY
<b>V</b> <b>H</b> <b>T</b> <b>A</b>	HERCULES AND TITAN
<b>V</b> <b>H</b> <b>T</b> <b>A</b>	TITAN AND ATLAS
<b>V</b> <b>H</b> <b>T</b> <b>A</b>	TITAN ONLY
<b>V</b> <b>H</b> <b>T</b> <b>A</b>	ATLAS ONLY

Letters in blue indicate that the option is available on that model.

Letters in grey indicate that the option is NOT available on that model.

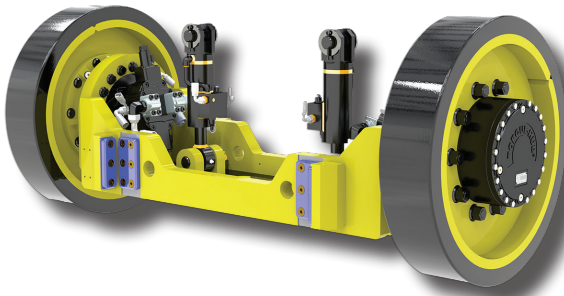


# added traction when you need it

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™ | PERFORMANCE



- Includes MAX-TRAC and MAX-TRAN options
- Adds up to 15% more tractive effort
- Automatically detects and activates when more tractive effort is needed

**DESCRIPTION**  
The patent pending AD-TRAC option for the Titan model 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.

## ADDITIONAL PRODUCT MANUALS | MISCELLANEOUS



- Preserves operational and maintenance information
- Available in your choice of print, digital, or both
- Allows purchasing departments instant access to machine parts information

A second set of Operator and Maintenance Manuals ordered at the time of purchase, made specifically for your unique Trackmobile. To order, the machine serial number and date of purchase is required. The package comes in print, digital, or both as ordered and includes: each item below plus serial specific "line sheets" and corresponding parts pages, electrical schematics, Cummins engine manual, and Funk transmission manual.

DESCRIPTION	ITEM	Format
Operation and Safety Manual	Per Machine	Print / USB
Maintenance Manual	Per Machine	Print / USB
Trackmobile Operator Training Video	Per Machine	DVD / USB
Train Air Instructions	Per Machine	USB

## AIR CONDITIONING | COMFORT



- 35,000 BTUs with 410 CFM optimizes cooling capacity within cab
- Dual three speed blower motor with removable, washable filter
- Low profile for maximum headroom

**DESCRIPTION**  
This 35,000 BTU headliner unit with 410 CFM is designed with dual air blower and high capacity coil that keeps the cab cool, even in the hottest working conditions. Designed with a low profile to maximize cab headroom, the unit offers a dual three speed blower motor with an adjustable thermostat and six 3.5" directional round louvres to direct airflow. This unit is constructed with heavy duty metal and includes a removable cover for easy access to the washable filter, offering years of reliable service. Measures 5" high by 35.5" wide and 14.75" deep with 24 amps @ 13.6 VDC draw. This option comes standard on the Atlas model.

## AUXILIARY TRANSMISSION OIL COOLER | HEAVY DUTY | PERFORMANCE



- Protects life of transmission
- Reduces maintenance, repair costs, and downtime
- Keeps transmission cool, reducing potential for overheating during hot operational environments

**VHTA**

### DESCRIPTION

Deck mounted unit that is used to reduce the likelihood of overheating in operational environments prone to high heat, long operations, high speed runs, or long continuous pulls up grades. The more you tow, the longer you run, the harder the transmission works and the hotter the transmission runs. The cooler helps to maintain the transmission fluid at the proper temperature, helping prevent the transmission from overheating. Since maintaining proper equipment temperatures is crucial to extending the life of the vehicle, it is recommended for machines moving larger, heavier loads, or moving loads over longer distances.

## AUXILIARY FUEL TANK | PERFORMANCE

**VHTA**


- 40 gallon [151.4 Liter] capacity
- Control panel fuel transfer switch for easy access
- Keeps crews working when distance or load demand it

### DESCRIPTION

Offering extended operating time, this deck-mounted, 40 gal (151.4 liter) capacity tank has a separate instrument panel fuel gauge switch that allows the operator to select between the auxiliary and main fuel tanks. The Auxiliary Fuel Tank is equipped with a standard 4" (100 mm) quick-fill filler neck.

## BALLAST BOX | PERFORMANCE

**VHTA**


- Maintains unobstructed operator view during operation
- Provides 90% more tractive effort where weight transfer is not possible
- Increases tractive effort more than 30% more than single coupling alone

### DESCRIPTION

The Ballast Box accessory provides a similar tractive effort to double coupling, while maintaining an unobstructed operator view during operation. The ruggedly built and patented Ballast Box has an empty weight of 4,500 lbs. and offers 89.2 cu. ft. interior capacity to carry up to an additional 30,500 lbs. for a total of 35,000 pounds. In use, the Ballast Box increases tractive effort 30-90%.\* Atlas model requires additional bracket kit.

*\*Based on 30% more than single coupled with weight transfer and 90% of single coupled where weight transfer is not possible and box fill comprised of 30,500 lbs. of steel materials, allowing maximum Ballast Box weight up to an additional 35,000 lbs.*

## BALLAST PACKAGE | PERFORMANCE

**VHTA**


- 4,038 lbs. (1,832 kg) additional ballasted weight
- Economical solution to increase pulling power
- Tractive effort increased by 1,412 lbs (644 kg)

### DESCRIPTION

An economical solution to increasing pulling power, additional counterweights are added to the mainframe of the Hercules to increase the machine weight to over 40,000 lbs. This delivers approximately 10% greater tractive effort than the standard Hercules model.

## BATTERY LOCK-OUT INSIDE CAB | SAFETY

**VHTA**


- Prevents unwanted operation of equipment
- Protects the safety of crews and equipment
- Allows effective management of operating crew members

### DESCRIPTION

For locations where equipment operation and security are needed, the Battery Lock-Out provides the ability to disconnect the battery, which prevents machine start-up and operation. Inside the cab, the standard Battery Disconnect is replaced with a switch lever that includes a heavy duty- lock-out plate, fitted with an arm capable of accepting a padlock. (Padlock not included.)

## BELL - ELECTRIC AIR BELL OPERATED WARNING | SAFETY

**VHTA**


- Automatic or manual control for safe operations
- Warns ground crews and personnel of machine movement and approach
- Meets domestic and international safety standard requirements

### DESCRIPTION

Hood mounted electronic warning bell commonly used to warn of the movement and/or approach of the Trackmobile and railcars in tow. Manual "On" / "Off" switch is located on the machine's control panel. The feature can also be programmed to sound when the transmission is placed in gear.

**BRAKE ROTOR SHIELDS | HEAVY DUTY****VHTA**

- Keeps unwanted debris away from rotors
- Reduces repair and maintenance costs
- Increases brake effectiveness and life-span

**DESCRIPTION**

Brake Rotor Shields prevent falling debris from contacting and contaminating brake shoes, rotors and calipers, minimizing untimely repairs and increasing the life of the rotors. Recommended for use in heavy duty applications. (Call factory for Atlas models.)

**CAB PRESSURIZATION SYSTEM | COMFORT | HEAVY DUTY | SAFETY****VHTA**

- Reduces cost of Air Conditioning filter replacements\*
- Improves cab air quality, protecting crews in dusty, dirty work environments
- Helps remove dirt, dust, and airborne debris from depositing inside cabs

**DESCRIPTION**

This fresh air system significantly delivers more than 100 CFM of pre-cleaned and filtered air into the operator's cab. By creating a positive air pressure inside the cab, this system effectively reduces contaminants that can accumulate there. The system forces the dirt, dust and silica particles out of the cab in rugged environments, reducing operator exposure to harmful particulates. (Call factory for Atlas models.)

*\*If Air Conditioner is an installed option.*

**CAB WINDOW EXTENSION | COMFORT | SAFETY****VHTA**

- Extends 8" (200 mm) out from side of operator's cab
- Increases vision without exposing operator to inclement weather
- Keeps operator safely inside Trackmobile in accordance with safe railyard clearance practices

**DESCRIPTION**

The window extension adds approximately eight (8) inches (203.2 mm) to the side of the operator's cab. The additional width allows for increased vision along the side of the railcars, without exposing the operator to inclement weather and keeps operator safely inside the Trackmobile during operation, in accordance with safe railyard clearance practices. Always verify that the extra width will not create clearance problems at the customer's site or when shipping. Not available on Hercules Wide Cab models. NOTE: Extension is beyond AAR clearance pattern. (Call factory for Atlas models.)

**CAMERA - RAIL LINE OF SITE | PERFORMANCE | SAFETY****VHTA**

- Uses existing video monitor
- Provides added safety and visual communication with ground crew
- Extended viewing forward and reverse alongside machine and railcars

**DESCRIPTION**

Handrail mounted cameras on the engine side of cab that provide extended viewing down the side of machine and railcars. The two cameras allow viewing in the forward and reverse directions. Both cameras can be viewed through the monitor, located above the cab's control panel.

Camera, Option W/Two Extra Cameras (Total=2 Cameras)

**Rear Coupler Camera**

- Aides visibility to rear coupler
- Viewed through the Ultraview display

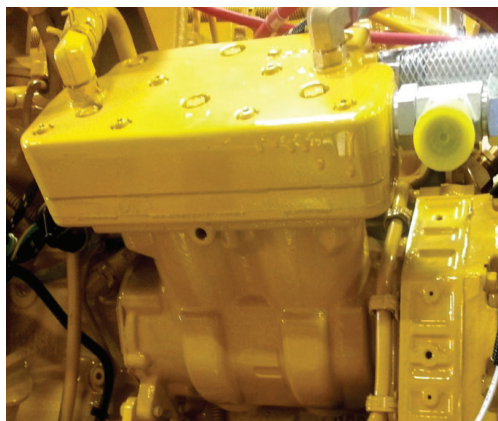
**COLD WEATHER FLUIDS | HEAVY DUTY****VHTA**

- Protects life of machine
- Assures required lubrication in cold conditions to -40°F (-40°C)
- Resists freezing, allowing systems to operate properly

**DESCRIPTION**

Synthetic fluids fill the transmission and hydraulic systems to protect components in sub-zero temperatures. This option should be ordered for any new machine that will be put into service at locations that experience extremely cold climates. Synthetic oil is standard in the rotary screw compressor.

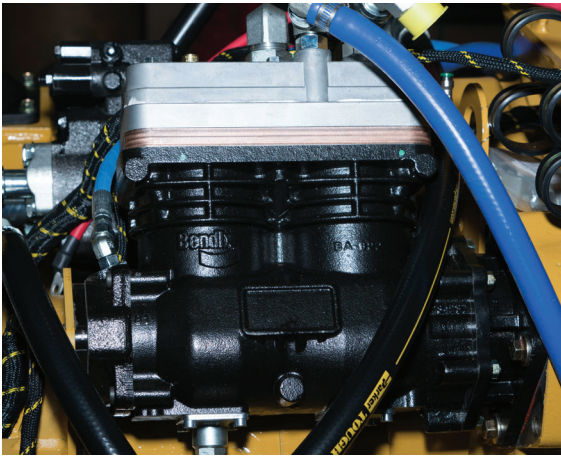
**NOTE:** Cummins will not approve synthetic oil as a break-in lubricant for their products. **NEW MACHINE OPTION ONLY.**

**COMPRESSOR - 56 CFM ENGINE DRIVEN | PERFORMANCE****VHTA**

- Quickly airs up train air hoses on railcars with 30% duty cycle
- Perfect for locations with low railcar moving volume
- Contributes to automatic engine shutdown if temperatures rise above recommended normal levels

**DESCRIPTION**

Engine driven compressor with a 30% duty cycle. Recommended for customers or applications where train air is used sparingly or when moving fewer than 20 railcars. The compressor is protected and included as part of the engine shutdown system if its temperature level is exceeded. As with the 100 CFM Rotary Screw, the 56 CFM will also contribute to the engine shutdown if the temperature level is exceeded.

