TRACKMOBILE®

A MARMON RAIL COMPANY

Leading Railcar Mobility Since 1948

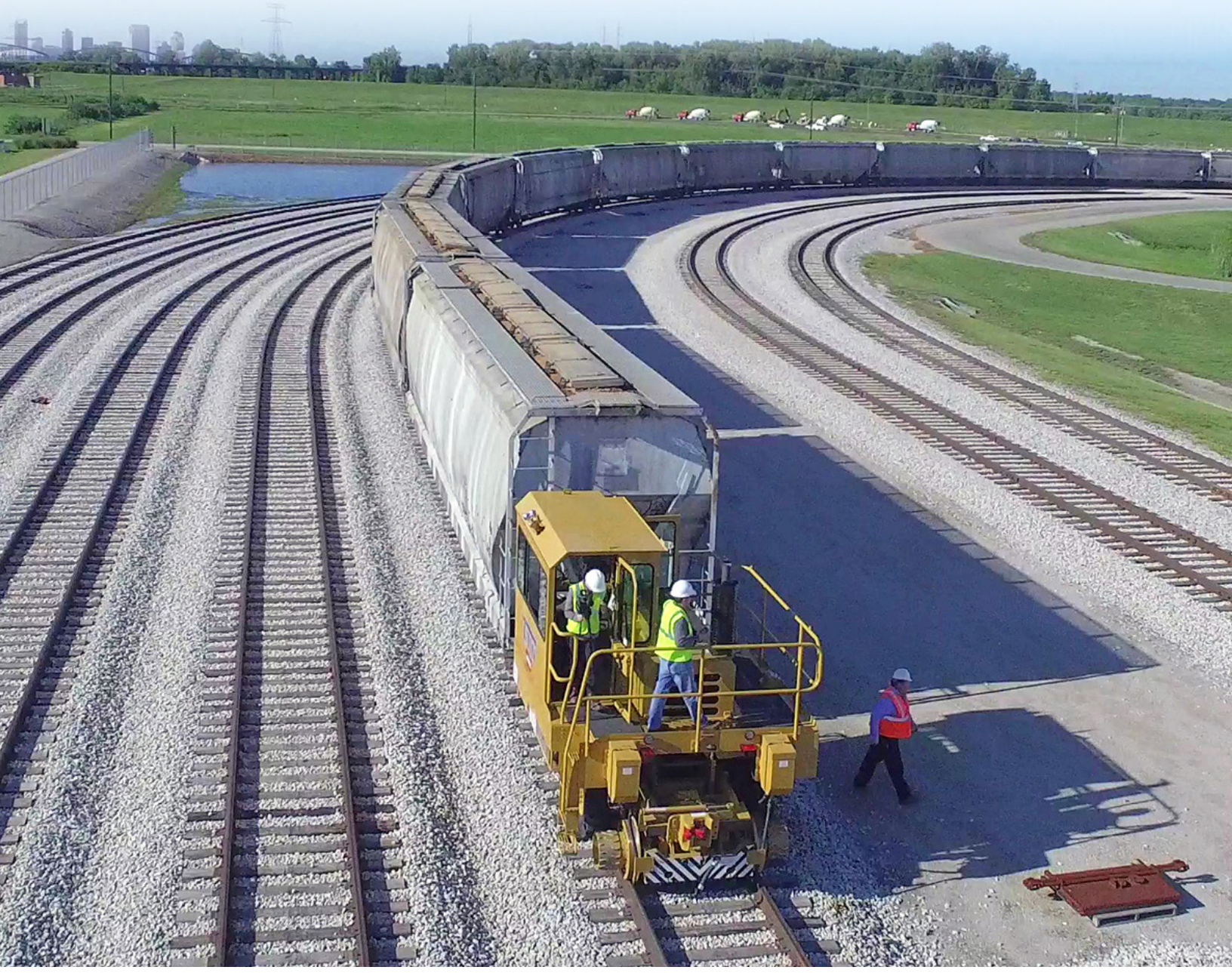
THE MOST TRUSTED BRAND FOR EVERY INDUSTRY AND APPLICATION

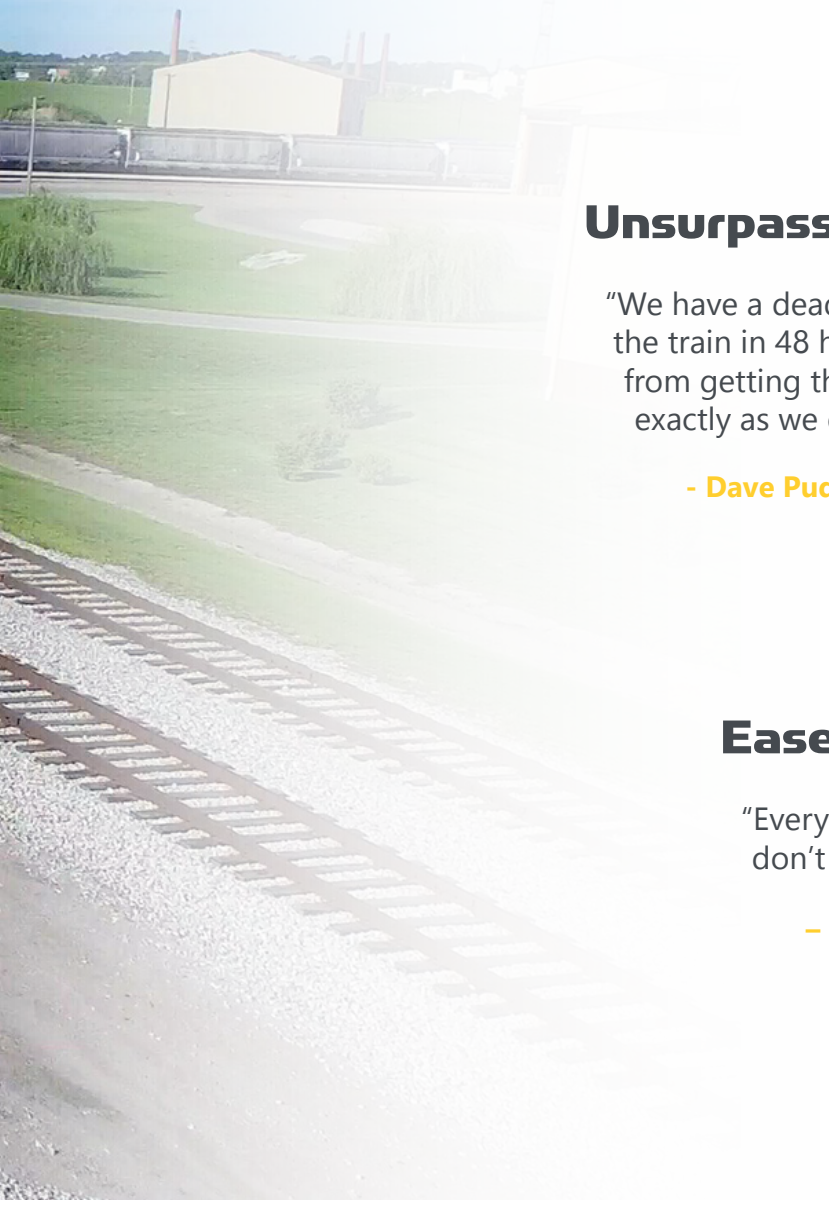
Products Overview

INDUSTRY LEADER

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

˜ Patrick Arnold, President & CEO of Soli DG Inc., Port of Maine





Trackmobile Legacy

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

Unsurpassed Reliability

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

- Dave Puddell, Plant Superintendent, Enersul

Ease of Use

"Everything is really at your fingertips here...I mean you don't have to get out of the cab to do anything."

– Dean Gallaher, Trackmobile Operator, Port of Maine

SAFETY

Radio Control

Developed by Trackmobile, this optional system does not require FCC licensing in North America. Operators enjoy full remote control and operation of the Trackmobile, with a long battery life that's designed to last the full day.

- Enables the Trackmobile operator to be both the operator and ground man
- Frees up personnel resources to fulfill other tasks
- Significant cost savings for your operations

For machines with joystick steering, the remote may be used to operate the machine in road mode as well.

LED Lighting and More

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

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

GCS Remote

The optional GCS remote is a ruggedly designed and weather-resistant pocket-sized remote control for emergency braking. At the push of a button, both the Trackmobile and train brakes are activated as the transmission shifts into neutral. A ground man can activate brakes for safety while coupling train air hoses or stopping the car movement in case of emergency.

The system features:

- 1,200 feet [370 meters] operating range
- An audio alarm function
- Long lasting battery with a low power warning light
- Frequency-hopping technology
