



Leading Railcar Mobility Since 1948

Tractive Effort

Double Coupled*	49,451 lbs. [22,431 kg]
Single Coupled*	33,116 lbs. [15,021 kg]
Weight Non-Ballasted	50,850 lbs. [23,065 kg]

Dimensions / Performance

	On Rail	On Road
Wheel Base	149.3" [3,792.22 mm]	82.5" [2,095.5 mm]
Rail & Road Height ***	146.18" [3,712 mm]	156.8" [3,970 mm]
Rail & Road Clearance	4" [101.6 mm]	9" [248 mm]
Rail Gauge	AAR Standard 56.5" [1,435.2 mm]	
Length	201" [5,105.4 mm]	
Width	123" [3,124 mm]	
Centerline to Cab Side	63.25" [1,606.55 mm]	
Centerline to Non-Cab Side	59.66" [1,515.36 mm]	
Cab Interior Cubic Feet³	199 cu. ft.	

Road Turning Radius

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

Speeds (Forward & Reverse)****

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

Engine

Cummins Electronic Turbo-Charged Diesel Engine Meets EPA Tier IV Final and EURO Stage IV Emissions Meets EPA Interim Tier III - EU Stage III A Emissions Configuration	QSB-6.7 Liter OPTIONAL STANDARD 6 Cylinder inline 4
Valves per Cylinder	4
Engine Displacement Tier III & IV	408 In ³ [6.7 liters]
Horsepower Tier III & IV	260hp [193 kW] @ 2500 rpm
Maximum Torque Tier III	550lb-ft [746N-m] @ 1500 rpm
Maximum Torque Tier IV	550lb-ft [746N-m] @ 1500 rpm

Fuel Tank - Marine-grade polyethylene fuel tank Fifty (50) Gallon (189 liters) capacity with lockable cover

Air Intake

Intake Air Heater - preheats incoming combustion air prior to start
Donaldson Brand, 2 - Stage Filtration, Primary Filter and Safety Filter **STANDARD**
3 - Stage Filtration, High- Efficiency Pre-Cleaner, Primary and Safety Filter **OPTIONAL**

Powertrain

Transmission

Funk, DF 150 series, constant mesh spur gearing Four Speed Forward and Reverse with selectable Power shift manual or automatic with 3rd and 4th Gear Lock-Out for Rail, Road, or Both

Axles

On Road -Two Heavy duty steel axles
On-Rail - Two (2) outboard planetary-type rail drive axle assemblies with high strength steel cast housing, floating axles within mainframe, oscillate up to 2.6° assuring 4-wheel rail contact at all times
On Rail - Rear Axle Drive hubs with Friction Drive
Optional AAR and UIC Gauge- 1,000, 1,067, 1,524, 1,600, or 1676 mm

Differential - Automatic no spin differential

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

Automatic Shutdown

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

Note¹ **Not to be used in conjunction with Ether starting fluid.**

Note² **Maximum application pressure is varied automatically, depending on whether the machine is in rail or road mode. If the machine is on rail, the application pressure will vary depending on weight transferred, for best stopping capability.**

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

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

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

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

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

Main Frame

Heavy Duty -High Strength welded steel with one front 3" [76.2 mm] and one rear 6" [152.4 mm] thick cross-member

Pivoting Frame - Heavy Duty 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

Body Frame

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

Isolation Mounts for reduced noise and vibration levels

Eight (8) mounts between cab and body frame (deck), four (4) Goodyear airbags between body and main frame with height adjustments

Suspension

Durable shock resistant foundation for the Body Frame, Cab, and major components

Couplers

Two heavy-duty cast steel weight transfer design positive coupling and uncoupling with AAR contour coupler and locking knuckle
Industry Leading Coupler Beam Width for adverse and severe curve radius