**COMPRESSOR - 60 CFM TWIN CYLINDER PISTON | PERFORMANCE** **VHTA**

- Has no special valve requirements
- Provides lowest train air system air up time on railcars with 30% duty cycle
- Contributes to automatic engine shutdown if temperatures rise above recommended normal levels

**DESCRIPTION**

This twin cylinder transmission driven compressor with a 30% duty cycle is ideal for customers or applications where train air is used for moderate railcar movement, or with limited quantities of cars in each movement. This compressor, while small, supplies maximum air delivery with robust reed valve technology, airing up train air systems rapidly. Only available as standard on the Viking Tier IV and optional on the Viking Tier III model.

**CORROSION PROTECTION PACKAGE | HEAVY DUTY****VHTA**

- Reduces maintenance costs
- Anti-corrosion compound applied to all hydraulic and air fittings
- All components are painted individually prior to assembly
- Stainless steel coolant hose clamps

**DESCRIPTION**

For highly corrosive environments, this package provides added protection for all wiring, hoses, and system controls. The instrument control panel and all hydraulic and air fittings are painted with a special anti-corrosion compound prior to assembly. Stainless steel hose clamps are used on all connections.

**COUPLER HEAD - CORROSION RESISTANT | HEAVY DUTY****VHTA**

- Preserves coupler life
- Keeps coupler heads moving smoothly during operation
- Reduces potential coupler drag in heavy dirt and debris prone environments

**DESCRIPTION**

For extremely dirty environments, the corrosion resistant coupler head with graphite pads uses lube type rollers with sealed chrome pins and stainless steel bushings. This offers a protective coating that reduces wear and provides a smoother coupler operation. The coupler head is connected with stainless-steel bushings on the top and bottom for added durability.

**COUPLER HEAD - EXTRA LOW | HEAVY DUTY | PERFORMANCE****VHTA**

- Provides secure connection for worn railcar couplers
- Ensures safety for crews and equipment

**DESCRIPTION**

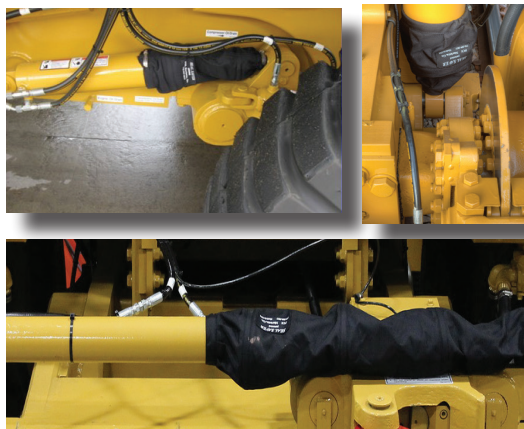
When railcar couplers are excessively worn or for railcars with lower coupler fittings, the Extra Low coupler head option offers a more secure coupler connection, protecting crews and loads.

**COUPLER - EXTENDED/WIDE TRAVERSE | PERFORMANCE****VHTA**

- Facilitates movement of longer railcars
- Improves safety in railcar movement in busy railyards
- Provides an additional 6" of coupler surface to facilitate navigation of sharp curves

**DESCRIPTION**

In railyard operations with sharp curves, this 6" extended coupler beam helps negotiate tight curves by increasing the traverse from 22.5" to 35" [571.5 mm to 889 mm]. The extended width of the coupler beam is also helpful for moving longer cars in curves. (Call factory for Atlas models.)

**COUPLER - CYLINDER ROD PROTECTORS | HEAVY DUTY****VHTA**

- Extends the life of cylinder rods
- Keeps dirt and debris away from cylinder rods ensuring smooth operation
- Reduces wear and tear on cylinder, reducing maintenance and repair costs
- Durable material endures heavy workload

**DESCRIPTION**

The Cylinder Rod Protectors are constructed with a heavy duty fabric material that freely allows hydraulic cylinders to operate at their best. Designed to protect cylinders from dirt, dust and contamination, these rugged covers help minimize maintenance needs and extend the life of the machine's cylinders.

**DVR SYSTEM | SAFETY****VHTA**

- DVR's built-in GPS automatically maintains the time & date
- Provides support for crew movement and activity
- Offers visual training aids for new operators
- Documents events for management records
- Records up to 1280 hours single view videos and 768 hours

**DESCRIPTION**

Utilizing one in-cab, one front-facing, and one rear facing cameras the DVR records in-cab and external activity up to 40 hours and includes a locking SD card access door that keeps data safe.

The stand-alone direct mount system records the day to day operation of the Trackmobile for management records and review. With up to 4 video channels and four 32GB SD cards for 128 GB memory capability, the DVR's SD memory cards produce clear video for playback of recorded trips including tracking using Google Maps. Video clips or snapshots can be exported for distribution and archiving. SD cards in the DVR are protected by a locking door. Includes four 32GB SD cards.

**ENGINE LIGHT, UNDER-HOOD | SAFETY****VHTA**

- Flush mount setting doesn't obstruct access
- Provides light for night-time troubleshooting under engine hood
- Enhances ability to read dipstick and engine check readings

**DESCRIPTION**

Flush mounted LED light is located under the hood to provide compartment illumination during night or low light operations. Not available on Hercules Wide Cab models. This option comes as standard equipment on the Atlas model.

**EPOXY PRIMER AND PIECE PAINTING | HEAVY DUTY****VHTA**

- Increases the life of the machine
- Reduces maintenance costs

**DESCRIPTION**

Trackmobile offers two levels of protection, based on operational environmental needs. With both the Epoxy Primer and Piece Painted options, all parts of the Trackmobile including such parts as cylinders, brackets, air tanks, and etc. are individually painted before assembly. (Call factory for Atlas models.)

For extremely corrosive work environments, Epoxy Primer is applied during the piece painting process before applying the top coats for the ultimate protection in extremely rugged work environments.

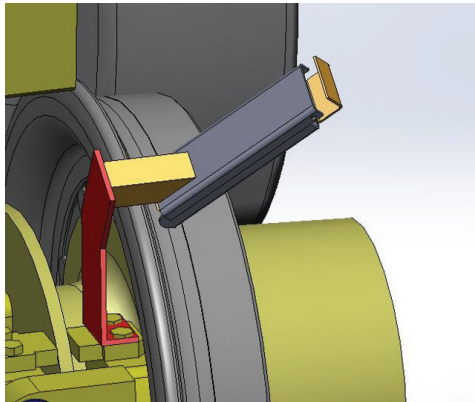
**FIRE EXTINGUISHER | SAFETY****VHTA**

- ABC dry powder type keeps crews and equipment safe
- Text and graphic instructions on tank for easy to understand instructions
- Manufactured to Domestic and International Standards

**DESCRIPTION**

Conveniently located inside the cab, this ABC dry powder type fire extinguisher includes text and graphic instructions that are universally easy to understand and use. Five (5) lb. [2.3 kg] dry powder type. This option comes standard on the Atlas model.

Fire Extinguisher - 5 lb. [2.3 kg.] Dry

**FLANGE LUBRICATOR STICKS | HEAVY DUTY | PERFORMANCE****VHTA**

- Decreases flange and wheel wear dramatically
- Reduces wheel squeal / noise
- Significantly lower cost than track based petroleum lubrication systems
- Environmentally friendly

**DESCRIPTION**

For use in applications where severe curves exist or where track may be tight, the Trackmobile Flange Lubricator kits are designed to help reduce the risk of premature railwheel flange wear by placing a constant, light spread of a graphite based lubricant only on the railwheel's flange. Lube sticks lower rolling resistance, enabling slightly greater drawbar pull and potentially enabling more cars to be moved. The lube material does not migrate to the wheel tread or rail heads, which could cause loss of traction.

**FOAM FILLED TIRES | HEAVY DUTY****VHTA**

- Designed for use in debris-strewn work areas
- Reduces downtime due to punctures and loss of air in traditional tires
- Adds approximately 800 lbs (360 kg) to the weight of the machine

**DESCRIPTION**

Prevents punctures and loss of air from pneumatic tires. Most useful when operating in an environment where sharp debris is present. This option comes as standard on the Atlas model.

**Note:** Trackmobile's fitted with foam filled tires should not remain stationary on roadwheels for extended periods of time. This will eliminate potential flat spotting, especially in cold climates.

## FUEL / WATER SEPARATOR | PERFORMANCE | SAFETY

VHTA



- Enhances engine performance
- Removes 42% more particulates from fuel stored in fuel tanks
- Protects engine from potential fuel contamination damage

## DESCRIPTION

Provides 10 micron filtration to effectively remove water and light particle condensation from the fuel in the fuel tank, replacing the standard 17 micron filtration available on Tier III units. Standard on Tier IV machines. (Call factory for Atlas models.)

## GCS GROUND CONTROL SYSTEM | SAFETY

VHTA



- Operating range of more than 1200 ft. [3700 mm]
- Frequency hopping technology with no FCC license required
- Enhances ground crew operations with emergency braking capabilities

## DESCRIPTION

Ruggedly designed and waterproof, this pocket-sized radio remote control is used by ground personnel to apply brakes in an emergency. The GCS activates both Trackmobile and train brakes and shifts the transmission into neutral. A groundsman can activate brakes for safety while coupling train air hoses or stop railcar movement in an emergency. The device has an operating range of more than 1200 feet [3700 meters] and has a range test function. The GCS operates on a long-lasting battery with a low power warning light and offers frequency-hopping technology. No FCC license is required.

## HEATER PACKAGE | COLD WEATHER

VHTA



- Reduces wear on starting system
- Promotes easier cold weather starts by maintaining cooling fluid operating temperature

## DESCRIPTION

The Trackmobile heater package is designed to help Trackmobile system fluids stay at an appropriate temperature in cold weather climates. These heaters are designed to not overheat the fluid temperatures, once the proper operating temperature levels are reached.

Package includes: battery wrap, compressor oil/ air separator tank heater, engine block heater with harness assembly and component, engine oil pan pad type heater, hydraulic oil tank thermostatically controlled probe type heater, and a transmission oil pad type heater. Available in both 110v and 220v / AC.

**HEATER - ENGINE BLOCK | COLD WEATHER****VHTA**

- Reduces wear on Trackmobile starting system
- Promotes easier cold weather starts by maintaining cooling fluid temperature

**DESCRIPTION**

Offered as either part of the Cold Weather Heating Package or individually, the engine block heater includes the harness assembly with harness component. The engine block heater is used to maintain heat within the engine's cooling system, which promotes easier starting in geographical areas with colder temperatures. Available in both 110v and 220v / AC.

**HYDRAULIC TANK LOW LEVEL INDICATOR | PERFORMANCE****VHTA**

- Simplifies operator interpretation for acceptable oil level
- Protects engine life by displaying warning light when hydraulic oil is low

**DESCRIPTION**

Alerts operator of low oil level and automatically shuts the engine down when oil is critically low to avoid unnecessary pump damage.

PRODUCT OPTIONS

**JUMP SEAT UPGRADE | COMFORT | PERFORMANCE****VHTA**

- Wall mounted, pinch-free, spring loaded flip-up seat
- Padded back for better support
- FMVSS Certified

**DESCRIPTION**

Provide enhanced comfort for maintenance of way, training, or general crew member seating. The "pinch-free" seat is a flip up seat that provides an automatic back recline when the seat cushion is lowered. Trimmed in black cloth the seat provides surface comfort regardless of the temperature outside. (We recommend that the occupant for the seat weigh less than 350 pounds during vehicle use.) This options comes as standard on the Atlas model.

**LIFTING LUGS | SAFETY****VHTA**

- 18,000 lbs. maximum drawbar pull per lug
- Provides safe lifting points for machines transported via ship
- Dedicated tie-down points increases trailer transportation safety

**DESCRIPTION**

Option includes four (4) bumper mounted lifting lugs for use with crane lifting of machines. Located on each corner of the front and rear bumper, Lifting Lugs allow for easily accessible, safe lifting points during the shipment of the Trackmobile. Perfect for use when loading machines on ships, Lifting Lugs can also facilitate binding down on lowboy trailers for highway transportation. Each lug has 18,000 lbs. Maximum draw bar pull and uses 5/8" bolts.