- NO FCC license required

TECHNOLOGY


UltraView
MAX TRAN
MAX TRAC
ABS ON
OPERATOR DAILY CHECK LIST
1. CHECK FUEL
2. CHECK BRAKE WEAR
3. CHECK SAND BOX LEVEL
4. DRAIN WATER FROM AIR RESERVOIRS
5. DRAIN WATER FROM FUEL WATER SEPARATOR
6. INSPECT RAIL WHEEL RETAINING BOLTS
7. INSPECT HOSES
8. CHECK ENGINE OIL LEVEL
9. CHECK COOLANT LEVEL
10. CHECK TRANSMISSION FLUID LEVEL
11. CHECK HYDRAULIC FLUID LEVEL
12. CHECK COMPRESSOR OIL LEVEL
13. CHECK ALTERNATOR OUTPUT
14. CHECK EXTERIOR LIGHTS
15. CHECK GENERAL HARDWARE
RED NEEDLE-MAIN RESERVOIR
WHITE NEEDLE-BRAKE PIPE
p.s.i.
VDO

Built-In Diagnostics

System diagnostics provided by the CAN-Bus SAE-J1939 control system can be viewed and monitored on the touchscreen display. The easy-to-read display reveals vital operating information:

- Detailed diagnostic readings
- Engine and transmission messaging and codes
- System messages such as low oil, and system air pressures
- Other critical service warnings to keep crews safe and equipment running efficiently

TM Telematics

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

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

Touch Screen Display

Simplifying and centralizing the control functions, through both the Ultraview and the SimpleView full color 7" touchscreen displays eliminate the need for multiple dash gauges and switches. Offering features such as:

- Day and nighttime viewing modes
- Easy-to-read and operate displays
- Detailed operating information
- Performance measurements
- Diagnostic Cummins engine and transmission messages

Train Air Charge Indicator

Our optional Train Air Charge Indicator system provides real-time airflow measurements so that the operator knows exactly how much air is flowing to the railcars. As the railcars are charged with air, the indicator will decrease. Once the indicator is close to 0.0, then the operator knows that the brake system on the consist is fully charged and ready for movement.

