

Leading Railcar Mobility Since 1948









Joystick & Armrest Controls



Ergonomic Operator's Seat



Pivoting Main Frame Bearing



Safe-T-Vue™ 360° Visibility System

Contraction of the second seco

Over 49,000 lbf. of Tractive Effort

INNOVATIVE RELIABLE EFFICIENT

TITAN

Introduced in 2006, the Titan has been redesigned and engineered to conquer challenging rail conditions with an ergonomically designed cab to offer enhanced operator comfort. Titan's split pivoting mainframe is linked by an oscillating bearing that pivots up to 10° to assure 4-wheel rail contact at all times and extends axle life.



Standard Features

- · CAN-Bus Control System with On-board Diagnostics
- UltraView 7" Color Touch Screen Display
- Safe-T-Vue[™] 360° Visibility and Railing Display
- Rear Coupler Camera
- · Ergonomic Air Ride, High Back 180° Swivel Seat
- Joystick and Armrest Controls
- Neutral Braking
- · Programmed Throttle Control with Dual Ramp Rates
- Automatic / Manual Power-Shift Transmission
- 100 CFM Rotary Screw Air Compressor
- In-Cab Front and Rear Train Air Valves
- Incremental Train Air Brake Controller
- Train Air Hold Button
- Steel Railwheels
- Accessible External Disc Brakes

Train Air Charge Indicator*

Remote Control System*

- Impact Sensor/Recorder
- · LED head lighting, strobes, and work lighting

MAX-Trac - Automatic Traction Control System*

MAX-Tran Automatic Weight Transfer System*

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

- Patented Safe-T-Vue[™] 360° Visibility / Railing Display
- Rear Coupler Camera
- · Ramped Throttle Control Quick and Slow
- Telematics Remote Monitoring & Diagnostics
- Electronic Speed Control
- Neutral Braking
- Hydraulic Lock-Out
- GPS Positioning Capabilities

* Feature is an option

- - Ask your Trackmobile Specialist about these and other options

to help keep your crews safe and reduce workload fatigue.