**MAX-TRAC | PERFORMANCE | SAFETY****VHTA**

- Traction control and brake anti-locking system
- Improves machine performance and safety
- Automatically releases sand as needed
- Extends wheel and rail life

**MAX-TRAC****DESCRIPTION**

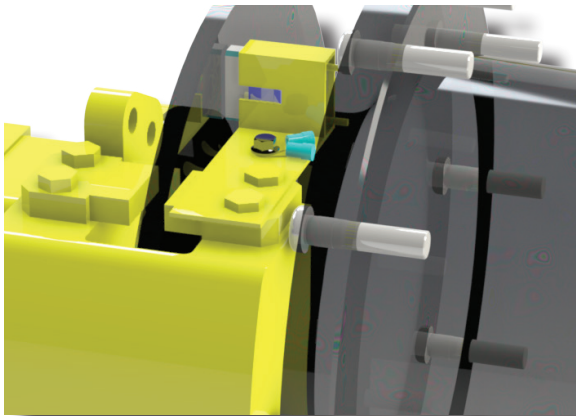
Developed by Trackmobile, MAX-TRAC is a traction control and anti-lock braking system that extends wheel life, and improves both performance and safety. Should wheel slippage under acceleration occur, the MAX-TRAC system automatically modulates the engine to bring the wheel slippage under control. Reacting within milliseconds, the system controls the slippage significantly faster than any operator. If wheels begin to lock up during braking, the system pulsates the machine's brakes to provide the maximum braking available. (Note: A locked rail wheel's coefficient of friction is less than its rolling wheel friction). The added benefit is a reduction of rail wheel wear and possible wheel flat spots that can occur with severe brake lock-up. This option comes as standard on the Atlas model.

**MAX-TRAN | PERFORMANCE | SAFETY****VHTA**

- Promotes operator confidence and security
- Ensures optimal weight transfer and tractive effort
- Allows operator to select manual or automatic weight transfer

**MAX-TRAN****DESCRIPTION**

A patented system that eliminates operator guesswork when moving empty, partially loaded, or fully loaded railcars. MAX-TRAN automatically detects the optimal amount of weight that can be safely transferred from the coupled railcar(s) to produce the greatest attainable tractive effort. A microprocessor-based controller ensures that the maximum weight is maintained while moving railcars, even over varying track conditions. The operator can select manual or automatic mode. This options comes as standard on the Atlas model.

**RAIL SHUNTS | MISCELLANEOUS****VHTA**

- Improves in-plant road crossing safety
- Meets most rail axle shunt requirements
- Enables automated gate lowering at road crossings (if applicable)

**DESCRIPTION**

Required to activate rail crossing arms and signals. Included with the rail shunts are: spring loaded carbon brush, brush holder, brush connection, flange holder, flange lock nut and terminal ring.

**REAR COUPLER & RAILWHEEL MIRRORS | PERFORMANCE | SAFETY****VHTA**

- Aids visibility along railcars, track, and in reverse curves
- Secure mounts allow for easy movement for best line of sight
- High quality materials provide years of service

**DESCRIPTION**

Additional 12" x 40" coupler mirror to offer second viewing option for the rear coupler during coupling.

**REMOTE CONTROL SYSTEM | PERFORMANCE | SAFETY****VHTA**

- No FCC license required in North America
- Lightweight transmitter with long battery life
- Frequency hopping 902-928 MHz transmitter and receiver
- Includes: MAX-TRAC and MAX-TRAN with visual and audio alarm status feedback

**Certified IP65****DESCRIPTION**

Remote Control System comes with lightweight portable 902-928 Mhz transmitter and receiver with control functions for engine throttle control, train air brake (emergency and graduated) application, machine brakes, transmission forward/reverse and up-shift/down-shift switch, air blast horn, sander application, front and rear coupler knuckle open, front and rear coupler raise and lower, and front and rear coupler traverse. No FCC license is required in North America.

## ROTARY BROOM | COLD WEATHER | PERFORMANCE | SAFETY

**VH TA**


- Saves money and time when single coupling
- High quality materials that ensures reliability
- Easily removes snow, dirt and debris from tracks, frogs, crossings and more

### DESCRIPTION

With its all-steel design, the Rotary Broom is easy to service and will prove to be a durable tool for your operation. This broom has a 93" [2362 mm] sweeping width and alternating Nylon / Steel Bristle to ensure that fewer passes are required when sweeping a large area. This translates into fewer man-hours being spent cleaning worksites. Each Rotary Broom works off of the hydraulic system of your Trackmobile. A control box is mounted in the Trackmobile's cab on the steering column, and allows angular control, raising and lowering, as well as starting and stopping of the broom.

## SAFETY GATE | SAFETY

**VH TA**


- Increases protection for busy crews
- Spring-loaded gate ensures safety
- Barrier remains closed until crew pulls gate inward to exit

### DESCRIPTION

The safety gate is a self-closing, spring-loaded swing gate that helps to reduce the risk of work place injury. Located at the top of each set of steps, the 15 lb. safety gates help to prevent potential missteps or a stumble that could lead to a crew member slip and fall injury. Each gate provides an extra level of precaution that helps to increase workplace safety and to reduce accidental injuries.

## SNOW PLOW "V" SHAPED | COLD WEATHER | PERFORMANCE

**VH TA**


- Removes snow or loose material from tracks
- For use in rail mode only
- Simple mechanical installation and operation

### DESCRIPTION

Usable only in rail-mode applications, the V-shaped design will remove snow from the tops of tracks and frogs, leaving a workable rail surface. Convenient to use during railcar movement when using single coupled operations. Mechanical installation and operation are simple and easy.

**SPARK ARRESTOR | SAFETY****VHTA**

- Provides peace of mind in chemical environments
- Eliminates sparks that could emanate from exhaust
- Manufactured to domestic and international standards

**DESCRIPTION**

Protect crews and equipment in environments where sparks can ignite airborne particles. The Spark Arrestor easily attaches to the existing muffler system of machines equipped with Tier III engines. (Contact factory regarding Tier IV engines.)

**SPOTLIGHT | PERFORMANCE | SAFETY****VHTA**

- Weather sealed against the elements
- Operator directed 400,000 candle power illumination
- Joystick operated, 360° rotation, 135° up/down elevation

**DESCRIPTION**

With a visibility of more than 3,000 feet, this spotlight helps crews get the job done in the dusk and dawn. The roof mounted spotlight includes a dash-mounted remote control for night operations and 360° horizontal rotation with a 135° vertical tilt. The light housing is comprised of a heat resistant and high impact ASA Polymer injection moulded material to withstand years of weather and is durable enough to be labelled UV and saltwater resistant.

**TRACK MIRRORS | PERFORMANCE | SAFETY****VHTA**

- Aids visibility along railcars, track, and in reverse curves
- Secure mounts allow for easy movement for best line of sight
- High quality materials provide years of service

**DESCRIPTION**

A set of two (2) large mirrors enhance operator line of sight along railcars and/or track, as well as assist visibility when working on reverse curves. Mirror assemblies add approximately 12.75" [323.85 mm] to the side of cab when fully extended. Always verify clearances before ordering.

## TRAIN AIR CHARGE INDICATOR | PERFORMANCE | SAFETY

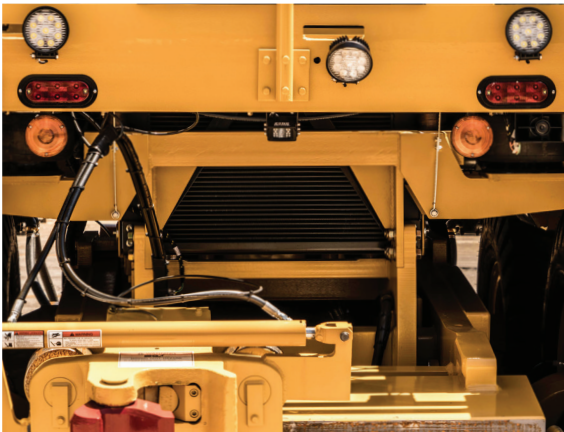
**VHTA**


- Trackmobile exclusive option
- Real-time feedback on train air system operating status
- Positive indication when railcars are fully charged and safe to move

### DESCRIPTION

The Train Air Charge Indicator is a device that monitors the brake pipe's air flow when charging the railcars. If railcars train air reservoirs are not fully charged, there will not be maximum braking available. The charge indicator shows the flow of air to those reservoirs. When it drops to zero or levels off, the brakes are fully charged and capable of braking at their full capacity.

## TURN SIGNALS | SAFETY

**VHTA**


- Safely indicates change in direction of travel in the Road Mode
- Highway-type actuator and signals
- Visible from both the front and rear of the Trackmobile

### DESCRIPTION

With a shift control arm installed on the steering column for road mode, the LED turn signal lights illuminate to signal the intended turning direction of the Trackmobile. Turn signals are helpful in accident prevention, especially in busy work areas. These turn signals are manufactured to meet most domestic and international workplace safety requirements.

## VIGILANCE CONTROL SYSTEM | SAFETY

**VHTA**


- Alberta Transportation Approved
- Protects crews and equipment during long shifts
- Trackmobile exclusive design

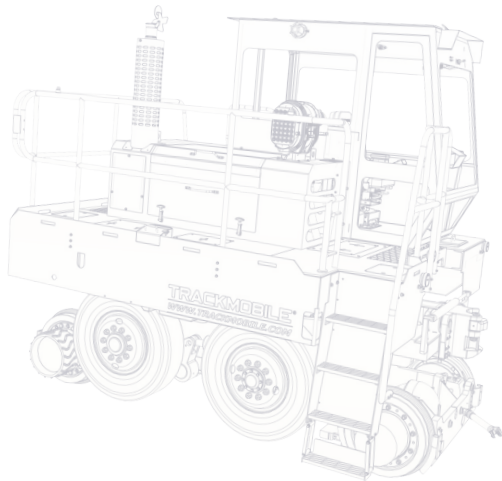
### DESCRIPTION

This system constantly monitors the operator's activity. If no activity is sensed for 40 seconds, an audible alarm is sounded. If there is still no activity sensed after 5 seconds, the system puts the machine into an emergency stop mode.

- Emergency stop – Transmission shifts to neutral, both service and train brakes are applied, and the Trackmobile air horn is activated.
- Operator activity - Varying the throttle or brake position by more than 5%, or actuating a manual switch will reset the timer back to 40 seconds. If the machine is at rest with transmission in neutral and machine movement is sensed, the 40 second timer is activated to initiate emergency stop.

## EQUIPMENT OPTIONS BY CATEGORY

Having the right tools to do the job improves productivity. Trackmobile serves many different industries receiving materials through rail service, with each industry representing unique challenges in their daily operations. To meet these demands, we offer a wide variety of options to customize your Trackmobile to your specific needs.



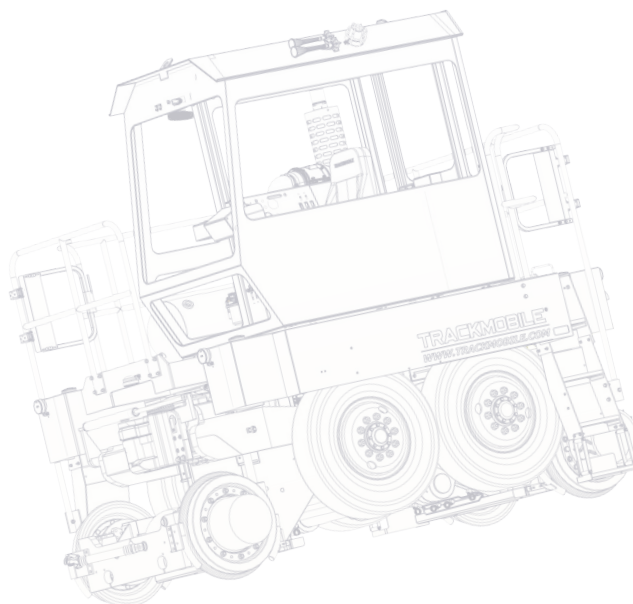
**23 Safety Category**  
Options to keep all crew members safe

**33 Heavy Duty Category**  
Just the right options for tough work environments

**37 Cold Weather Category**  
Everything you need to brave the cold weather

**40 Performance Category**  
Innovative options to help crews stay in control

**51 Comfort Category**  
Keep crews safe and performing at their best





## SAFETY OPTIONS

## BATTERY LOCK-OUT | SAFETY

VHTA



## KEEP CREWS AND EQUIPMENT SAFE

For locations where equipment operation and security are needed, the Battery Lock-Out provides the ability to disconnect the battery, which prevents machine start-up and operation. Inside the cab, the standard Battery Disconnect is replaced with a switch lever that includes a heavy duty lock-out plate, fitted with an arm capable of accepting a padlock. (Padlock not included.)