PERFORMANCE

Staying in Control

Weather plays a major role in outdoor operations, as well as dust, dirt, and other debris that can be found in the working environment. For over 190 years, steel wheels have proven to provide superior consistency in railcar mobility. For this reason, Trackmobile utilizes time-tested and proven steel wheel technology found on today's locomotives.

The steel railwheel drivetrain applies constant downward pressure, ensuring safe and reliable contact with the railhead even when traveling over unlevel crossings or rail frogs, keeping you on track.

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

Turns and Curves

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

For extremely sharp curves and/or long cars, Trackmobile offers an optional extended-wide traverse coupler that extends coupler base an additional 6" and increases traverse 22.5" to 35" [571.5 to 889 mm].

For added performance, an optional set of Flange Lubricators extend rail flange life with sharp curves.

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Power and Efficiency

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

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

**Tier III Cummins QSB engines available for customers located outside of U.S. and Canada.*

QUALITY

Tough As Rails

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

Longer Life-cycle

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

Built to Last

Each model is built with a heavy-duty, high-strength, steel mainframe with up to 8” thick cross-members, based on model. Built to order, master craftsmen ensure a solid fit from top to bottom and rigorously test each machine before it leaves the plant. Specifically designed to use weight transfer to bear the burden of heavy loads, our lower weight reduces power train and structural stress that enables Trackmobiles to work smarter, not harder. This keeps operational costs low and productivity high.

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

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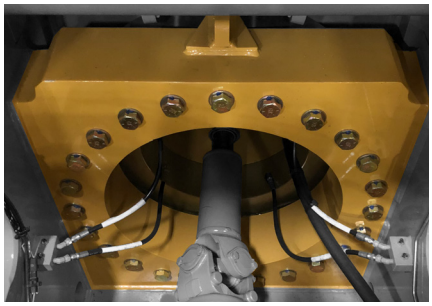
Main Frame Oscillation

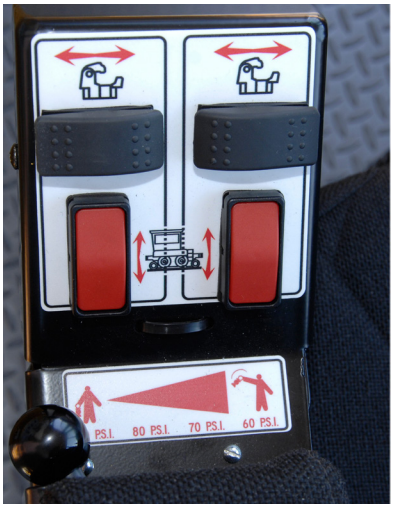
Spartan, Titan, and Atlas model machines feature an oscillating bearing which divides the main frame. This allows all four rail wheels to remain in contact with the rail and maximize traction, even in poor track conditions.



COMFORT & CONTROL

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

Joystick & Armrest Controls



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

Ergonomic Seat

Operations are controlled from an ergonomically designed all-weather, sound-suppressed cab with 360° visibility for added safety and security.

Key Features:

- Fully adjustable, high-back,air-ride, operator's seat
- Adjustable lumbar support allowing operators to stay productive
- Fingertip controls wrap around the operator
- Easy viewing and operation.
- 180° seat swivel allows visibility in both directions without neck and shoulder strain

Joystick Steering

Trackmobile delivered electric over hydraulic steering to the market with the Spartan model. This is built on the reliability of our hydraulic steering system. Allowing these hydraulic functions to be controlled electronically, results in the following benefits:

- Precise steering adjustments/control through our SimpleView touchscreen display
- Increased visibility through our front windshield with the removal of a steering wheel and column

RELIABILITY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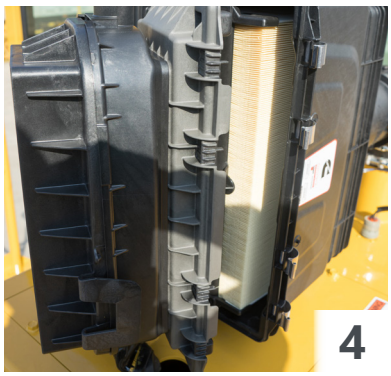
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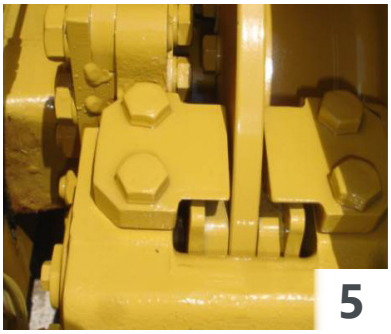
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Serviceability

We've simplified service and made Trackmobiles less expensive to maintain with grouped service points, sight glasses, exterior-mounted brakes, and easy-to-reach dipsticks to make quick work of normal maintenance. Easy-to-change filters and readily available service technicians with service parts reduce costs and provide more uptime. Plus, advanced diagnostic monitor and test ports help you troubleshoot problems and make informed maintenance decisions more easily.