Brake System

On-Road Machine Braking²- Hydraulic disc brakes with Dual Calipers
On-Rail Machine Braking² - Hydraulically-actuated disc brakes, 18" [457 mm] diameter
Machine Parking Brake - Spring applied, air released 14" [355.6 mm] diameter disc, driveline mounted
Selectable Neutral Braking - Automatically applies on machine brakes in neutral after 5 seconds of operator inactivity

Train Air Brakes - glad hand connections

100 CFM Rotary Screw Compressor System **STANDARD**
56 CFM Engine Driven dual piston air compressor **OPTIONAL**
In-Cab Train Air Valves

Pneumatic System

Air dryer for twin brake control, pneumatic valve to prevent pneumatic line freeze ups in damp/cold climates, and air ride seat. Heated with internal thermostatically controlled 12-volt heater

Hydraulic

On-Road Machine Braking² - Hydraulic disc brakes, Dual Calipers
On-Rail Machine Braking² - Hydraulically-actuated disc brakes, 18" [457 mm] diameter
Constant Pressure Hydraulic System, piston pump and O-ring face seal fittings and oil filtered below ISO 18/16/13

Steering

On Road - front axle power steering with pivot away steering wheel

Electrical

Heavy duty 12-Volt DC, 160 AMP Alternator with Dual 925 CCA Batteries
Digital Instrumentation - SAE-J1939 CAN-Bus Control System
7" Digital Display for real-time machine statistics and diagnostic data
Camera for rear coupler with dash mounted video monitor display
Additional 3 outputs for extra camera locations
Alarms - Automatic Backup Road-Mode Alarm, Selectable Electronic Warble-type alarm, blast type air horn, and amber strobe warning lights

Wheels/ Tire

On Road
Four (4), 16Ply 12.0 x 20 Heavy Duty Mine Service Rubber Tires
On Rail
AAR Profile Standard Gauge 56 1/2" [1,435 mm] **
Eight (8) Individual, Air- Operated, Electronically-Controlled Sanders

TITAN

TITAN STANDARD FEATURES:

- CAN-Bus Control System
- On Board Diagnostics
- UltraView 7" Color Touch Screen Display
- Zone Defense video monitor display with rear back-up camera
- Air Ride, High Back 180° Swivel Seat
- Joystick and Armrest Controls
- Neutral Braking with Programmed Throttle Control
- Automatic / Manual Power-Shift Transmission
- 100 CFM Rotary Screw Compressor
- Oscillating Frame for equalized wheel loading
- In-Cab Train Air Valve
- Air Suspension under cab & body frame
- Incremental Air Brake Reducer
- Train Air Hold Button
- Wide Coupler Table
- Front and Rear Train Air Valves
- Accessible External Disc Brakes
- Impact Sensor/Recorder
- Coupler Rollers
- Coupler Camera
- LED head lighting and work lighting
- Lighted grated steps



Customized for Optimum Efficiency

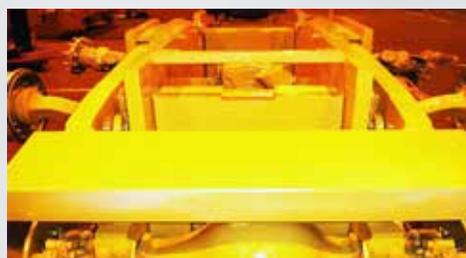
Having the right tools to do the job improves productivity. Trackmobile serves many different industries receiving materials through rail service, with each industry representing unique challenges in their daily operations. To meet these demands, we offer a wide variety of options to customize your Trackmobile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

Popular Options:

- Tier IV Final and EURO Stage IV Emissions
- Radio Remote Control System
- MAX-Tran Automatic Weight Transfer System
- MAX-Trac Automatic Traction Control System
- GCS- Ground Control System
- Train Air Charge Indicator
- 56 CFM Engine Driven Compressor
- Cab Extensions
- Extended Coupler Beam
- Rail Line Sight Camera
- Vigilance Control
- Air Conditioning
- Diesel Fired Cab Heater
- Rotary Broom



Roof Mounted Spotlight



Extended / Wide Traverse Coupler Beam



Train Air Charge Indicator