- Prevents unwanted operation of equipment
- Protects the safety of crews and equipment
- Allows effective management of operating crew members

## CAB PRESSURIZATION SYSTEM | SAFETY

VHTA



## KEEP DIRT, DEBRIS, AND OTHER AIRBORNE PARTICLES OUT

Work is challenging, with safety hazards always present. Don't let the air they breathe be one of those concerns. The Trackmobile Cab Pressurization option supplies pre-filtered pressurized air into the cab. By helping to filter the dirt, dust and silica particles out of the cab air in rugged environments, operator exposure to harmful particulates is reduced while their comfort level and safety are improved.

## GIVE OPERATORS IMPROVED AIR QUALITY

This fresh air system significantly delivers more than 100 CFM of pre-cleaned and filtered air into the operator's cab. By creating a positive air pressure inside the cab, this system effectively reduces contaminants that can accumulate there. The system forces the dirt, dust and silica particles out of the cab in rugged environments, reducing operator exposure to harmful particulates.

- Reduces cost of air conditioner filter replacements (if equipped)
- Improves cab air quality, protecting crews in dusty, dirty work environments
- Helps remove dirt, dust, and airborne debris from depositing inside cabs in rugged environments

\*Contact factory for use on Atlas models.

**Improve the cab air during railcar operations. The Cab Pressurization System keeps harmful airborne particles, dirt, and debris from accumulating in the air inside of the cab.**

## DVR SYSTEM FOR SAFE-T-VUE CAMERA SYSTEM | SAFETY

VHTA



## KEEP CREWS AND EQUIPMENT SAFE

To support operator safety and provide effective training resources, Trackmobile offers an optional DVR system. Utilizing one in-cab, one front-facing, and one rear facing cameras the DVR records in-cab and external activity up to 40 hours and includes a locking SD card access door that keeps data safe. (Actual hours collected is dependent on channel settings initiated.)

The stand-alone direct mount system records the day to day operation of the Trackmobile for management records and review. With up to 4 video channels and four 32GB SD cards for 256 GB memory capability, the DVR's SD memory cards produce clear video for playback of recorded trips including tracking using Google Maps. Video clips or snapshots can be exported for distribution and archiving. SD cards in the DVR are protected by a locking door. Includes four 32GB SD cards, loaded with optional playback software that allows for easy multi-screen viewing. Additional SD cards sold separately.

- DVR's built-in GPS automatically maintains the time & date
- Provides support for crew movement and activity
- Offers visual training aids for new operators
- Documents events for management records
- Records up to 1280 hours single view videos and 768 hours with all 4 cameras

## CAPACITY

256GB DVR, OE Package (One 32GB SD card included)

## ELECTRIC WARNING BELL | SAFETY

VHTA



## ALERTS GROUND PERSONNEL OF MACHINE MOVEMENT

Hood mounted electronic warning bell commonly used to warn of the movement and / or approach of the Trackmobile. Operator activated by an "On" / "Off" switch located on the machine's control panel, the feature can also be programmed to sound when transmission is placed in gear.

## NOISY OPERATIONS? NO PROBLEM!

This audible alarm is designed to cut through the operational noise to alert ground personnel and other equipment operators of the railcar mover equipment start-up, change in direction, or entry into a railroad crossing in busy and/or noisy plants. The large 12" bell is built to withstand challenging work environments and will keep on working for years to come.

- Automatic or manual alert for safe operations
- Warns ground crews and personnel of machine movement and approach
- Meets most domestic and international safety standards

## FIRE EXTINGUISHER | SAFETY



## TAKE SAFETY TO THE NEXT LEVEL

Conveniently located inside the cab, this ABC dry powder type fire extinguisher includes text and graphic instructions that are universally easy to understand and use. Five (5) lb. [2.3 kg] dry powder type. This option comes standard on the Atlas model.

- ABC dry powder type keeps crews and equipment safe
- Text and graphic instruction label for easy to understand instructions
- Manufactured to domestic and international standards

## FRONT BRAKE AND TURN SIGNAL LIGHTS | SAFETY



## BRAKE LIGHTS LET THEM KNOW YOU'RE STOPPING

Trackmobiles come equipped with back taillights used in braking situations in road mode, similar to other heavy-duty vehicles crews are familiar with operating. However, in extremely busy locations, or for those with stringent safety guidelines, front brake lights provide a visual indication of the operator's intent to stop.

## HIGH QUALITY AND VISIBILITY

Equivalent to the back taillights, the front taillights are designed to accept industry standard 3-pin plug. Each light is a 6" oval LED light that meets DOT FMVSS 108 requirements for use as tail lights. The light mounts flush with a built-in, 2-hole black finish flange. Each light boasts 8 LED light emitting diodes that operate at 450 raw lumens and consumes 90% less energy than incandescent lamps. Built to last, each lens is a sonically sealed poly carbonate lens surrounded by a weatherproof housing.

- Increases in-plant roadway safety
- Added visual brake display for loud work environments
- Maintains equal braking notification in forward and reverse

## ADD VISIBILITY FOR ROAD TURNS

With a shift control arm installed on the steering column for road-mode, the LED turn signal lights illuminate to signal the intended turning direction of the Trackmobile. Turn signals are helpful in accident prevention, especially in busy work areas. These turn signals meet most workplace safety requirements.

- Safely indicates direction of travel in the Road Mode
- Highway-type actuator and signals
- Visible from both the front and rear of the Trackmobile

Two great options to help increase safety for in-plant rail and road operations.

**Improve in-plant roadway safety by adding front brake lights and turn signals. Each option quickly and easily let's ground personnel and other equipment operators know your intentions in busy work environments.**

## GROUND CONTROL SYSTEM | SAFETY

VHTA



## TAKE SAFETY TO THE NEXT LEVEL

Ruggedly designed and waterproof, this pocket sized radio remote control provides emergency train brake application. It activates both Trackmobile and train brakes and shifts the transmission into neutral. A groundsman can activate brakes for safety while coupling train air hoses or stopping the car movement in case of emergency. Device has an operating range of more than 1200 feet [3700 meters] and has a range test/cab audio alarm function. Operates on a long-lasting battery with a low power warning light and offers frequency-hopping technology. No FCC license required.

- Rugged construction that weighs less than one pound
- Full band frequency hopping technology - NO FCC LICENSE REQUIRED
- Security coded to prevent accidental cross-communication
- Self-diagnostics for peace-of-mind
- Weatherproof transmitter for use in the roughest weather
- Customized functions to meet your operation's specific needs
- Added safety for the ground personnel
- Increased operational efficiency
- Improved communication with remote alert
- Exterior railing lights assuring ground personnel of brake activation

## LIFTING LUGS | SAFETY

VHTA



## TRANSPORTATION-READY WITH EASY LIFTING LUGS

Option includes four (4) bumper mounted lifting lugs for use with crane lifting of machines during transport. Located on each corner of the front and rear bumper, Lifting Lugs allow for easily accessible, safe lifting points during the shipment of the Trackmobile. Perfect for use when loading machines on ships, Lifting Lugs can also facilitate binding down on lowboy trailers for highway transportation. Each lug has 18,000 lbs. maximum draw bar pull and uses 5/8" bolts

- Provides safe lifting points for machines transported via ship
- Dedicated tie down points increase trailer transportation safety
- 18,000 lbs. maximum drawbar pull per lug



## LINE OF SIGHT CAMERAS | SAFETY

VHTA



### EXTEND LINE-OF-SIGHT ALONG RAILCARS AND MACHINE

Handrail mounted cameras on the engine side of the cab that provide extended viewing down the side of the machine and railcars. The 2 cameras allow viewing in the forward and reverse directions. Both cameras can be viewed through the monitor, located above the cab's control panel.

- Extended viewing forward and reverse alongside machine and railcars
- Provides added safety and visual communication with ground crew

### Enhanced Rear Coupler Visibility with Extra Camera

- Aides visibility to rear coupler
- Viewed through the Ultraview display

## REMOTE CONTROL SYSTEM | SAFETY

VHTA



### REMOTE CONTROL AND PORTABLE TRANSMITTERS

To take the fatigue out of long workdays, our transmitters have been ergonomically designed. The controls are sized and carefully positioned to be as convenient as possible and support heavy usage for many hours without causing operator fatigue.

### RADIO CONTROL TECHNOLOGY

For smooth operation of the Trackmobile railcar mover without interruption, automatic frequency hopping allows continuous operation free from interference. This is especially helpful when working in challenging environments where many different radio systems are running simultaneously.

- Spread Spectrum frequency hopping technology 50 times per second-eliminates interference
- 902-928 Mhz standard frequency (additional frequencies available upon request)
- NO FCC LICENSE REQUIRED
- **Certified IP65**

### RECEIVER - TRANSMITTER

Trackmobile's ruggedly engineered radio operated Remote Control System consists of a receiver and a lightweight transmitter equipped with a long-life battery. Exclusive to Trackmobile, the transmitter has a numeric display that represents the train air flow to help operators determine when the train air system is fully charged.

The system requires no FCC license in North America and includes both MAX-Tran & MAX-TRAC traction control and ABS options, (2) Emergency Stop Buttons reachable by ground crews, handrail mounted Train Air Brake Pipe pressure and transmission gear position status lights, and a safety tilt switch with a 3-second audible warning alarm.

The Radio Remote Control is available to be installed in both new unit purchases and retrofitted into after-market resale units equipped with a CAN Bus System.

The Remote Control System is frequently used with the GCS (Ground Control System) that enables other ground crew member emergency stopping capabilities.

**Promote safety and increase productivity. Our remote control allows the operator to act as both operator and ground crew.**

## ROTARY BROOM | SAFETY



### DOUBLE DUTY - RAIL OR ROAD

With its all-steel design, the Rotary Broom is easy to service and will prove to be a durable tool for your operation. This broom has a 93" [2362 mm] sweeping width and alternating Nylon / Steel Bristles to ensure that fewer passes are required when sweeping a large area. This translates into fewer man-hours being spent cleaning worksites. Each Rotary Broom works off of the hydraulic system of your Trackmobile and comes standard with electric engine start and a control box which is mounted in the Trackmobile cab or can be operated from the deck of the Trackmobile.

Perfect for use in: Snow Removal, Grain Facilities, Lumber Mills, Concrete Facilities, Industrial Complexes, Trans-load Yards, Parking Lots, Scrap Yards, Lime Plants, Maintenance Facilities, Waste Management Sites, and Military Sites, to name a few areas.

### SPECIFICATIONS

Overall Width: 113"

Sweeping Width: 93"

Broom and Frame Width Overall – 96"

RPM: 200 RPM Maximum

Maximum Lift Angle: 8°

Diameter: 32"

Hydraulic System Pressure: 2200 psi

Electrical System: 12VDC

### Brush Construction:

Nylon Bristle & Steel Bristle Alternate Arrangement with:

- two (2) Flat Nylon Bristles
- one (1) Steel Bristle on each end

### Control Box:

- Sweep
- Raise/Lower
- Rotate Right/Left

Adapters: machine harness with broom connection, broom hanger bracket, hydraulic quick disconnects, machine hydraulic housing, and broom harness with machine connection.

## SAFETY GATES | SAFETY



### AVOID ACCIDENTAL FALLS

Provide an extra level of precaution that helps to increase workplace safety and to reduce accidental injuries. Our Safety Gate is a self-closing, spring-loaded swing gate that helps to reduce the risk of work place injuries. Positioned at the top of each set of steps, each 15 lb. Safety Gate helps to prevent potential missteps or a stumble that could lead to a crew member slip and fall injury.

- Increases protection for busy crews
- Spring-loaded gate ensures safety
- Barrier remains closed until crew pulls gate inward to exit

**Don't wait for an accidental slip and fall to protect your crews. Safety Gates are one of the most economical safety measures available to improve workplace safety.**

## SPOTLIGHT | SAFETY

VHTA



## LIGHT THE RAIL AHEAD OR BEHIND

With a visibility of more than 3,000 feet, this spotlight helps crews get the job done in the dusk and dawn. The roof mounted spotlight includes a dash-mounted remote control for night operations and 360° horizontal rotation with a 135° vertical tilt. The light housing is comprised of a heat resistant and high impact ASA Polymer injection moulded material to withstand years of weather, durable enough to be labelled UV and saltwater resistant.