Minimize Downtime

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

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

Automatic Shutdown

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

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

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

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

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

DESIGN INNOVATIONS

Safe-T-Vue™ System

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

Eliminating Blind Spots

Operators get an enhanced view of areas that would normally be difficult to navigate - this means better, more efficient maneuvering and precise positioning, saving both time and money. With Safe-T-Vue's enhanced visibility, blind spots are eliminated. The surround-view function assists the operator in recognizing a potentially dangerous traffic or pathway situation immediately. This is critical to equipment operation in areas with dense traffic, narrow loading areas, frequent coupling/uncoupling, challenging track conditions, hidden lanes, and cluttered yards can experience lower accident occurrences. With safety as a top priority in all rail shipper material handling locations, equipment designed with tools that assist in reducing avoidable accidents are imperative.

Safe-T-Vue Offers:

- Increased ground crew safety
- Easier Trackmobile railing activities
- Simplified railcar coupling
- User-friendly, intuitive operation
- Improved driver awareness
- Reduced blind spots
- Expanded operator line of vision
- Fast, real-time image delivery
- Accuracy - Multiple screen displays, configurations, and selectable visual concentration
- Reliability - Self-monitoring system, designed to operate without frozen frames
- Cutting edge technology (Developed by the industry leader in vehicle visual technology)

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MAX TRAN

The optional MAX-TRAN system is designed to provide maximum weight transfer on empty railcars without lifting the body of the railcar too high, potentially lifting the body off of the truck.

The system monitors the lifting pressure (psi.) of the coupler lift cylinders on the Trackmobile, when the machine determines that the maximum pressure has been achieved, meaning that the weight of the railcar body is being supported by the coupler, it then reduces the pressure slightly and maintains it. This ensures that the body has not been lifted too high and that the Trackmobile is benefiting from the maximum amount of weight transfer.

MAX TRAC

The optional MAX-TRAC system is designed to prevent wheel-slip on the Trackmobile. This is similar to a traction control system found in vehicles today.

The system monitors the speed of the engine/driveshaft as well as the fifth wheel or radar (as equipped). It continuously compares these two speeds and determines if the machine is physically moving or if it is spinning in place. When different speeds are detected (wheel slip), the system then reduces the engine speed and torque until maximum traction is regained.

Tighter Turning Design

We purposely design our machines to have the shortest wheelbase possible.

Benefits:

- Tighter turning radius, when operating the machine in road mode
- Greater maneuverability
- Requires much smaller prepared crossings; for reduced construction costs

DESIGN INNOVATIONS

Radio Remote Control

Trackmobile's optional remote control system is ruggedly-engineered and consists of a receiver, and lightweight transmitter equipped with two long-life batteries.

Exclusive to Trackmobile, the transmitter has a numeric display that represents the train airflow to help operators determine when the train air system is fully charged.

Communication Technology

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

- Operating range of 2,500 ft [762 m] line of sight
- Spread Spectrum frequency hopping enables the remote to hop between frequencies 50 times per second, eliminating interference.
- 902-928 MHz standard frequency range (additional frequencies available upon request)
- **No FCC license required**

LED Talk-back Screen

The transmitter's built-in LED Talk-back Screen hosts the following information:

- **Transmitter battery level**
- **Transmitter signal strength**
- **Brake pipe pressure**
- **Brake pipe airflow**
- **Fuel level**
- **Speed (MPH/KPH)**
- **Error messaging**
- **Engine Coolant Temp**
- **Transmission Oil Temp**
- **Compressor Oil Temp**
- **Hydraulic Oil Temp**

- **Lightweight (6.3 lbs.)**
- **Ergonomically designed**
- **Reliable and Low Maintenance**
- **Long Battery Life**
- **Timer/Shut off**
- **Tilt Switch**
- **Includes MAX-TRAN and MAX-TRAC**
- **Sealed enclosure**
- **Remote control of couplers, sanders, train air brakes, and air horn**

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WORLD-CLASS DISTRIBUTOR NETWORK

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

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

Trackmobile and Our Dealers Offer:

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

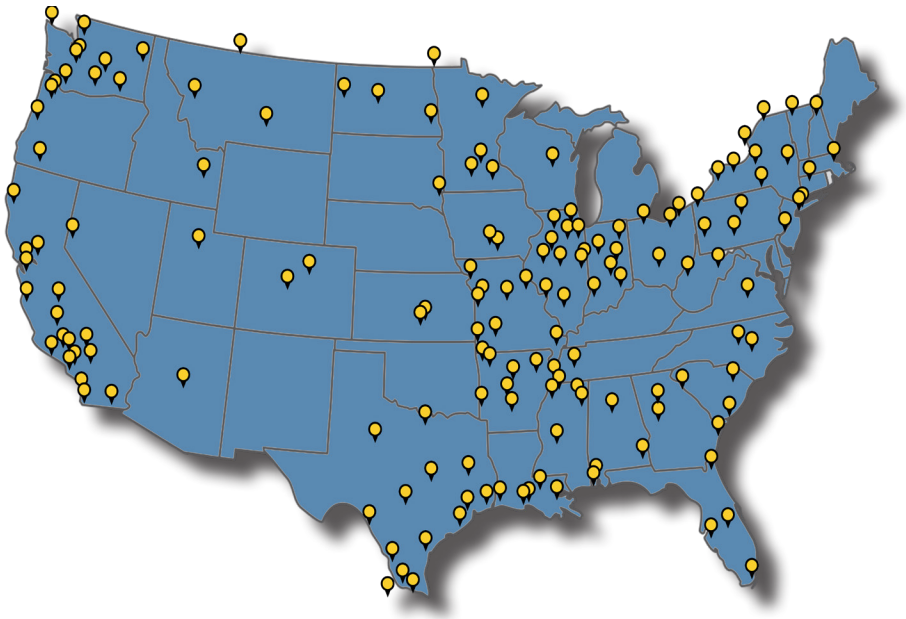
Time is Money

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

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

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

Trackmobile Service Location Map



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

Key: ● **Standard** ▲ **Optional or Special** - **Not Applicable or Available**

TRACKMOBILE MODEL SPECIFICATIONS

Engine	SPARTAN
Cummins Electronic Turbo-Charged Diesel Engine	QSF-3.8 Liter
Meets CARB Tier IV, EU Stage IV, U.S. EPA Tier IV	●[1]
Meets EPA Tier III, EU Stage IIIA emissions	▲[7]
Configuration	**4 Cylinder in-line**
Valves per cylinder	4
Engine Displacement Tier III, Tier IV, and Euro Stage IV	232 In^3 [3.8 L]
Horsepower CARB Tier IV, EU Stage IV, U.S. EPA Tier IV (QSF-3.8 L @ 2200 rpm; QSL9 L @ 2100 rpm)	100 hp [75 kW] @ 2200 rpm
Horsepower Tier III @ 2500 rpm	-
Maximum Torque CARB Tier IV, EU Stage IV, U.S. EPA Tier IV @ 1500 rpm	306 lb-ft [415 N-m] @ 1600 rpm
Maximum Torque Tier III @ 1500 rpm	-
Automatic Engine Shutdown	●
Intake Air Heater - Preheats incoming combustion air prior to start[3]	●
Air Intake	
3-stage Cummins air cleaner assembly, including an integrated pre-cleaner filter with 2-stage direct-flow primary and secondary filters	●
2-stage Cummins air cleaner assembly, direct-flow primary and secondary filters (Tier III Engine)	-
Fuel Tank - High-strength steel	
Twenty-five (25) Gallon [94.75 liters] capacity with lockable cover	-
Thirty (30) Gallon [113.5 liters] capacity with lockable cover	●
Thirty-eight (38) Gallon [144 liters] capacity with lockable cover	-
Sixty (60) Gallon [227 liters] capacity with lockable cover	-
Eighty (80) Gallon [303 liters] capacity with lockable cover	-
Drivetrain	
Transmission	
DANA, T12000, constant mesh helical gearing, three-speed forward and reverse with selectable power shift manual	●
Funk, DF150 series, constant mesh spur gearing, four-speed forward and reverse with selectable powershift manual or automatic with 4th or 3rd and 4th gear lock-out for Rail, Road, or Both	-
Funk, DF250 series, constant mesh spur gearing, four-speed forward and reverse with selectable power shift manual or automatic with 4th or 3rd and 4th gear lock-out for Rail, Road, or Both	-
Axles	
On Road - Two (2) heavy-duty, steel cast case, hydraulically raised and lowered	●
On Rail - Two (2) out-board internal planetary type with high-strength ductile iron	●
Rear Axle Drive hubs with Friction Drive	●
Differentials	
Two (2) rigid, outboard planetary, auto-control locking differential	●
Two (2) rigid, outboard planetary, air actuated, auto-control differential locking	-

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VIKING	HERCULES	HERCULES Full Width Cab	TITAN	ATLAS
QSB-4.5 Liter	QSB-6.7 Liter	QSB-6.7 Liter	QSB-6.7 Liter	QSL9 Liter
•[1]	•[1]	•[1]	•[1]	•[1]
-	▲[2]	▲[2]	▲[2]	▲[2]
4 Cylinder in-line	**6 Cylinder in-line**	**6 Cylinder in-line**	**6 Cylinder in-line**	**6 Cylinder in-line**
4	4	4	4	4
275 In^3 [4.5 L]	408 In^3 [6.75 L]	408 In^3 [6.75 L]	408 In^3 [6.75 L]	543 In^3 [8.9 L]
130 hp [97 kW] @ 2500 rpm	173 hp [129 kW] @ 2500 rpm	173 hp [129 kW] @ 2500 rpm	260 hp [123 kW] @ 2500 rpm	350 hp [261 kW] @ 2100 rpm
-	160 hp [119 kW] @ 2500 rpm	160 hp [119 kW] @ 2500 rpm	260 hp [123 kW] @ 2500 rpm	350 hp [261 kW] @ 2100 rpm
457 lb-ft [620 N-m] @ 1500 rpm	457 lb-ft [620 N-m] @ 1500 rpm	457 lb-ft [620 N-m] @ 1500 rpm	550 lb-ft [746 N-m] @ 1500 rpm	990 lb-ft [1,342 N-m] @ 1500 rpm
-	539 lb-ft [731 N-m] @ 1500 rpm	539 lb-ft [731 N-m] @ 1500 rpm	550 lb-ft [746 N-m] @ 1500 rpm	990 lb-ft [1,342 N-m] @ 1500 rpm
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Key: ● **Standard** ▲ **Optional or Special** - **Not Applicable or Available**