Vigilance Control*

Duble Coupled 49,451 lbs [22,431 kg] Single Coupled 33,116 lbs [15,021 kg] Dimensions / Performatee** On Rail On Road Wheel Base 149.3" [3,792.22 mm] 82.5" [2,095.5 mm Rail & Road Clearance 3.47" [88.1 mm] 11.5" [292 mm] Rail & Road Height 149'3" [3,792.22 mm] 82.5" [2,095.5 mm Rail & Road Height 199.9" [5,077 mm] Width^^ Ungth 50,850 lbs [23,065 kg] Rail Gauge* AAR Standard 56.5" [1,435 mm] Centerline to Cab Side 64.1" [1,628.1 mm] Centerline to Side 60.4" [1,534.6 mm] Speeds (Forward & Reverse)*** On Rail On Road Com Road Low 2.4 mph [3.9 km/h] 1.5 mph [2.4 km/t] 2.5 mph [4.0 km/t] Yad Gear 4.0 mph [54 km/th] 2.5 mph [4.0 km/t] 2.5 mph [4.0 km/t] Yad Gear 8.0 mph [12.8 km/th] 8.7 mph [14.0 km/t] 2.5 mph [4.0 km/t] Yad Gear 9.0 mph [2.1 km/th] 8.7 mph [14.0 km/t] 1.5 mph [2.4 km/t] Yad Gear 9.0 mph [2.3 km/th] 9.1 mph [8.2 km/t] 1.5 mph [2.4 km/t] Yad Gear </th <th>Maximum Tractive Ef</th> <th>fort*</th> <th></th>	Maximum Tractive Ef	fort*		
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Dimensions / Performance** On Rail On Road Wheel Base 149.3" [3,792.22 mm] 82.5" [2,095.5 mm Rail & Road Clearance 3.47" [88.1 mm] 11.5" [292 mm] Rail & Road Height 146" [3,712 mm] 158.9" [4,036 mm] Length 199.9" [5,077 mm] Widh^A Length 199.9" [5,077 mm] Widh^A Weight 50,850 lbs [23,065 kg] Rail Gauge* ARA Standard 56.5" [1,435 mm] Centerline to Cab Side 64.1" [1,534.6 mm] Speeds (Forward & Reverse)*** On Rail On Road Low 2.4 mph [3.9 km/h] 1.5 mph [2.4 km/ł 2nd Gear 4.0 mph [6.4 km/h] 2.5 mph [4.0 km/ł 3rd Gear 8.0 mph [12.8 km/h] 8.7 mph [14.0 km/ł 3rd Gear 8.0 mph [2.1 km/h] 8.7 mph [14.0 km/ł Clammis electronic turbo-charged 6.7 Liter [408 lm²] engine: in-line 6 cylin der, 4 valves per cylinder, 260 hp [123 kW] @ 2,500 rpm, Max torque 550 lt [746 N-m] @ 1.500 rpm Fuel Tank - Steel Sixty (60) gailon [227 liter] capacity with lockable cover Air Intake ¹ Preheats incoming combustion air prior to start. Air Filtration Tier IV		and the second se		
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Length 199.9" [5,077 mm] Width^A 124.5" [3,162.3 mm] Weight 50,850 lbs [23,065 kg] Rail Gauge* AAR Standard 56.5" [1,435 mm] Centerline to Cab Side 64.1" [1,628.1 mm] Centerline to Cab Side 64.1" [1,628.1 mm] Speeds (Forward & Reverse)*** Con Rail On Road Low 2.4 mph [3.9 km/h] 1.5 mph [2.4 km/l 2nd Gear 4.0 mph [6.4 km/h] 2.5 mph [4.0 km/l 3rd Gear 8.0 mph [12.8 km/h] 5.1 mph [8.2 km/l 4th Gear 13.6 mph [21.9 km/h] 8.7 mph [4.0 km/l 3rd Gear 8.0 mph [12.8 km/h] 8.7 mph [4.0 km/l 3rd Gear 8.0 mph [12.8 km/h] 8.7 mph [4.0 km/l 3rd Gear 8.0 mph [21.9 km/h] 8.7 mph [4.0 km/l 2nd Gear 9.500 rpm Fuel Tank - Steel Sixty (60) gallon [227 liter] capacity with lockable cover Air Intake? Provertrain Transmission Funk, DF 150-series, constant mesh spur gearing. Four-speed forward and reverse with selectable power-shift manual or automatic with 4" or 3" and 4" lock-out for rail, road, or both. Avies On-Road - Two (2) guit-board internal planetary, air actuated, auto-control differential locking. Transfer Case Heavy-duty, hardened alloy steel spur gears with oil bath lubrication. Sifety Features Automatic shutdown as a result of: High engine temperature; Low engine as a result of: High engine temperature; Low engine as a result of: High engine temperature; Low engine as a result of: Heavy-duty, hardened alloy steel spur gears with oil bath lubrication. Sifety Features Automatic shutdown as a result of: High engine temperature; Low engine con-Road Auchine Braking" Hydraulic disc brakes with Dual Caliper- On-Rail Machine Braking' Hydraulic disc brakes with Dual Caliper- Con-Rail Machine Braking' Hydraulic disc brakes with Dual Caliper- Dar Raid Machine Braking' Hydraulic disc brakes with Dual Caliper- Con-Rail Machine Braking' Hydraulic disc brakes with Dual Caliper- Con-Rail Machine Br	Rail & Road Clearance	3.47" [88.1 mm]	CEDANAL PARENCESSORY	