- 400,000 candle power illumination as required by work environment
- Joystick operated, 360° rotation, 135° up/down elevation
- Weather sealed against the elements



## SPARK ARRESTOR | SAFETY

VHTA



## KEEP HARMFUL AIRBORNE PARTICULATES FROM SPARKING

Protect crews and equipment in environments where sparks can ignite airborne particles. The Spark Arrestor easily attaches to the existing muffler system of machines equipped with Tier III engines.

- Eliminates sparks that could emanate from exhaust
- Manufactured to Domestic and International Standards
- Provides peace of mind in chemical environments

## SAFETY FIRST

Although Tier III engines eliminate most carbon emissions, operations that work in environments or with material that is of a combustible nature can be doubly certain of the elimination of exhaust pipe spark potential.

**Eliminate the risk of airborne particulates sparking from machine exhaust. Some safety regulations may require this added layer of protection in industries working with combustible materials.**

## TURN SIGNALS | SAFETY

VHTA



## ROAD SAFETY

One reason many operators prefer Trackmobiles, is the intuitive design of the machine's controls. Since most of the work for Trackmobiles occurs on the rail, turn signals are less of a concern and are replaced by an air horn alert. However, some operations do require Trackmobile operators to travel within a plant's internal road system. In these instances, use of turn signals keeps continuity for safe vehicle usage within the plant.

With a shift control arm installed on the steering column for road-mode, the LED turn signal lights illuminate to signal the intended turning direction of the Trackmobile. Turn signals are helpful in accident prevention, especially in busy work areas. These turn signals are manufactured to domestic and international standards to meet most workplace safety requirements.

- Safely indicate direction of travel in the Road Mode
- Highway-type actuator and signals
- Visible from both the front and rear of the Trackmobile

## TRAIN AIR CHARGE INDICATOR | SAFETY

VHTA



## PROVIDE PEACE OF MIND IN RAILCAR BRAKE CHARGING

The Train Air Charge Indicator is a device that monitors the brake pipe's air flow when charging the railcars. If railcar train air reservoirs are not fully charged, there will not be maximum braking available. The charge indicator shows the flow of air to those reservoirs. When it drops to zero or levels off, the brakes are fully charged and capable of braking at their full capacity.

## IN CAB ACCESS TO TRAIN AIR INDICATORS AND CONTROLS

Rail operation safety is vitally important. Keeping railcar mover operators in the cab and in control is extremely vital to maintaining the optimal level of operational safety. Used in combination with the in cab Train Air Release Valves, Emergency Release Valve, and Train Air Hold button, the Train Air Charge Indicator enables operators full control\* of the Train Air air flow to the railcars without the need to leave the cab. With the Train Air Charge Indicator, operators can more confidently recognize when railcar handbrake lines have been filled and it is safe to begin moving railcars. This option comes as standard on the Atlas model.

- Real-time feedback on train air system operating status
- Positive indication when railcar brakes are fully charged and it is safe to move
- Trackmobile exclusive option

*\*NOTE: Use of the Trackmobile Train Air controls does not include the release or setting of the railcar handbrakes.*

## TRACK MIRRORS | SAFETY

**IMPROVED VISIBILITY AND SAFETY**

Safety is the top concern in the workplace, especially when working around rail yards and in plants. Adding mirrors help to improve operator visibility as well as providing excellent ground crew visual contact.

**Cab Side and Off Side Mirrors**

A set of two (2) large mirrors enhance operator line of sight along railcars and/or track, as well as assist visibility when working on reverse curves. Mirror assemblies add approximately 12.75" [323.85 mm] to the side of cab when fully extended. Always verify clearances before ordering.

- Aids visibility along railcars, track, and in reverse curves
- Secure mounts allow for easy movement for best line of sight
- High quality materials provide years of service

## VIGILANCE CONTROL SYSTEM | SAFETY

**KEEP CREWS SAFE AND ALERT WHEN LONG SHIFTS AND HECTIC OPERATIONS ARE THE NORM**

This system constantly monitors the operator's activity. If no activity is sensed for 40 seconds, an audible alarm is sounded. If there is still no activity sensed after 5 seconds, the system puts the machine into an emergency stop mode.

- Emergency stop – Transmission is shifted to neutral, both service and train brakes are applied, and the Trackmobile air horn is activated.
- Operator activity - Varying the throttle or brake position by more than 5%, or actuating a manual switch will reset the timer back to 40 seconds. If the machine is at rest with transmission in neutral and machine movement is sensed, the 40 second timer is activated to initiate emergency stop.

Vigilance Control System is designed specifically for Titan, Hercules and Viking Trackmobile models. For Earlier models, ask to see our Legacy Vigilance Control.

**FINALLY, AN INTELLIGENT SYSTEM THAT HELPS KEEP CREWS SAFE**

Trackmobile's Vigilance Control System constantly monitors operator control activity, to help ensure that operators are alert and responsive.

- Alberta Transportation Approved
- Protects crews and equipment during long shifts
- Trackmobile exclusive design

**WHAT IS EMERGENCY STOP MODE?**

Emergency Stop Mode is a system activated series of electronic actions that simultaneously shifts the Transmission into Neutral, applies both service and train air brakes while activating the Air Horn on the Trackmobile.

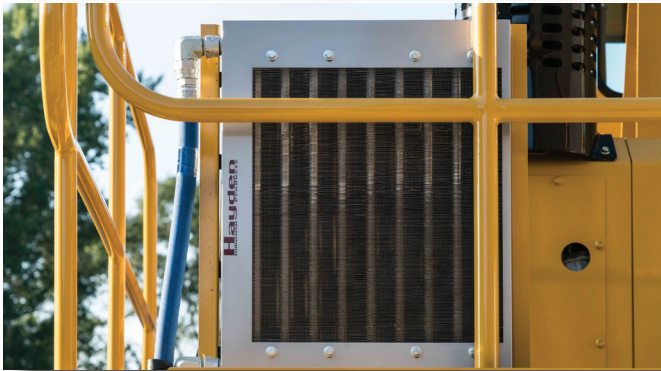
*Customizable for use for areas not regulated by law.*

**100% compliant with Alberta Industrial Railway Regulations Bulletin: Railcar Mover Safety Control Device Requirements**



**HEAVY DUTY CATEGORY**

## AUXILIARY TRANSMISSION OIL COOLER | HEAVY DUTY



### KEEP TRANSMISSIONS RUNNING COOL

This deck mounted unit is designed for high ambient temperature operation or long, continuous pulls up grades. The more you tow, the longer you run, the harder the transmission works and the hotter the transmission runs. The oil cooler helps to maintain the transmission fluid at the proper temperature, helping to prevent the transmission from overheating.

Since maintaining proper equipment temperatures is crucial to extending the life of the vehicle, the oil cooler is highly recommended for machines moving larger, heavier loads, or moving loads over longer distances.

- Protects life of transmission
- Reduces maintenance, repair costs, and downtime
- Keeps transmission cooler for long operations in high ambient temperatures

## FLANGE LUBRICATORS | HEAVY DUTY



### FLANGE LUBRICATOR

For use in applications where severe curves exist, the Trackmobile Flange Lubricator kits are designed to help reduce the potential risk of premature railwheel flange wear by placing a constant, light spread of a graphite based lubricant on only the railwheel's flange. Lube sticks lower rolling resistance, enabling greater drawbar pull and potentially more cars moved.

- Designed to place a constant, light spread of a graphite based lubricant on only the railwheel's flange
- Decreases wheel wear dramatically
- Reduces wheel squeal / noise
- Lowers rolling resistance, enabling greater drawbar pull and potentially more cars moved
- Significantly lower cost than track based, petroleum lubrication systems

#### ORDER BY MODEL

#### CODE

Titan and Viking Kits - All 4 wheels with sticks	1095456
Hercules Kit - All 4 Wheels with Sticks	1095544
Rail Lube Sticks Only - 4 Sticks	1095066

**COUPLER HEADS | HEAVY DUTY****CORROSION RESISTANT COUPLER HEADS FOR SPECIFIC NEEDS**

For extremely dirty environments, the corrosion resistant coupler head with graphite pads uses lube type rollers with sealed chrome pins and stainless steel bushings. This offers a protective coating that reduces wear, and provides a smoother coupler operation. The coupler head is connected with stainless steel bushings on the top and bottom for added durability.

- Preserves coupler life
- Keeps coupler heads moving smoothly during operation
- Sealed pins and bushings help to reduce coupler drag in environments prone to heavy dirt and debris

**Extra Low:**

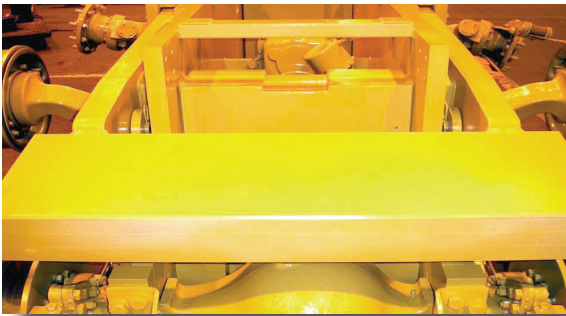
When railcar couplers are excessively worn or for railcars with lower coupler fittings, the Extra Low coupler head option offers a more secure coupler connection, protecting crews and loads. (Contact factory regarding availability for Atlas models.)

- Provides secure connection for worn railcar couplers
- Ensures safety for crews and equipment

**Extended/Wide Traverse:**

In railyard operations with sharp curves, this extended 6" coupler beam helps negotiate steep curves by increasing the traverse from 22.5" to 35" [571.5 mm to 889 mm]. The extended width of the coupler beam is also helpful for moving longer cars in curves. (Special fitting required for Atlas model.)

- Provides full 6" of coupler surface to facilitate navigation of sharp curves
- Facilitates movement of longer railcars
- Improves safety in railyards with sharp curves

**BRAKE ROTOR SHIELDS | HEAVY DUTY****PROTECT BRAKES, CREWS, AND CARGO**

Brake shields help to reduce falling debris from landing onto the brake calipers, minimizing untimely repairs and increasing the life of rotors.

**A SIMPLE SOLUTION TO A COMPLICATED OPERATION**

Brake Rotor Shields prevent falling debris from contacting and contaminating brake shoes, rotors and calipers, minimizing untimely repairs and increasing the life of the rotors. Recommended for use in heavy duty applications.

- Keeps unwanted debris away from rotors
- Reduces repairs and maintenance costs
- Increases brake effectiveness and life-span

(Contact factory regarding availability for Atlas models.)

**Don't let dirt and debris complicate your rail operations. Brake Rotor Shields provide a layer of protection that keeps your equipment and crews operating.**

**FOAM FILLED TIRES | HEAVY DUTY****VHTA****BE ROAD READY WHEN NEEDED**

Foam filled tires prevent punctures and loss of air that can occur in pneumatic tires used in debris prone work environments. This option is standard on the Atlas model.

- Preventative maintenance in debris-strewn work areas
- Reduces downtime due to punctures and loss of air in traditional tires
- Adds approximately 800 lbs. (360 kg) to the weight of the machine

**Note:** Trackmobile's fitted with foam filled tires should not remain stationary on roadwheels for extended periods of time. This will eliminate potential flat spotting, especially in cold climates.

**CAB PRESSURIZATION | HEAVY DUTY****VHTA****KEEP DIRT, DEBRIS, AND OTHER AIRBORNE PARTICLES OUT**

Work is challenging with safety hazards always present. Don't let the air crews breathe be one of those concerns. By helping to filter the dirt, dust and silica particles out of the cab air in rugged environments, operator exposure to harmful particulates is reduced while their comfort level and safety are improved. (Contact factory regarding availability for Atlas models.)