TRACKMOBILE MODEL SPECIFICATIONS

SPARTAN

Transfer Case	
Heavy-duty, hardened alloy steel spur gears w/oil bath lubrication	-
Brake System	
On-Road Machine Braking[5] Hydraulic disc brakes, single calipers, 14.26" [371.47 mm]	●
On-Road Machine Braking[5] Hydraulic disc brakes, dual calipers, 14.26" [371.47 mm]	-
On-Rail Machine Braking[5] Hydraulic disc brakes, 18" [457 mm] diameter	●
Machine Parking Brake - 10" [254 mm] diameter disc, drive-line mounted, spring applied, air released	●
Machine Parking Brake - 14" [355.6 mm] diameter disc, drive-line mounted, spring applied, air released	-
Machine Parking Brake - Transmission mounted, self contained, spring activated wet disc park brake	-
In-Cab Train Air Source Control	●
Selectable Neutral Braking - Automatically applies brake to full pressure within 5 seconds	●
AAR Compatible Train Air Brake System with glad hand connections	●
Pneumatic System	
Machine air pressure system air dryer[3] with automatic internal 12V DC heater	●
Air Compressors	
16 CFM Engine-driven compressor (Train Air Reservoir 2.0 ft^3 [56.6 liters] capacity)	-
40 CFM Rotary screw compressor (Train Air Reservoir 2.0 ft^3 [56.6 liters] capacity)	●
56 CFM Engine-driven compressor (Train Air Reservoir 2.0 ft^3 [56.6 liters] capacity)	-
60 CFM Twin-cylinder compressor (Train Air Reservoir 2.0 ft^3 [56.6 liters] capacity)	-
100 CFM Rotary screw compressor (Train Air Reservoir 2.0 ft^3 [56.6 liters] capacity)	-
Hydraulic System	
Constant pressure hydraulic system with piston pump and O-ring face seal fittings	●
Electrically controlled cartridge mono-block valve with diagnostic pressure ports	●
Electrical System	
Heavy-duty 12-Volt DC, 135 Amp alternator with dual 925 CCA batteries	●
Heavy-duty 12-Volt DC, 160 Amp alternator with dual 925 CCA batteries	-
Digital Instrumentation System - SAE-J1939 CANBUS control system	●
SimpleView 10" digital display for real-time machine statistics and diagnostic data	●
UltraView 7" digital display for real-time machine statistics and diagnostic data	-
Safe-T-Vue™ Video 10" color monitor display with 360° surround view camera system	●
Optional: Rail line of sight cameras	▲
Alarms - Automatic backup road-mode alarm, selectable electronic Warble-type alarm, blast type air horn, and amber LED strobe warning lights	●
Wheels/Tires	
On Road - Four (4), 16-ply 255/70R22.5, tubeless rubber tires	●
On Road - Four (4), 16-ply 9.00 x 20, heavy-duty, mine service rubber tires	-
On Road - Four (4), 16-ply 12.00 x 20, heavy-duty, mine service rubber tires	-

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VIKING	HERCULES	HERCULES Full Width Cab	TITAN	ATLAS
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Key: ● **Standard** ▲ **Optional or Special** - **Not Applicable or Available**

