TRACKMOBILE®
A MARMON RAIL COMPANY

VULCAN 475

Leading Railcar Mobility Since 1948

8 Heavy Duty Pivoting Guide Wheels

Comfortable and Spacious Cab

60,000 lbf. of Tractive Effort

Trackmobile.com

INNOVATIVE RELIABLE EFFICIENT

Tractive Effort*	
Tractive Effort	60,000 lbf [267 kN]

Dimensions / Performance**	
Wheel Base	142” [3,607 mm]
Rail & Road Clearance	11.5” [292 mm]
Rail & Road Height	152” [3,860 mm]
Length	340” [8,636 mm]
Width	120” [3,048 mm]
Weight	103,000 lbs [46,818 kg]
Rail Gauge	AAR Standard 56.5” [1,435 mm]

Speeds (Forward & Reverse)***	On Rail	On Road
Low	2.4 mph [3.9 km/h]	2.4 mph [3.9 km/h]
2nd Gear	4.7 mph [7.6 km/h]	4.7 mph [7.6 km/h]
3rd Gear	9.5 mph [15.3 km/h]	9.5 mph [15.3 km/h]
4th Gear	15 mph [24 km/h]	N/A on Road

Engine

Cummins electronic turbo-charged 8.9 Liter [543 In³] engine: In-line 6 cylinder, 4 valves per cylinder, 350 hp [261 kW] @ 2,100 rpm, Max torque 990 ft-lb [1,342 N-m] @ 1,900 rpm

Fuel Tank - Steel	One hundred twenty (120) gallon [454 liter] capacity

Air Intake[1]	
Intake Air heater	Preheats incoming combustion air prior to start.
Air Filtration Tier IV	3-stage filtration, High-efficiency Pre-cleaner, Primary and Safety Filter

Powertrain	
Transmission	Funk, DF 250-series, constant mesh spur gearing. Four-speed forward and reverse with selectable power-shift manual or automatic with 4th gear or 3rd and 4th gear lock-out for rail, road, or both.
Axles	Two (2) out-board internal planetary type with high strength ductile iron axle housing.
Differential	Two (2) Rigid, outboard planetary, air actuated, auto-control differential locking.

Safety Features	
Automatic shutdown as a result of:	High engine temperature; Low engine coolant level; High compressor temperature; High hydraulic system oil temperature; (Optional low hydraulic system oil level)

Brake System	
Machine Braking	Hydraulic disc brakes with Dual Front Calipers & Triple Rear Calipers (19" rotors)
Machine Parking Brake	Hydraulic transmission mounted, self-constrained, spring-activated wet disc park brake.
Train Air Brakes	100 gallon [378 liter] capacity train air reservoir with glad hand connections

Train Air Compressors	
100 cfm Rotary Screw Air Compressor	STANDARD

NOTE: All Train Air System options feature in-cab train air valves.

Hydraulic System

- Constant pressure hydraulic system, piston pump and o-ring face seal fittings and oil filtered below ISO 18/16/13.
- Provides on-road and on-rail braking power.
- Provides hydraulic steering on road.

Electrical System	
Alternator	HD 12-Volt DC, 160 AMP
Batteries	Two (2) - 925 CCA
Digital Instrumentation	SAE-J1939 CAN-Bus Control System
Digital Control Display	10” display for real-time machine statistics and diagnostic data.
Cameras	Guide wheel railing cameras with 10” color monitor
Additional Cameras	Safe-T-View camera/monitor setup included with two (2) additional outputs for extra camera locations
Alarms	• Automatic backup road mode alarm • Selectable electronic warble type alarm • Blast type air horn • Amber strobe warning lights

Wheels / Tires	
On Road	Four (4), Michelin XZM 32 PLY 14.00 x 24 rated rubber tires
On Rail	Eight (8), 15.75” [400 mm], heat-treated, cast steel guide wheels manufactured to AAR M107/M-208.

Rail Sanders

Eight (8) individual, air-operated, electronically-controlled sanders and track cleaning system.

Chassis / Frames	
Main Frame	Heavy-duty, high-strength welded 3" [76.2 mm] structural plates
Pivoting Guide Wheels	Heavy-duty, pivoting guide wheels with 3 axes of rotation that pivot up to 10°, assuring all guide wheels contact the rail at all times.
Body Frame	Heavy-duty, all-welded construction using pre-formed steel plates and structural forms.

Suspension

Air-ride suspension, four (4) Firestone airbags and shock absorbers between body frame and fully suspended cab with leveling adjustment capability.

Couplers / Coupler Beams	
Couplers	Two (2) heavy-duty cast steel positive coupling and uncoupling with AAR contour coupler and locking knuckles.
Coupler Beams	Two (2) coupler beams (descriptor, graphic infused, forged, reinforced) with hydraulic coupler positioning

Note:

¹ Not to be used in conjunction with Ether starting fluid.

Additional variations may occur due to options selected.

**** Maximum Tractive Effort can be affected by grades and adverse track conditions.***

***** Subject to change without notice***

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