**GIVE OPERATORS IMPROVED AIR QUALITY**

This fresh air system significantly delivers more than 100 CFM of pre-cleaned and filtered air into the operator's cab. By creating a positive air pressure inside the cab, this system effectively reduces contaminants that can accumulate there. The system forces the dirt, dust and silica particles out of the cab in rugged environments, reducing operator exposure to harmful particulates.

**BENEFITS**

- Reduces cost of air conditioner filter replacements \*
- Improves cab air quality, protecting crews in dusty, dirty work environments
- Helps remove dirt, dust, and airborne debris from depositing inside cabs in rugged environments

*\*If machine is equipped with optional Air Conditioner.*

**Improve the air during railcar operations. The Cab Pressurization System keeps harmful airborne particles, dirt, and debris from accumulating in the air inside of the cab.**





**COLD WEATHER CATEGORY**

## SNOW PLOW | COLD WEATHER

VHTA



## V-SHAPED SNOW PLOW CLEARS RAILS EASILY

When snow and large debris cover the rails, simply attach this V-shaped snow plow to clear the way. Usable only in rail-mode applications, the V-shaped design easily removes snow from the tops of tracks and frogs, leaving a safe, workable rail surface. Minimizing downtime normally needed to clear the rail, this convenient to use snow plow allows your Trackmobile to clear the way during railcar movement when using single coupled operations. Mechanical installation and operation are simple and easy.

- Removes snow or loose material from tracks
- Simple mechanical installation and operation
- Heavy duty construction provides years of quality service

## ROTARY BROOM | COLD WEATHER

VHTA



## TRACKMOBILE ROTARY BROOM CLEARS DIRT, DEBRIS, SNOW - SAVING TIME AND MONEY

With its all-steel design, the Rotary Broom is easy to service and will prove to be a durable tool for your operation. This broom has a 93" [2362 mm] sweeping width and alternating Nylon / Steel Bristles to ensure that fewer passes are required when sweeping a large area. This translates into fewer man-hours being spent cleaning work sites.

## EASY OPERATION

Each Rotary Broom works off of the hydraulic system of your Trackmobile. A control box is mounted in the Trackmobile's cab on the steering column, and allows angular control, raising and lowering, as well as starting and stopping of the broom.

**Let your Trackmobile keep your rail, switches, crossings, parking lots, and other paved areas free from debris.**

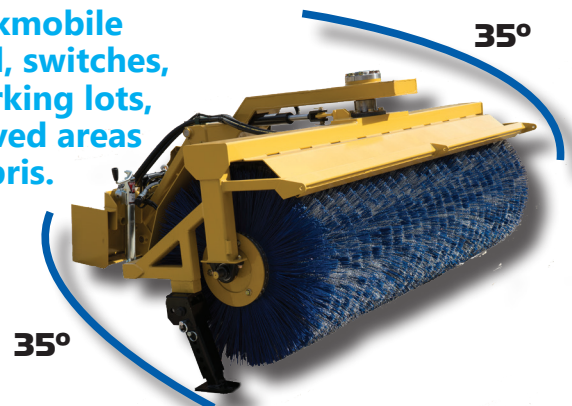
## DOUBLE DUTY

Don't purchase additional motorized equipment when the Rotary Broom can fill the need.

- Easily removes snow, dirt and debris from tracks, frogs, crossings and more
- Saves money and time when single coupling
- High quality materials ensure reliability

## Perfect for

Snow Removal, Grain Facilities, Food Processing Plants, Lumber Mills, Concrete Facilities, Industrial Complexes, Trans-load Yards, Parking Lots, Scrap Yards, Lime Plants, Maintenance Facilities, Waste Management Sites, Military Sites, and many more applications.



## HEATER PACKAGE | COLD WEATHER

VHTA

## SYSTEM SPECIFIC HEATING ELEMENTS

The Trackmobile heater package is designed to help Trackmobile system fluids stay at an appropriate temperature in cold weather climates. These heaters are designed to not overheat the fluid temperatures, once the proper operating temperature levels are reached.

Available in both 110v and 220v / AC.

Available in both 110v and 220v / AC. (Only the engine block heater can be sold separately.)

- Promotes easier cold weather starts
- Reduces wear on starting system

## PACKAGE CONTENTS

Items listed below are typically used in conjunction with each other for complete fluid temperature protection in areas where frequently and significant freezing temperatures exist.

- A. Heater - Engine Block: maintains engine's cooling system heat for easier starting in colder weather.
- B. Heater - Battery Wrap
- C. Heater - Engine Oil Pan, pad-type
- D. Heater - Hydraulic Oil Tank: thermostatically controlled probe-type
- E. Heater - Transmission Oil, pad-type heater.
- F. Heater - Compressor Oil / Air Separator Tank, pad-type
- G. Harness Assembly (not shown) and Harness Component (Shown)



## COLD WEATHER LUBRICATION FLUIDS | COLD WEATHER

VHTA

## KEEP COLD WEATHER UNDER CONTROL

Synthetic fluids fill the transmission and hydraulic systems to protect components in sub-zero temperatures. This option should be ordered for any new machine that will be put into service at locations that experience extremely cold climates. Synthetic oil is standard in the rotary screw compressor. NOTE: Cummins will not approve synthetic oil as a break-in lubricant for their products. NEW MACHINE OPTION ONLY.

- Protects life of machine
- Resists freezing, allowing systems to operate properly
- Assures required lubrication in cold conditions to -40°F (-40°C)

## FLUID TYPE DESCRIPTIONS

Chevron THF Synthetic Transmission Fluid
Rando HDZ 22 Hydraulic Oil
Oil, Synthetic, 75W-90 SAE GL-5
Decal Lubrication Chart
Decal, Exxon Mobile



Trackmobile's Remote Control System is radio operated, requiring NO FCC licensing due to its frequency-hopping technology, that easily handles multiple Remote Control Systems to be operated simultaneously as shown here at this sand mine location.



**PERFORMANCE CATEGORY**

## REMOTE CONTROL SYSTEM | PERFORMANCE

VHTA

## REMOTE CONTROL AND PORTABLE TRANSMITTERS

To take the fatigue out of long workdays, our transmitters have been ergonomically designed. The controls are sized and carefully positioned to be as convenient as possible and support heavy usage for many hours without causing operator fatigue.

## RADIO CONTROL TECHNOLOGY

For smooth operation of the Trackmobile railcar mover without interruption, automatic frequency hopping allows continuous operation free from interference. This is especially helpful when working in challenging environments where many different radio systems are running simultaneously.

- Spread Spectrum frequency-hopping technology 50 times per second eliminates interference
- 902-928 Mhz standard frequency (additional frequencies available upon request)
- NO FCC LICENSE REQUIRED



## RECEIVER - TRANSMITTER

Trackmobile's ruggedly engineered radio operated Remote Control System consists of a receiver and a lightweight transmitter equipped with a long-life battery. Exclusive to Trackmobile, the transmitter has a numeric display that represents the train air flow to help operators determine when the train air system is fully charged.

## CONTROL AND INDICATION FUNCTIONS INCLUDE:

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Remote Control <b>E-Stop</b></li> <li>• Railcar <b>Train Air Brakes</b>, Emergency</li> <li>• Railcar <b>Train Air Brakes</b>, Graduated</li> <li>• <b>Service Brakes</b></li> <li>• <b>Transmission functions</b></li> <li>• <b>MAX-Tran</b> - weight transfer monitor</li> <li>• <b>MAX-Trac</b> - traction control and ABS system</li> </ul> | <ul style="list-style-type: none"> <li>• <b>Air Horn</b></li> <li>• <b>Sander application</b></li> <li>• <b>Coupler functions</b></li> <li>• <b>Warble Alarm or Bell</b></li> <li>• <b>Train Air Flow Indicator</b> (CFM)</li> <li>• <b>Operating range of 2500 ft (762m) line-of-sight</b></li> </ul> |
|--|--|

- Ergonomically designed
- Lightweight (6.3 lbs.)
- Long Battery Life
- Timer/Shut off
- Tilt Switch
- Reliable and Low Maintenance
- Sealed enclosure

The system requires no FCC license in North America and includes both MAX-Tran & MAX-TRAC traction control and ABS options, (2) Emergency Stop Buttons reachable by ground crews, handrail mounted Train Air Brake Pipe pressure and transmission gear position status lights, and a safety tilt switch with a 3 second audible warning alarm.

The Radio Remote Control is available to be installed in both new unit purchases and retrofitted into after market resale units equipped with a CAN Bus System.

## LED transmitter talk-back screen

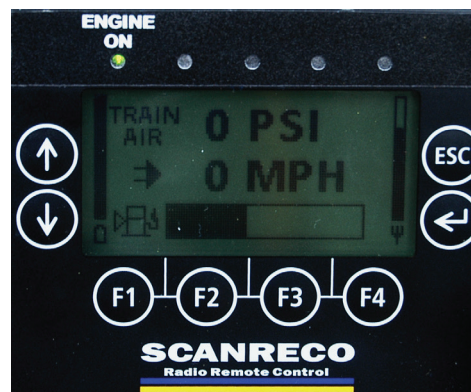
The Radio Remote Control System is powered by circuit boards potted with a protective seal that ensures reliability that your Remote Control System will work day and night, regardless of the conditions.

## Standard system Includes:

- Radio Transmitter (Remote Control)
- Radio Receiver (Mounted in the Cab)
- Radio Antenna (Mounted on the roof of the cab)
- Exterior Mounted Signal Lights
- Two Exterior Mounted Emergency Stop Buttons
- Charger/Power Supply 110VAC or 12VDC
- Train Air Indicator with flow meter
- Train Air Feedback
- Two 8 hour Batteries
- Harness Strap
- MAX-Trac option
- MAX-Tran option

## Optional Equipment Includes:

- Extended Transmitter Antenna
- Extended Receiver Antenna
- Temporary Engine Stop/Start



Battery Power  
Signal Strength  
Brake Pipe Pressure  
Fuel Level  
Error Messaging  
Speed (MPH/KPH)  
Engine Coolant Temp  
Transmission Oil Temp  
Compressor Oil Temp  
Hydraulic Oil Temp

**The Remote Control is designed for use ONLY in rail applications.**

## AUXILIARY FUEL TANK | PERFORMANCE



## EXTRA FUEL TO KEEP CREWS WORKING

Offering extended operating time, this deck-mounted, 40 gallon (151.4 liter) capacity tank has a separate instrument panel fuel gauge switch that allows the operator to select between the auxiliary and main fuel tanks. The Auxiliary Fuel Tank is equipped with a standard 4" (100 mm) quick-fill filler neck.

- 40 gallon [151.4 Liter] capacity
- Control panel fuel transfer switch for easy access
- Keeps crews working when distance or workload demands it

## AD-TRAC | PERFORMANCE



## ASSISTANCE WHEN YOU NEED IT FOR EVEN GREATER TRACTIVE EFFORT

The patent pending AD-TRAC option for the Titan model 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.

## INCLUDED ADDITIONAL OPTIONS

- Includes MAX-TRAC and MAX-TRAN
- Adds up to 15% more tractive effort allowing operators the ability to pull up to 20% more railcars
- Automatically detects and activates when added tractive effort is needed

## AD-TRAC Option Features:

- A hydrostatically driven axle assembly
- Proprietary rail tires provide optimal traction
- Color coded axle activity control panel display icon
- Rocker switch activates system
- MAX-TRAC traction control and

anti-lock brake system  
AD-TRAC SUPPLEMENTAL DRIVE SYSTEM COMPONENTS:

- On-Rail - one hydrostatically driven axle assembly with two hydraulic drive motors, planetary gearbox
- Wheel Drives - two (2) planetary type torque hubs
- Hydrostatic Motors - two (2) variable displacement motors with RPM Sensors for drive wheel speed reference
- Hydraulic 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 rubber rail tires

**The AD-TRAC option for the Titan really delivers. It's third axle assist delivers additional power to the rails at speeds from 0-3.5 MPH which allows customers to pull 15-20% more railcars.**

## SPOTLIGHT | PERFORMANCE

VHTA



## LIGHT THE RAIL AHEAD OR BEHIND

With a visibility of more than 3,000 feet, this spotlight helps crews get the job done in the dusk and dawn. The roof mounted spotlight includes a dash-mounted remote control for night operations and 360° horizontal rotation with a 135° vertical tilt. The light housing is comprised of a heat resistant and high impact ASA Polymer injection moulded material to withstand years of weather, durable enough to be labelled UV and saltwater resistant.