Width^A 124.5" [3,162.3 mm] Weight 50,850 lbs [23,065 kg] Rail Gauge* AAR Standard 56.5" [1,435 mm] Centerline to Cab Side 64.1" [1,628.1 mm] Centerline to Cab Side 60.4" [1,534.6 mm] Speeds (Forward & Reverse)*** 0n Rail 0n Road Low 2.4 mph [3.9 km/h] 1.5 mph [2.4 km/l] 2nd Gear 4.0 mph [6.4 km/h] 2.5 mph [4.0 km/l] 3rd Gear 8.0 mph [12.8 km/h] 5.1 mph [8.2 km/l] 4th Gear 13.6 mph [21.9 km/h] 8.7 mph [14.0 km/l] 3rd Gear 8.0 mph [12.8 km/h] 8.7 mph [14.0 km/l] Cummine electronic turb-charged 6.7 Liter [400 In*] engine: In-line 6 cylin 6.7 liter [400 In*] engine: In-line 6 cylin Cummine electronic turb-charged 6.7 Liter [400 In*] engine: In-line 6 cylin 6.7 liter [400 In*] engine: In-line 6 cylin Cummine electronic turbcharged 6.7 Liter [400 In*] engine: In-line 6 cylin 6.7 liter [400 In*] engine: In-line 6 cylin Cummine electronic turbcharged 6.7 Liter [400 In*] engine: In-line 6 cylin 6.7 liter [400 In*] engine: So liter [400 In*] engine: In-line 6 cylin Transmission Furk, DF 150-series, constant mesh spur gearing. Four-speed forward and reverse with selectable power-shift manual or automatic with 4" or 3* and 4" lock-out for rail, road, or both. Adees On-Road - Two (2) out-board intermal planetary, try with high strength ductile iron rear axie drive hul w	Rail & Road Height	146" [3,712 mm]	158.9" [4,036 mm	
Weight 50,850 lbs [23,065 kg] Rail Gauge* AAR Standard 56.5" [1,435 mm] Centerline to Cab Side 64.1" [1,628.1 mm] Centerline to Cab Side 60.4" [1,534.6 mm] Speeds (Forward & Reverse)*** 0m Rail 0m Road Low 2.4 mph [3.9 km/h] 1.5 mph [2.4 km/l] 2nd Gear 4.0 mph [6.4 km/h] 2.5 mph [4.0 km/l] 3rd Gear 8.0 mph [12.8 km/h] 5.1 mph [8.2 km/l] 3rd Gear 8.0 mph [2.1 9 km/h] 8.7 mph [14.0 km/l] 3rd Gear 13.6 mph [2.1 9 km/h] 8.7 mph [14.0 km/l] Grad Gear 9.0 mp [12.8 km/h] 8.7 mph [14.0 km/l] Grad Gear 9.0 mp [2.2 kW] (# 2,500 rpm, Max torque 550 l] (746 N-m] (# 1,500 rpm) Fuel Tank - Steel Sixty (60) gallon [227 liter] capacity with lockable cover Air Intake! Intake Air heater Preheats incoming combustion air prior to start. Air Filtration Tier IV 3-stage filtration, High-efficiency Precleaner, Four-speed forward and reverse with selectable power-shift manual or automatic with 4" or 3" and 4" lock-out for rail, road, or both. Ades On-Road - Two l20 gut-baard internal planetary ty with high strength ductile iron rear axie drive hul with high strength ductile iron rear axie drive hul with high strength ductile iron rear axie drive hul with high strength ductile iron rear axie drive hul with high strength ductile iron rear axie drive hul with high strength ductile iron rear	Length	199.9" [5,	077 mm]	
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Centerline to Cab Side 64.1" [1,628.1 mm] Centerline to Non-Cab Side 60.4" [1,534.6 mm] Speeds (Forward & Reverse)*** 0n Road Com Kail On Road Low 2.4 mph [3.9 km/h] 1.5 mph [2.4 km/l] 3.5 mph [2.4 km/l] 2nd Gear 4.0 mph [6.4 km/h] 2.5 mph [4.0 km/l] 3rd Gear 8.0 mph [12.8 km/h] 5.1 mph [8.2 km/l] 4th Gear 13.6 mph [21.9 km/h] 8.7 mph [14.0 km/l] Engine Commis electronic turbo-charged 6.7 Liter [408 lm] engine: in-line 6 cylin (4.0 km/l) Cummins electronic turbo-charged 6.7 Liter [408 lm] engine: in-line 6 cylin (4.7 km/l) 8.7 mph [14.0 km/l] Fuel Tank - Steel Sixty (60) gailon [227 liter] capacity with lockable cover Air Intake! Preheats incoming combustion air prior to start. Air Filtration Tier IV 3-stage filtration, High-efficiency Precleaner, Primary and Safety Filter Powertrain Four-speed forward and reverse with selectable power-shift manual or automatic with 4" or gatt and 4" lock out for rail, road, or both. Adles On-Road - Two heavy-duty steel axiles On-Road Two (2) Rigid, outboard planetary, air actuated, auto-control differential planetary try with high strength ductile iron rear axile drive hul with friction drive. Differential Two (2) Rigid, outboard planetary, air actuated, auto-control differential planetary stry with high strength ductile iron	Weight	50,850 lbs [23,065 kg]	
Centerline to Non-Cab Side 60.4" [1,534.6 mm] Speeds (Forward & Reverse)*** On Rail On Road Low 2.4 mph [3.9 km/h] 1.5 mph [2.4 km/l] 2nd Gear 4.0 mph [6.4 km/h] 2.5 mph [4.0 km/l] 3rd Gear 8.0 mph [12.8 km/h] 5.1 mph [8.2 km/l] 4th Gear 13.6 mph [21.9 km/h] 8.7 mph [14.0 km/l] Engine Cummins electronic turbo-charged 6.7 Liter [408 ln²] engine: in-line 6 cylii der, 4 valves per cylinder, 260 hp [123 kW] @ 2,500 rpm, Max torque 550 ll [746 N-m] @ 1,500 rpm Fuel Tank - Steel Sixty (60) gallon [227 liter] capacity with lockable cover Air Intake! Intake Air heater Preheats incoming combustion air prior to start. Air Filtration Tier IV 3-stage filtration, High-efficiency Precleaner, Primary and Safety Filter Powertrain Four-speed forward and reverse with selectable cover shift manual or automail automail or automail or automail or automa	Rail Gauge*	AAR Standard 56	5.5" [1,435 mm]	