TRACKMOBILE MODEL SPECIFICATIONS

Wheels/Tires Continued	SPARTAN
On Road - Four (4), 20-ply 12.00 x 20, heavy-duty, mine service, foam-filled, puncture-resistant rubber tires	-
On Rail - Four (4), 33" [838.2 mm], heat-treated, forged steel, ring-style flanged railwheels	27"
RAIL GAUGE: AAR Standard Gauge 56-½" [1435 mm]	●[6]
Sanders	
Eight (8) individual, air-operated, electronically-controlled sanders (2 per wheel)	●
Main Frame	
Heavy duty, High-strength 2.56" [65 mm] thick split pivoting main frame linked by an oscillating bearing that pivots up to 10° assuring 4-wheel rail contact at all times and extends axle life.	●
Heavy-duty, High-strength 2" [51 mm] thick welded steel main frame with two (2) 3" [76.2 mm] thick cross members, one front, one rear	-
Heavy-duty, high-strength 2" [51 mm] thick split pivoting main frame linked by an oscillating bearing that pivots up to 10° assuring 4-wheel rail contact at all times and extends axle life	-
Heavy-duty, high-strength welded steel with two (2) 8" [203 mm] thick ballast plates and 4" [101.6 mm] structural plates with Heavy-duty 6" [152.4 mm] thick, pivoting main frame with 8" [203 mm] mounting plate with oscillating bearing that pivots up to 10° assuring 4-wheel rail contact at all times and extends axle life	-
Body Frame	
Heavy duty, all-welded construction using pre-formed steel plates and structural forms	●
Heavy-duty, all-welded construction using 2.5" [63.6 mm] pre-formed steel deck plates and 1.25" [21.75 mm] side plate structural forms	-
Suspension	
Six (6) mounts between cab and body frame (deck), four (4) large rubber mounts between body and main frame	●
Isolation mounts for reduced noise and vibration levels. Eight (8) mounts between cab and body frame (deck), four (4) Firestone airbags between body and main frame with height adjustments	-
Four (4) Firestone airbags and cab air ride shock absorbers between body frame and fully suspended cab leveling adjustment capability	-
Steering	
Proportionally controlled via joystick; electric over hydraulic	●
Front axle hydraulically powered steering w/pivot away steering wheel	-
Couplers	
Standard AAR couplers - Two (2) heavy-duty cast-steel, weight transfer design positive coupling and uncoupling with AAR contour coupler and locking knuckle	●
Industry leading coupler beam width for adverse and severe curve radii	●
AAR, SA-3, UIC (Hook and buffer style), Metro Train and other type couplers available	▲

Notes:

1. Tier IV Final Required in United States and Canada
2. Tier III, EU Stage III available where permitted by law.
3. DO NOT *use ether starting fluid.*
4. Only available as standard with Tier III engines for use outside of U.S. and Canada
5. *Maximum application pressure is varied automatically, depending on whether the machine is in rail or road mode. If the machine is on rail, the machine is on rail, the application pressure will vary depending on weight transferred, for best stopping capability.*
6. *Other optional rail gauges available upon special request.*
7. *Tier III, EU Stage III estimated availability Q4 2021.*

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

VIKING	HERCULES	HERCULES Full Width Cab	TITAN	ATLAS
-	-	-	-	•
27″	27″	27″	27″	33″
•[6]	•[6]	•[6]	•[6]	•[6]
•	•	•	•	•
-	-	-	-	-
•	•	•	-	-
-	-	-	•	-
-	-	-	-	•
•	•	•	•	-
-	-	-	-	•
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-	-	-	•	-
-	-	-	-	•
-	-	-	-	-
•	•	•	•	•
•	•	•	•	•
•	•	•	•	•
▲	▲	▲	▲	▲

TRACKMOBILE SIDE-BY-SIDE MODEL COMPARISON

Tractive Effort	SPARTAN	VIKING	HERCULES
Double Coupled[8]	26,000 lbs [11,793 kg]	42,689 lbs [19,363 kg]	45,375 lbs [20,581 kg]
Single Coupled[8]	21,750 lbs [9,866 kg]	27,014 lbs [12,253 kg]	29,040 lbs [13,172.3 kg]

Dimensions and Performance	SPARTAN		VIKING		HERCULES	
	On Rail	On Road	On Rail	On Road	On Rail	On Road
Wheel Base	119" [3,023 mm]	59" [1,498.6 mm]	121" [3,073 mm]	59.5" [1,511 mm]	127" [3,226mm]	65.5" [1,663 mm]
Rail & Road Clearance	4.12" [104.6 mm]	10.84" [275 mm]	3.5" [88.9 mm]	9.3" [236.2 mm]	4.0" [101.6 mm]	8.8" [223.5 mm]
Rail & Road Height[10]	121" [3,073 mm]	127.3" [3,233 mm]	148.8" [3,779 mm]	159.4" [4,049 mm]	155.4" [3,947 mm]	165.5" [4,204 mm]
Length	173.25" [4,401 mm]		152" [3,860 mm]		171.9" [4,366 mm]	
Width[11]	104" [2,641 mm]		126.5" [3,213 mm]		125.9" [3,198 mm]	
Machine Weight	30,760 lbs [13,953 kg]		34,360 lbs [15,585 kg]		38,500 lbs [17,463.3 kg]	
Rail Gauge[12]	**AAR Standard** 56.5" [1,435 mm]		**AAR Standard** 56.5" [1,435 mm]		**AAR Standard** 56.5" [1,435 mm]	
Centerline to Cab Side	52.8" [1,341.1 mm]		65.4 [1,661 mm]		65.18" [1,655.6 mm]	
Centerline to Non-Cab Side	50.2" [1,275.1 mm]		61.1" [1,552 mm]		60.75" [1,543 mm]	
Cab Interior Volume	107 cu. ft.		150 cu. ft.		150 cu. ft.	
Road Turning Radius						
Inside Tire	12' 10" [3.9 m]		13' 10" [4.0 m]		16' [4.9 m]	
Outside Tire	20' 8" [6.3 m]		21' 5" [6.5 m]		23' 6" [7.2 m]	
Outside Clearance	22' 10" [6.9 m]		23' 6" [7.2 m]		27' [8.2 m]	
Speeds-Forward & Reverse[13]						
	On Rail	On Road	On Rail	On Road	On Rail	On Road
Low Gear	2.0 mph, [3.2 km/h]	1.2 mph, [1.9 km/h]	2.4 mph, [3.9 km/h]	1.5 mph, [2.4 km/h]	2.4 mph, [3.9 km/h]	1.5 mph, [2.4 km/h]
2nd Gear	4.2 mph, [6.8 km/h]	2.5 mph, [4.0 km/h]	4.0 mph, [6.4 km/h]	2.5 mph, [4.0 km/h]	4.0 mph, [6.4 km/h]	2.5 mph, [4.0 km/h]
3rd Gear	10.2 mph, [16.4 km/h]	6.0 mph, [9.7 km/h]	8.0 mph, [12.8 km/h]	5.1 mph, [8.2 km/h]	8.0 mph, [12.8 km/h]	5.1 mph, [8.2 km/h]
4th Gear	-	-	13.6 mph, [21.9 km/h]	8.7 mph, [14.0 km/h]	13.6 mph, [21.9 km/h]	8.7 mph, [14.0 km/h]