- 400,000 candle power illumination as required by work environment
- Joystick operated, 360° rotation, 135° up/down elevation
- Weather sealed against the elements



Dash-mounted remote control

## BALLAST BOX | PERFORMANCE

VHTA



## EXTRA TRACTION WITH UNMATCHED VISIBILITY

Since the earliest days of engineering, the concept of ballast weight has proven itself invaluable. It has been used in everything from bridge construction to farm equipment. Using this great concept, Trackmobile has developed a patented way to leverage existing unwanted or unused industrial materials to produce an increase\* of 30 – 90% greater tractive effort!

The Ballast Box accessory provides a similar tractive effort to double coupling, while maintaining an unobstructed view for the operator during operation.

## DURABLE AND ECONOMICAL

As with all Trackmobile products, the durability of our Ballast Box is no exception! Built to last, it's constructed with half inch thick steel wall tubing, measures 90" wide by 60" high by 54" deep, and weighs 4,500 lbs. when empty. The perfect size for maintaining optimum maneuverability while operating all around the plant, the box is equipped with two guiding rollers below the coupler making it easy to use.

The large 89.2 cu. ft. interior fill capacity of our Ballast Box allows it to be filled with tons of stuff, literally. The Ballast Box is capable of holding scrap materials that can be commonly found in and around industrial facilities. Putting these scrap materials to work saves money, cleans up the work-site, and helps improve productivity by enabling more railcars to be moved per load.

Equipped with an AAR profile coupler that can be extended or retracted, the Ballast Box can fit most Trackmobile railcar movers.

## HYDRAULIC TANK LOW LEVEL INDICATOR | PERFORMANCE

VHTA



## EARLY WARNING SYSTEM PROMOTES ENGINE LIFE

Once activated, The Hydraulic Tank Low Level Indicator option initiates an automatic warning message displayed on the machine control panel display to alert operators of low hydraulic oil level. When the hydraulic oil level is critically low, the system will automatically shut down the engine to avoid unnecessary pump damage.

- Protects hydraulic oil pump from damage
- Provides peace of mind to operator and maintenance manager

## SNOW PLOW | PERFORMANCE

VHTA



## V-SHAPED SNOW PLOW CLEARS RAILS EASILY

When snow and large debris cover the rails, simply attach this V-shaped snow plow to clear the way. Usable only in rail-mode applications, the V-shaped design easily removes snow from the tops of tracks and frogs, leaving a safe, workable rail surface. Minimizing downtime normally needed to clear the rail, this convenient to use snow plow allows your Trackmobile to clear the way during railcar movement when using single coupled operations. Mechanical installation and operation are simple and easy.

- Removes snow or loose material from tracks
- Simple mechanical installation and operation
- Heavy duty construction provides years of quality service

**No more snow delays. Let your Trackmobile clear the way for railyard railcar movement. This ruggedly built, V-shaped Snow Plow removes snow on rails while single coupled during railcar operations.**

JUMP SEATS | PERFORMANCE



ADD IN CAB CREW WHEN NEEDED

Expanded seating for additional crew members, training purposes, or inspectors. This wall mounted, padded seat is spring loaded and includes a seat belt for safety. For additional 3rd crew member seating, the seat can be mounted on the engine side cab wall of the Titan model.

- Padded seat for comfort
- Secure seat belt for added safety
- Spring loaded, wall mount design to conserve space when unused

VHTA

JUMP SEAT UPGRADE

Provide enhanced comfort for maintenance of way, training, or general crew member seating. The "pinch-free" seat is a flip up seat that provides an automatic back recline when the seat cushion is lowered. Trimmed in black cloth the seat provides surface comfort regardless of the temperature outside. (We recommend that the occupant for the seat weigh less than 350 pounds during vehicle use.)

- FMVSS Certified
- Padded seat back for better support
- Wall Mounted pinch-free flip up seat with secure seat belt

VHTA

OPTIONS

- |                        |
|------------------------|
| Optional 2nd Jump seat |
| Upgraded Jump seat     |

ROTARY BROOM | PERFORMANCE

VHTA



DOUBLE DUTY - RAIL OR ROAD

With its all-steel design, the Rotary Broom is easy to service and will prove to be a durable tool for your operation. This broom has a 93" [2362 mm] sweeping width and alternating Nylon / Steel Bristles to ensure that fewer passes are required when sweeping a large area. This translates into fewer man-hours being spent cleaning worksites. Each Rotary Broom works off of the hydraulic system of your Trackmobile and comes standard with electric engine start and a tethered control box which is mounted in the Trackmobile cab or can be operated from the deck of the Trackmobile. Perfect for use in: Snow Removal, Grain Facilities, Lumber Mills, Concrete Facilities, Industrial Complexes, Trans-load Yards, Parking Lots, Scrap Yards, Lime Plants, Maintenance Facilities, Waste Management Sites, and Military Sites, to name a few areas.

SPECIFICATIONS

Overall Width: 113"  
Sweeping Width: 93"  
Broom and Frame Width overall – 96"  
RPM: 200 RPM Maximum  
Maximum Lift Angle: 8°  
Diameter: 32"  
Hydraulic System Pressure: 2200 psi  
Electrical System: 12VDC

Brush Construction: Nylon Bristle & Steel Bristle Alternate Arrangement with

- two (2) Flat Nylon Bristles
- one (1) Steel Bristle on each end

Control Box: Sweep - Raise/Lower – Rotate Right/Left

Adapters: machine harness with broom connection, broom hanger bracket, hydraulic quick disconnects, machine hydraulic hosing, and broom harness with machine connection.

## AUXILIARY TRANSMISSION COOLER | PERFORMANCE

VHTA



## KEEP TRANSMISSIONS RUNNING COOL

This deck mounted unit is designed for high ambient temperature operation or long, continuous pulls up grades. The more you tow, the longer you run, the harder the transmission works and the hotter the transmission runs. The oil cooler helps to maintain the transmission fluid at the proper temperature, helping to prevent the transmission from overheating.

Since maintaining proper equipment temperatures is crucial to extending the life of the vehicle, the oil cooler is highly recommended for machines moving larger, heavier loads, or moving loads over longer distances.

- Protects life of transmission
- Reduces maintenance, repair costs, and downtime
- Keeps transmission cooler for long operations in high ambient temperatures

## MAX-TRAN | PERFORMANCE

VHTA



## PROMOTE SAFETY AND INCREASE PRODUCTIVITY

A patented system that eliminates operator guesswork when moving empty, partially loaded, or fully loaded railcars. MAX-TRAN automatically detects the optimal amount of weight that can be safely transferred from the coupled railcar(s) to produce the greatest attainable tractive effort. A microprocessor-based controller ensures that the maximum weight is maintained while moving railcars, even over varying track conditions. The operator can select manual or automatic mode. Standard on Atlas Model.

- Ensures optimal weight transfer and tractive effort
- Promotes operator confidence and security
- Allows operator to select manual or automatic weight transfer
- Enables operators to remain focused on the load and yard activity



**Eliminates any guesswork in railcar lift for weight transfer. MAX-TRAN allows operators to concentrate on safely coupling to railcars and the ground crew movement during operations.**

## BALLAST PACKAGE | PERFORMANCE



## DESIGNED TO MOVE MORE

An economical solution to increasing pulling power, additional counterweights are added to the mainframe of the Hercules to increase the machine weight to over 40,000 lbs. This delivers approximately 10% greater Tractive Effort than the standard Hercules model.

- 4,038 lbs. (1,832 kg) additional ballasted weight
- Economical solution to increase pulling power
- Tractive effort increased by 1,412 lbs (644 kg)

## Available on these models

Hercules Tier III Only

## MAX -TRAC | PERFORMANCE



## MANAGE TOP OF RAIL CONDITIONS AUTOMATICALLY

Developed by Trackmobile, MAX-TRAC is a traction control and anti-lock braking system that extends wheel life and improves both performance and safety.

## SAFETY AND INCREASED RAILWHEEL LIFE

Should wheel slippage under acceleration occur, the MAX-TRAC system automatically modulates the engine fuel control bringing the wheel slippage under control. Reacting within milliseconds, the system can control the slippage significantly faster than an operator. If wheels begin to lock up during braking, the system pulsates the brake system to provide the maximum braking available. Standard on Atlas Model.

(Note: A locked railwheel's coefficient of friction is less than rolling wheel friction). The added benefit is reduction of railwheel wear and possible wheel flat spots that can occur with severe brake lock-up.

- Traction control and brake anti-locking system
- Improves machine performance and safety
- Automatically releases sand as needed
- Extends wheel life
- Increases machine control



## FLANGE LUBRICATORS | PERFORMANCE



### PREVENT PREMATURE WEAR OF RAILS AND RAILWHEELS

For use in applications where severe curves exist, the Trackmobile Flange Lubricator kits are designed to help reduce the potential risk of premature railwheel flange wear by placing a constant, light spread of a graphite based lubricant on only the railwheel's flange. Each kit contains a set of 4 brackets and 4 Flange Rail Lube Sticks.

- Decreases flange and wheel wear dramatically
- Reduces wheel squeal / noise
- Significantly lower cost than track based petroleum lubrication systems

## TRACK MIRRORS | PERFORMANCE



### IMPROVED VISIBILITY AND SAFETY

Safety is the top concern in the workplace, especially when working around rail yards and in plants. Adding mirrors helps to improve operator visibility as well as provides excellent visual contact with ground crew.

#### Cab Side and Off Side Mirrors

Two (2) large mirrors that enhance operator line of sight along railcars and/or track, as well as assists when working on reverse curves. Adds approximately 12.75" [323.85 mm] to side of cab when fully extended. Always verify clearances before ordering.

- Aids visibility along railcars, track, and in reverse curves
- Secure mounts allow for easy movement for best line of sight
- High quality materials provide years of service

#### Rear Coupler & Railwheel Mirror

An additional 12" x 40" coupler mirror delivers a second viewing option for the rear coupler during coupling.

- Secure mounts allow for easy movement and the best line of sight
- High quality materials provide years of service

#### OPTIONS

Track Mirrors - Left side of cab
Track Mirrors - Right side of cab
Rear Coupler & Railwheel Mirror Group



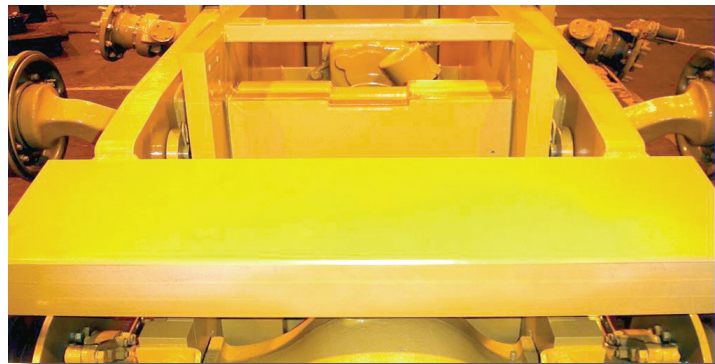
## COUPLER EXTENDED WIDE | PERFORMANCE



## STAYING AHEAD OF THE CURVE

In rail yard operations with sharp curves, this 6" of extended coupler beam helps to negotiate tight or severe curves by increasing the traverse from 22.5" to 35" [571.5 mm to 889 mm]. The extended width of the coupler beam is also helpful for moving longer cars in curves. Contact Factory regarding application on Atlas models.

- Facilitates movement of longer railcars
- Improves safety in rail yards with sharp curves
- Provides full 6" of coupler surface to facilitate navigation of sharp curves



## TRAIN AIR INDICATOR | PERFORMANCE



## PROVIDE PEACE OF MIND IN RAILCAR BRAKE CHARGING

The Train Air Charge Indicator is a device that monitors the brake pipe's air flow when charging the railcars. If railcars train air reservoirs are not fully charged, there will not be maximum braking available. The charge indicator shows the flow of air to those reservoirs. When it drops to zero or levels off, the brakes are fully charged and capable of braking at their full capacity. This is a standard feature on Atlas models.