Non-Cab Side Our Rail On Road Speeds (Forward & Reverse)*** On Rail On Road Low 2.4 mph [3.9 km/h] 1.5 mph [2.4 km/l Jard Gear 4.0 mph [5.4 km/h] 2.5 mph [2.4 km/l Jard Gear 8.0 mph [12.8 km/h] 5.1 mph [8.2 km/l Ath Gear 13.6 mph [21.9 km/h] 8.7 mph [14.0 km/l Engine Cummins electronic turbo-charged 6.7 Liter [408 In²] engine: In-line 6 cylin Cummins electronic turbo-charged 6.7 Liter [408 In²] engine: In-line 6 cylin 8.7 mph [14.0 km/l Fuel Tank - Steel Sixty (60) gallon [227 liter] capacity with lockable cover Air Intake ¹ Preheats incoming combustion air prior to start. Air Filtration Tier IV 3-stage filtration, High-efficiency Preceleaner, Primary and Safety Filter Powertrain Funk, DF 150-series, constant mesh spur gearing. Four-speed forward and reverse with selectable power-shift manual or automatic with 4 ^{1/a} or 3" and 4 th lock-out for rail, road, or both. Axles On-Road - Two heavy-duty, hardened alloy steel axles On-Road - Two heavy-duty steel axles On-Road - Two heavy-duty steel spur gears with oil bath lubrication. Safety Features High engine temperature; Low engine contail eavy-duty indeneed alloy steel spur gears with oil bath lubrication. Safety Features High engine temperature; Low engine contail tervel; High compressor temperature; (Optional low hydraulic system oil tervel) </td <td>Centerline to Cab Side</td> <td>64.1" [1,63</td> <td>28.1 mm]</td>	Centerline to Cab Side	64.1" [1,63	28.1 mm]	
On Rail On Road Low 2.4 mph [3.9 km/h] 1.5 mph [2.4 km/h] 2nd Gear 4.0 mph [6.4 km/h] 2.5 mph [4.0 km/h] 3rd Gear 8.0 mph [12.8 km/h] 5.1 mph [8.2 km/h] 3rd Gear 8.0 mph [12.8 km/h] 5.1 mph [8.2 km/h] 4th Gear 13.6 mph [21.9 km/h] 8.7 mph [14.0 km/h] Cummins electronic turbo-charged 6.7 Liter [408 lm] engine: In-line 6 cylin 6 cylin (746 N-m] @ 1,500 rpm Forebasts incoming combustion air prior to start. Air Intake Air beater Preheats incoming combustion air prior to start. Air Filtration Tier IV 3-stage filtration, High-efficiency Precleaner, Primary and Saffey Filter Powertrain Transmission Furk, DF 150-series, constant mesh spur gearing. Four-speed forward and reverse with selectable power-shift manual or automatic with 4" or 3" and 4" lock-out for rail, road, or both. Axles On-Road - Two l(2) quibboard termal planetary, air actuated, auto-control differential locking. Transfer Case High engine temperature; Low engine coolant level; High compressor temperature; High hydraulic disc brakes, strim oil level. Stifty Features High engine temperature; Low engine coolant level; High compressor temperature; High hydraulic disc brakes with Dual Caliper On-Road Achine Braking"	Centerline to Non-Cab Side	60.4" [1,53		
Low 2.4 mph [3.9 km/h] 1.5 mph [2.4 km/h] 2nd Gear 4.0 mph [6.4 km/h] 2.5 mph [4.0 km/h] 3rd Gear 8.0 mph [12.8 km/h] 5.1 mph [8.2 km/h] 4th Gear 13.6 mph [21.9 km/h] 8.7 mph [14.0 km/h] Cummins electronic turbo-charged 6.7 Liter [408 hm] engine: in-line 6 cylinder, 4 valves per cylinder, 260 hp [12.3 kW] @ 2,500 pm, Max torque 550 lf (746 N-m] @ 1,500 pm Fuel Tank - Steel Sixty (60) gallon [227 liter] capacity with lockable cover Air Intake ¹ Intake Air heater Preheats incoming combustion air prior to start. Air Filtration Tier IV 3-stage filtration, High-efficiency Precleaner, Primary and Safety Filter Powertrain Transmission Funk, DF 150-series, constant mesh spur gearing. Four-speed forward and reverse with selectable cover shift manual or automatic with 4 th or 3 th and 4 th lock-out for rail, road, or both. Adles On-Road - Two leavy-duty steel axies On-Rail - Two (2) out-board internal planetary twy with high dengine temperature, low engine colspan="2">(Detional low kydauic steel spur gears with oil bath lubrication. Steel filtration, High engine temperature, low engine colspan="2">(Detional low hydrauic system oil level) Differential Two (2) Rigid, outboard planetary, air actused, auto-control diff	Speeds (Forward & R	everse)***		