[8] Depending on weight package option, actual tractive effort may vary with rail and weather conditions.
[9] Rail clearance on the Atlas and Titan are reduced 1" by a rotor cover plate that extends 3" toward the center of the machine, beyond each railwheel.
[10] For shipping purposes, add 1.5" (38 mm) to rail height for a 2 x 4 block under wheel tread and subtract 4" for closed rain over on exhaust stack. On the Atlas and Titan models subtract 2" from height for deflated airbags. Additional variations may occur due to options selected.
[11] Machine width includes additional 3" taken in consideration for Safe-T-Vue cameras located on exterior of cab and engine side hand rail. Hercules Wide Cab is a customized unit with variations in height and width options- shown is the G089104 narrow option. Spartan is 107.5" if the bottom steps are not folded up for transport.
[12] Rail Gauges available in various sizes, speak to your local dealer regarding any special rail gauge requirements.
[13] Actual speeds obtained will depend on grade, load, altitude, and other factors

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TRACKMOBILE SIDE-BY-SIDE MODEL COMPARISON

HERCULES Full Width Cab		TITAN		ATLAS	
45,640 lbs [20,701 kg]		49,451 lbs [22,431 kg]		60,225 lbs [27,318 kg]	
29,305 lbs [13,292 kg]		33,116 lbs [15,021 kg]		43,900 lbs [19,913 kg]	
On Rail	**On Road**	**On Rail**	**On Road**	**On Rail**	**On Road**
127” [3,226mm]	65.4” [1,661mm]	149.3" [3,792.2 mm]	82.5" [2,095.5 mm]	157.5” [4,001 mm]	89.2” [2,265.7 mm]
4.0” [101.6 mm]	8.8” [223.5 mm]	3.47" [88.1 mm][9]	11.5” [292 mm]	4.8” [122 mm][9]	13.9” [353 mm]
143.7” [3,649 mm]	148.5” [3,771 mm]	146" [3,712 mm]	158.9" [4,036 mm]	149.8” [3,805 mm]	164.6” [4,181 mm]
171.9” [4,366 mm]		199.9" [5,077 mm]		220” [5,588 mm]	
96” [2,438 mm]		124.5" [3,162.3 mm]		125” [3,175 mm]	
39,305 lbs [17,828 kg]		50,850 lbs [23,065 kg]		83,500 lbs [37,875 kg]	
AAR Standard 56.5” [1,435 mm]		**AAR Standard** 56.5” [1,435 mm]		**AAR Standard** 56.5” [1,435 mm]	
47.9” [1,218 mm]		64.1" [1,628.1 mm]		62.6” [1,590 mm]	
48” [1,219 mm]		60.4” [1,534.6 mm]		62.5” [1,588 mm]	
195 cu. ft.		199 cu. ft.		199 cu. ft.	
16’ [4.9 m]		17' 10" [5.3 m]		17’ 10” [5.3 m]	
23’ 6” [7.2 m]		25' 7" [7.8 m]		25’ 7” [7.8 m]	
27’ [8.2 m]		29' 7" [9.0 m]		29’ 7” [9.0 m]	
On Rail	**On Road**	**On Rail**	**On Road**	**On Rail**	**On Road**
2.4 mph, [3.9 km/h]	1.5 mph, [2.4 km/h]	2.4 mph, [3.9 km/h]	1.5 mph, [2.4 km/h]	2.0 mph, [3.2 km/h]	1.0 mph, [1.6 km/h]
4.0 mph, [6.4 km/h]	2.5 mph, [4.0 km/h]	4.0 mph, [6.4 km/h]	2.5 mph, [4.0 km/h]	3.9 mph, [6.3 km/h]	1.9 mph, [3.1 km/h]
8.0 mph, [12.8 km/h]	5.1 mph, [8.2 km/h]	8.0 mph, [12.8 km/h]	5.1 mph, [8.2 km/h]	7.8 mph, [12.6 km/h]	3.8 mph, [6.1 km/h]
13.6 mph, [21.9 km/h]	8.7 mph, [14.0 km/h]	13.6 mph, [21.9 km/h]	8.7 mph, [14.0 km/h]	15.0 mph, [24.1 km/h]	Call for Information.

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ISO 9001:2015 ASR American Systems Registrar Certified Quality System

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