## IN CAB ACCESS TO TRAIN AIR INDICATORS AND CONTROL

Rail operation safety is vitally important. Keeping railcar mover operators in the cab and in control is extremely vital to maintaining the optimal level of operational safety. Used in combination with the in cab Train Air Release Valves, Emergency Release Valve, and Train Air Hold button, the Train Air Indicator enables operators full control\* of the Train Air air flow to the railcars without the need to leave the cab. With the Train Air Charge Indicator, operators can more confidently recognize when railcar handbrake lines have been filled and it is safe to begin moving railcars.

- Real-time feedback on train air system operating status
- Positive indication when railcar brakes are fully charged and safe to move
- Trackmobile exclusive option

*\*NOTE: Use of the Trackmobile Train Air controls does not include the release or setting of the railcar handbrakes.*

## LINE OF SIGHT CAMERAS | PERFORMANCE



### EXTEND LINE OF SITE ALONG RAILCARS AND MACHINE

Handrail mounted cameras on the engine side of the cab that provide extended viewing down the side of the machine and railcars. The two cameras allow viewing in the forward and reverse directions. Both cameras can be viewed through the monitor, located above the cab's control panel.

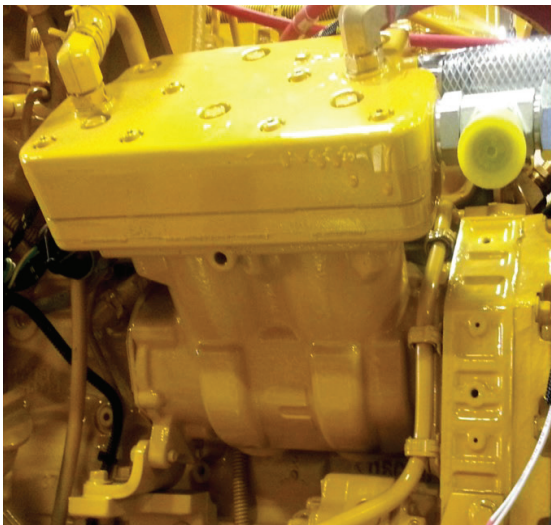
- Extended viewing forward and reverse alongside machine and railcars
- Provides added safety and visual communication with ground crew

### Enhanced Rear Coupler Visibility with Extra Camera

- Aides visibility to rear coupler
- Viewed through the Ultraview display



## COMPRESSORS | PERFORMANCE



### AIR-UP FOR TOP PERFORMANCE

#### Compressor, 56 CFM Engine Driven

Engine driven compressor with a 30% duty cycle. Recommended for customers or applications where train air is used sparingly or when moving fewer than 20 railcars. The compressor is protected and included as part of the engine shutdown system, if its temperature level is exceeded. As with the 100 CFM Rotary-Screw, the 56 CFM will also contribute to the engine shutdown if the temperature level is exceeded.

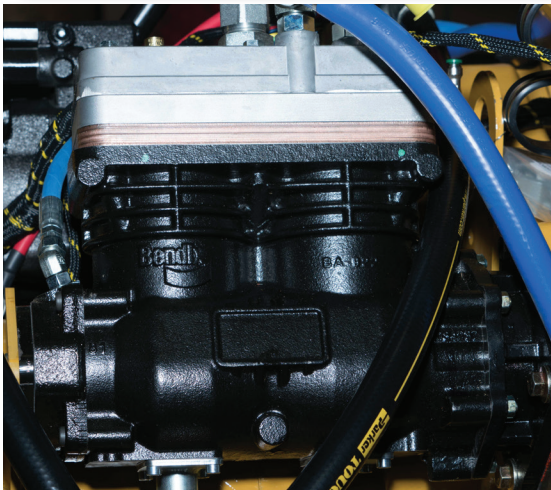
- Quickly airs up train air hoses on railcars with 30% duty cycle
- Perfect for locations with low railcar movement volume
- Contributes to automatic engine shutdown if temperatures rise above recommended normal levels



#### Compressor, 60 CFM Twin Cylinder

This twin cylinder transmission driven compressor with a 30% duty cycle is ideal for customers or applications where train air is used for moderate railcar movement, or with limited quantities of cars in each movement. This compressor, while small, supplies maximum air delivery with robust reed valve technology, airing up train air systems rapidly. Only available on the Viking model.

- Provides lowest time to air up train air system on railcars with 30% duty cycle
- Has no special valve requirements
- Contributes to automatic engine shutdown if temperatures rise above recommended normal levels



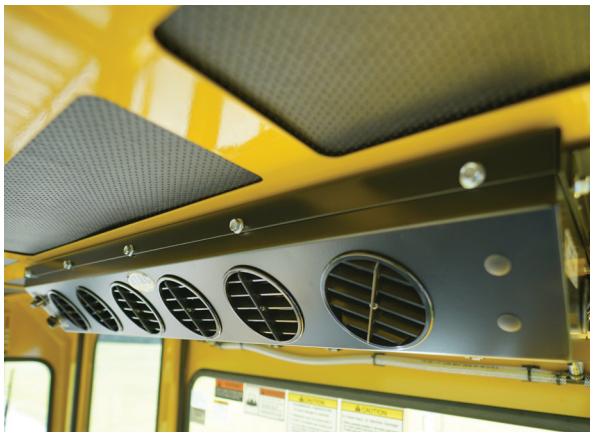
COMPRESSOR TYPE	MODELS AVAILABLE
56 CFM Engine Drive Compressor	Hercules Only
60 CFM Twin Cylinder Piston Drive Compressor	Tier III Viking



**COMFORT CATEGORY**

## AIR CONDITIONING | COMFORT

VHTA



## KEEP YOUR COOL DURING HOT OPERATIONS

This 35,000 BTU headliner unit with 410 CFM is designed with dual air blower motors and a high capacity coil that keeps the cab cool, even in the hottest working conditions. Designed with a low profile to maximize cab headroom, the unit offers a dual three speed blower motor with an adjustable thermostat and 3.5" directional round louvres to direct airflow where it is needed most. This unit is constructed with heavy duty metal construction and removable cover for easy access to the washable filter and years of reliable service. Measures 5" high by 35.5" wide and 14.75" deep with 24 amps @ 13.6 VDC draw. This is a standard feature on Atlas models.

- Low profile for maximum head room
- 35,000 BTUs optimizes cooling capacity for cab size
- Dual three-speed blower motor with removable, washable filter

## CAB WINDOW EXTENSION | COMFORT

VHTA



## EXTEND OPERATOR VISION KEEPING CREWS AND CARGO SAFE

The window extension, adds approximately eight (8) inches (203.2 mm) to the side of the operator's cab. The additional width allows for increased vision along the side of the railcars, without exposing the operator to inclement weather and keeps operator safely inside the Trackmobile during operation, in accordance with safe railyard clearance practices.

Always verify that the extra width will not create clearance problems at the customer's site or when shipping. Not available on Hercules Wide Cab models.

## INCREASING SAFETY - PRICELESS

Ordered when purchasing a newly built Trackmobile, the piece of mind and improved comfort operators received with this cab-side window extension is immeasurable. (Contact the factory regarding installation of this option on the Atlas model.)

The Cab Window Extension offers:

- Increased vision alongside of railcars
- Keeps operator out of inclement weather and safely inside the cab
- Extends 8" (200 mm) out from side of operator's cab
- Keeps operator safely inside Trackmobile in accordance with safe railyard clearance practices

NOTE: Extension is beyond AAR clearance pattern

**Don't let your operators brave the weather. Order a Cab Window Extension to expand their rail line-of-sight while keeping them protected from the weather and inside the Trackmobile and railcar profile, in accordance with safe railyard clearance practices.**

## JUMP SEAT OPTIONS | COMFORT



### ADD IN CAB CREW WHEN NEEDED

Expanded seating for additional crew members, training purposes, or inspectors. This wall mounted, padded seat is spring loaded and includes a seat belt for safety. For additional 3rd crew member seating, the seat can be mounted on the engine side cab wall of the Titan model.



- Padded seat for comfort
- Secure seat belt for added safety
- Spring loaded, wall mount design to conserve space when unused

### JUMP SEAT UPGRADE

Provide enhanced comfort for maintenance of way, training, or general crew member seating. The "pinch-free" seat is a flip up seat that provides an automatic back recline when the seat cushion is lowered. Trimmed in black cloth the seat provides surface comfort regardless of the temperature outside. (We recommend that the occupant for the seat weigh less than 350 pounds during vehicle use.)

- FMVSS Certified
- Padded seat back for better support
- Wall Mounted pinch-free flip up seat with secure seat belt



### OPTIONS

Upgraded Jump Seat (Included on Atlas)  
Optional 2nd Jump Seat



## CAB PRESSURIZATION SYSTEM | COMFORT



### KEEP DIRT, DEBRIS, AND OTHER AIRBORNE PARTICLES OUT

Work is challenging, with safety hazards always present. Don't let the air they breathe be one of those concerns. The Trackmobile Cab Pressurization option supplies pre-filtered pressurized air in to the cab. By helping to filter the dirt, dust and silica particles out of the cab air in rugged environments, operator exposure to harmful particulates is reduced while their comfort level and safety are improved. (Contact the factory regarding installation of this option on the Atlas model.)

### GIVE OPERATORS IMPROVED AIR QUALITY

This fresh air system significantly delivers more than 100 CFM of pre-cleaned and filtered air into the operators cab. By creating a positive air pressure inside the cab, this system effectively reduces contaminants that can accumulate there. The system forces the dirt, dust and silica particles out of the cab in rugged environments, reducing operator exposure to harmful particulates.

- Reduces cost of Air Conditioner filter replacements (if equipped)
- Improves cab air quality, protecting crews in dusty, dirty work environments
- Helps remove dirt, dust, and airborne debris from depositing inside cabs in rugged environments

**Keep harmful airborne particles, dirt, and debris from operators other in cab occupants. The Cab Pressurization System improves the air during railcar operations.**

**OPTIONS INDEX**

- 6** AD-TRAC™ - Also on pages, 4, 5, and 42  
 Additional Manuals  
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- 7** Auxiliary Transmission Cooler - Also on pages 34 and 46  
 Auxiliary Fuel Tank - Also on page 42  
 Ballast Box - Also on page 43
- 8** Ballast Package - Also on page 47  
 Battery Lock-Out - Also on page 24  
 Bell - Air Bell - Also on page 25
- 9** Brake Rotor Shields - Also on page 35  
 Cab Pressurization System - Also on pages 24, 36, and 53  
 Cab Window Extension - Also on page 52
- 10** Camera - Rail Line-of-Site - Also on pages 28 and 50  
 Cold Weather Fluids - Also on page 39  
 Compressor 56 CFM - Also on page 50
- 11** Compressor, 60 CFM - Also on page 50  
 Corrosion Protection Package  
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- 12** Coupler Head - Extra Low - Also on page 35  
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 Coupler - Cylinder Rod Protectors
- 13** DVR System - Also on page 25  
 Engine Under-Hood Light  
 Epoxy Primer and Piece Painting
- 14** Fire Extinguisher - Also on page 26  
 Flange Lubricator - Also on page 34 and 48  
 Foam Filled Tires - Also on page 36
- 15** Fuel-Water Separator  
 GCS Ground Control System - Also on page 27  
 Heater Package - Cold Weather - Also on page 39
- 16** Heater - Engine Block - Also on page 39  
 Hydraulic Tank Low Level - Also on page 44  
 Jump Seat Upgrade - Also on page 45 and 53
- 17** Lift Lugs - Also on page 27  
 MAX-TRAC - Also on page 47  
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- 18** Rail Shunts  
 Rear Coupler & Rail Mirrors - Also on pages 28 and 48  
 Remote Control - Also on pages 28, 40, and 41
- 19** Rotary Broom - Also on pages 29, 38, and 45  
 Safety Gate - Also on page 29  
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- 20** Spark Arrestor - Also on page 30  
 Spotlight - Also on pages 30 and 43  
 Track Mirrors - Also on pages 32 and 48
- 21** Train Air Charge Indicator - Also on page 49  
 Turn Signals - Also on page 26  
 Vigilance Control - Also on page 32

## PRODUCT NOTES

This image shows a full page of blank, lined paper. It features approximately 20 evenly spaced horizontal grey lines running across the width of the page, providing a guide for handwriting or typing. The background is a solid off-white color.

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