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4th Gear 13.6 mph [21.9 km/h] 8.7 mph [14.0 km/h] Engine 8.7 mph [14.0 km/h] Cummins electronic turbo-charged 6.7 Liter [408 lm] engine: in-line 6 cylin der, 4 valves per cylinder, 260 hp [123 kW] @ 2,500 rpm, Max torque 550 ll [764 km] @ 1,500 rpm Fuel Tank - Steel Sixty (60) gallon [227 liter] capacity with lockable cover Air Intake I 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 150-series, constant mesh spur gearing, 3" and 4" lock-out for rail, road, or both. Axles On-Road - Two heavy-duty steel axles On-Road - Two heavy-duty steel axles, or both the ph strengt ductifie iron rear axle drive hul with firction drive. Differential Two (2) Rigid, outboard planetary, air actuated, auto-control differential locking. Transfer Case Heavy-duty, hardened alloy steel spur gears with oil bath lubrication. Safety Features High engine temperature; Low engine coolant level; High todraulic system oil temperature; High hydraulic disc brakes, 18" [457 mn] diameter On-Road Machine Braking* Hydraulic disc brakes with Dual Caliper On-Rail Machine Braking*	2nd Gear	4.0 mph [6.4 km/h]	2.5 mph [4.0 km/i	
Engine Cummins electronic turbo-charged 6.7 Liter [408 In'] engine: In-line 6 cylin der, 4 valves per cylinder, 260 hp [123 kW] @ 2,500 rpm, Max torque 550 H [746 N-m] @ 1,500 rpm Fuel Tank - Steel Sixty (60) gailon [227 liter] capacity with lockable cover Air Intake! Intake I Intake I Intake I 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 150-series, constant mesh spur gearing over-spend forward and reverse with selectable powershift manual or automatic with 4" or 3" and 4" lock-out for rail, road, or both. Axles On-Road - Two log outboard internal planetary, air actuated, auto-control differential locking. Transfer Case High engine temperature; Low engine coolant level; High compressor temperature; High hydraulic disc brakes, 18" (Optional low hydraulic disc brakes, 18" (Astime Braking' Hydraulic disc brakes, 18" (457 mm) diameter Machine Braking' Machine Braking' Machine Braking Brake Spring applied, air released, 14" [355.6]	3rd Gear	8.0 mph [12.8 km/h]	5.1 mph [8.2 km/ł	
Cummins electronic turbo-charged 6.7 Liter [408 In*] engine: In-line 6 cylin der, 4 valves per cylinder, 260 hp [123 kW] @ 2,500 rpm, Max torque 550 lt (746 N-m] @ 1,500 rpm Fuel Tank - Steel Sixty (60) gailon [227 liter] capacity with lockable cover Air Intake I Intake Air beater 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 150-series, constant mesh spur gearing, reverse with selectable power-shift manual or automatic with 4 th or 3 th and 4 th lock-out for rail, road, or both. Axies On-Road - Two (2) out-board internal planetary ty with finction drive. Differential Two (2) Gigid, outboard planetary, air actuated, auto-control differential locking. Transfer Case Heavy-duty, hardened alloy steel spur gears with oil bath lubrication. Safety Features Automatic shutdown as a result of: High engine temperature; Low engine coolant level; High compressor temperature; High hydraulic system oi	4th Gear	13.6 mph [21.9 km/h]	8.7 mph [14.0 km/	
Intake Air heater Preheats incoming combustion air prior to start. Air Filtration Tier IV 3-stage filtration, High-efficiency Precleaner, Primary and Safety Filter Powertrain Fourspeed forward and reverse with selectable provided for any and and reverse with selectable provershift manual or automatic with 4 th or 3 th and 4 th lock-out for rail, road, or both. Axles On-Road - Two heavy-duty steel axles On-Road - Two heavy-duty steel axles On-Road - Two heavy-duty steel axles Differential Two (2) Rigid, outboard planetary, air actuated, auto-control differential locking. Transfer Case Heavy-duty, hardened alloy steel spur gears with oli bath lubrication. Safety Features Automatic shutdown as a result of: High engine temperature; Low engine colonal tevel; High compressor temperature; High hordraulic system oil temperature; High and low hydraulic disc brakes, 18" [457 mn] diameter On-Road Machine Braking ² Hydraulic disc brakes, 18" [457 mn] diameter		with locka		
Air Filtration Tier IV 3-stage filtration, High-efficiency Precleaner, Primary and Safety Filter Powertrain Transmission Funk, DF 150-series, constant mesh spur gearing, Four-speed forward and reverse with selectable power-shift manual or automatic with 4 th or 3 th and 4 th lock out for rail, road, or both. Axles On-Road - Two heavy-duty steel axles On-Road - Two (2) out-board internal planetary ty; with high strength ductfle iron rear axle drive hut with firkton drive. Differential Two (2) Rigid, outboard planetary, air actuated, auto-control differential locking. Transfer Case Heavy-duty, hardened alloy steel spur gears with oil bath lubrication. Safety Features Coolant level; High compressor temperature; High hydraulic system oil level; High compressor temperature; High hydraulic disc brakes, 18" (457 nm) diameter On-Road Machine Braking* Hydraulic disc brakes, 18" (457 nm) diameter	Air Intake ¹		ble cover	
cleaner, Primary and Safety Filter Powertrain Transmission Funk, DF 150-series, constant mesh spur gearing, Four-speed forward and reverse with selectable power-shift manual or automatic with 4 th or 3 th and 4 th lock out for rail, road, or both. Axles On-Road - Two heavy-duty steel axles On-Rail - Two (2) out-board internal planetary ty; with figh strength ductile iron rear axle drive hub with figh the regime temperature; low engine coolant level; High compressor temperature; High hydraulic system oil level; Brake System On-Road Machine Braking ² Hydraulic disc brakes with Dual Calipers (457 mm] diameter Machine Parking Brake Spring applied, air released, 14" [355.6]				
Transmission Funk, DF 150-series, constant mesh spur gearing, Four-speed forward and reverse with selectable power-shift manual or automatic with 4" or 3" and 4" lock-out for rail, road, or both. Axles On-Road - Two heavy-duty steel axles On-Rail - Two (2) out-board internal planetary tyg with high strength ductile iron rear axle drive hub with riction drive. Differential Two (2) Rigid, outboard planetary, air actuated, auto-control differential locking. Transfer Case Heavy-duty, hardened alloy steel spur gears with oil bath lubrication. Safety Features High engine temperature; Low engine coolant level; High compressor temperature; High hydraulic system oil lerenge On-Road Machine Braking ² On-Road Machine Braking ² Hydraulic disc brakes, 18" (457 mm) diameter Machine Parking Brake Spring applied, air released, 14" [355.6]		Preheats incoming combus	tion air prior to start.	
Four-speed forward and reverse with selectable power-shift manual or automatic with 4" or 3" and 4" lock-out for rail, road, or both. Axles On-Road 4" lock-out for rail, road, or both. On-Road 4" lock-out for rail, road, or both. On-Road 4" lock-out for rail, road, or both. Differential Two (2) Rigid, outboard planetary, air actuated, auto-control differential locking. Transfer Case Heavy-duty, hardened alloy steel spur gears with oil bath lubrication. Safety Features High engine temperature; Low engine colant level; High compressor temperature; (Optional low hydraulic system oil temperature; High hydraulic system oil temperature; (Optional low hydraulic system oil temperature; (AST multic disc brakes, 18" (4S7 multic disc brakes, 18" (4S7 multic disc brakes, 18" (4S7 multic disc brakes, 18") Machine Braking ² Hydraulic disc brakes, 18" (4S7 multic disc brakes, 18")		Preheats incoming combus 3-stage filtration, High-effic	tion air prior to start. iency Pre-	
On-Rail - Two (2) out-board internal planetary ty with high strength ductile iron rear axle drive hub with friction drive. Differential Two (2) Rigid, outboard planetary, air actuated, auto-control differential locking. Transfer Case Heavy-duty, hardened alloy steel spur gears with oil bath lubrication. Safety Features High engine temperature; Low engine coolant level; High compressor temperature; High hydraulic system oil temperature; Brake System On-Road Machine Braking ² On-Road Machine Braking ² Hydraulic disc brakes, 18" (457 nm) diameter Machine Parking Brake Spring applied, air released, 14" [355.6]	Air Filtration Tier IV	Preheats incoming combus 3-stage filtration, High-effic	tion air prior to start. iency Pre-	
actuated, äuto-control differential locking. Transfer Case Heavy-duty, hardened alloy steel spur gears with oil bath lubrication. Safety Features Automatic shutdown as a result of: High engine temperature; Low engine coolant level; High compressor temperature; (Optional low hydraulic system oil temperature; (Optional low hydraulic system oil level) Brake System On-Road Machine Braking ² Hydraulic disc brakes with Dual Calipers On-Rail Machine Braking ³ Hydraulic shrakes, 18" [457 mm] diameter Machine Parking Brake Spring applied, air released, 14" [355.6]	Air Filtration Tier IV Powertrain	Preheats incoming combus 3-stage filtration, High-effic cleaner, Primary and Safety Funk, DF 150-series, consta Four-speed forward and re power-shift manual or auto	tion air prior to start. Filter nt mesh spur gearing. rerse with selectable matic with 4 th or	
gears with oil bath lubrication. Safety Features Automatic shutdown as a result of: High engine temperature; Low engine coolant level; High compressor temperature; (Optional low hydraulic system oil temperature) Brake System On-Road Machine Braking ² Hydraulic disc brakes, 18" [457 mn] diameter Machine Parking Brake Spring applied, air released, 14" [355.6	Air Filtration Tier IV Powertrain Transmission	Preheats incoming combus 3-stage filtration, High-effic cleaner, Primary and Safety Funk, DF 150-series, consta Four-speed forward and re- power-shift manual or auto 3 ⁴¹ and 4 ¹¹ back-out for rail, On-Road - Two Icay-duty On-Road - Two Icay-duty On-Road - Two Icay-duty On-Road - Two Icay-duty	tion air prior to start. Filter Int mesh spur gearing. rerse with selectable matic with 4 ¹⁰ or road, or both. steel axles internal planetary typ	
Automatic shutdown as a result of: High engine temperature; Low engine coolant level; High compressor temperature; (Optional low hydraulic system oil temperature; (Optional low hydraulic system oil level) Brake System Hydraulic system oil temperature; (Optional low hydraulic system oil level) Brake System Hydraulic system oil level) On-Road Machine Braking ^a Hydraulic disc brakes, 18" [457 mm] diameter Machine Parking Brake Spring applied, air released, 14" [355.6]	Air Filtration Tier IV Powertrain Transmission Axles	Preheats incoming combus 3-stage filtration, High-effic cleaner, Primary and Safety Funk. DF 150-series, constat Four-speed forward and re power-shift manual or auto 3 rd and 4 rd lock out for rail, On-Road - Two heavy-duty On-Road	tion air prior to start. lency Pre- Filter Int mesh spur gearing, erse with selectable matic with 4 ¹⁰ or stad, or both. steel axles internal planetary typ ron rear axle drive hub netary, air	
as a result of: Coloant [evel; High compresson temperature; High hydraulic system oil temperature; (Optional low hydraulic system oil level) Brake System On-Road Machine Braking ^a On-Rail Machine Braking ^a Hydraulic disc brakes, 18" [457 mm] diameter Machine Parking Brake Spring applied, air released, 14" [355.6	Air Filtration Tier IV Powertrain Transmission Axles Differential	Preheats incoming combus 3-stage filtration, High-effic cleaner, Primary and Safety Funk, DF 150-series, consta Four-speed forward and re- power-shift manual or auto 3 ^{et} and 4 th lock-out for rail, r On-Read - Two heavy-duty On-Rail - Two (2) out-board with high strength ductile in with friction drive. Two (2) Rigid, outboard pla actuated, auto-control diffe Heavy-dury, hardened alloy	tion air prior to start. iency Pre- Filter nt mesh spur gearing, verse with selectable matic with 4 th or road, or both. steel axles internal planetary ty; ron rear axle drive hut netary, air rental locking. steel spur	
On-Road Machine Braking ² Hydraulic disc brakes with Dual Calipers On-Rail Machine Braking ² Hydraulic disc brakes, 18" [457 mm] diameter Machine Parking Brake Spring applied, air released, 14" [355.6	Air Filtration Tier IV Powertrain Transmission Axles Differential Transfer Case	Preheats incoming combus 3-stage filtration, High-effic cleaner, Primary and Safety Funk, DF 150-series, consta Four-speed forward and re- power-shift manual or auto 3 ^{et} and 4 th lock-out for rail, r On-Read - Two heavy-duty On-Rail - Two (2) out-board with high strength ductile in with friction drive. Two (2) Rigid, outboard pla actuated, auto-control diffe Heavy-dury, hardened alloy	tion air prior to start. iency Pre- Filter nt mesh spur gearing. verse with selectable matic with 4 th or road, or both. steel axles internal planetary typ ron rear axle drive hub netary, air rental locking. steel spur	
On-Rail Machine Braking ² Hydraulic disc brakes, 18" [457 mm] diameter Machine Parking Brake Spring applied, air released, 14" [355.6	Air Filtration Tier IV Powertrain Transmission Axles Differential Transfer Case Safety Features Automatic shutdown	Preheats incoming combus 3-stage filtration, High-effic cleaner, Primary and Safety Funk, DF 150-series, consta Four-speed forward and rev power-shift manual or auto 3 ⁴⁴ and 4 ⁴¹ lock-out for rail, On-Road - Two heavy-duty On-Rail - Two (2) out-board with high strength ductle in with firtition drive. Two (2) Rigit, outboard pla actuated, auto-control diffe Heavy-duty, hardened alloy gears with oil bath lubricati High engine temperature; I coolant level, High compret	tion air prior to start. lency Pre- Filter Int mesh spur gearing, verse with selectable matic with 4° or rad, or both. steel axles internal planetary tyy on rear axle drive hub netary, air rential locking. isteel spur on. ow engine soor temperature; mperature;	
[457 mm] diameter Machine Parking Brake Spring applied, air released, 14" [355.6	Air Filtration Tier IV Powertrain Transmission Axles Differential Transfer Case Safety Features Automatic shutdown as a result of:	Preheats incoming combus 3-stage filtration, High-effic cleaner, Primary and Safety Funk, DF 150-series, consta Four-speed forward and rev power-shift manual or auto 3 ⁴⁴ and 4 ⁴¹ lock-out for rail, On-Road - Two heavy-duty On-Rail - Two (2) out-board with high strength ductle in with firtition drive. Two (2) Rigit, outboard pla actuated, auto-control diffe Heavy-duty, hardened alloy gears with oil bath lubricati High engine temperature; I coolant level, High compret	tion air prior to start. lency Pre- Filter Int mesh spur gearing, verse with selectable matic with 4° or rad, or both. steel axles internal planetary tyy on rear axle drive hub netary, air rential locking. isteel spur on. ow engine soor temperature; mperature;	
Machine Parking Brake Spring applied, air released, 14" [355.6 mm] diameter disc, driveline mounted.	Air Filtration Tier IV Powertrain Transmission Axles Differential Transfer Case Safety Features Automatic shutdown as a result of: Brake System	Preheats incoming combus 3-stage filtration, High-effic cleaner, Primary and Safety Funk, DF 150-series, consta Four-speed forward and re- power-shift manual or auto 3 ^m and 4 ^m lock-out for rail, On-Road - Two heavy-duty On-Road - Two heavy-duty Color House (2000) High Jordaus (2000) High Jordaus (2000) High Jordaus (2000) System Hevel, High comprese High Jordaus (2000) System Hevel, High comprese High Jordaus (2000) System Hevel, High comprese High Jordaus (2000) System Other (Optional low hydraulic system Other (2000)	tion air prior to start. lency Pre- Filter nt mesh spur gearing, verse with selectable matic with 4° or road, or both. steel axles internal planetary tyy on rear axle drive hut netary, air rental locking. steel spur on. we engine sor temperature; mperature; tem oil level)	
	Air Filtration Tier IV Powertrain Transmission Axles Differential Transfer Case Safety Features Automatic shutdown as a result of: Brake System On-Road Machine Braki	Preheats incoming combus 3-stage filtration, High-effic cleaner, Primary and Safety Funk. DF 150-series, consta Four-speed forward and re- power-shift manual or aud, 3 th and 4 th lock-out for rail, On-Road - Two heavy-duty On-Road - Two heavy-duty New Jean House two heavy-duty, hardened alloy gears with oil bath lubricati High engine temperature; I coolant level; High compret High hydraulic system oil te (Optional low hydraulic system ng ¹ Hydraulic disc bra g ² Hydraulic disc bra	tion air prior to start. lency Pre- Filter Int mesh spur gearing, erse with selectable matic with 4% of the matic with 4% of the matic with 4% of the matic with 4% of the steel axles internal planetary ty; on rear axle drive hut netary, air rentral locking. steel spur on. ow engine sor temperature; mperature; mer oil level; kes with Dual Calipera kes, 18"	

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Note

* Rail C ** For : Additio *** Ac

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Trackmobile® LLC reserves the right to change specificati

Selectable Neutral Braking			Automatically applies brake to full pressure within 5 seconds of operator inactivity.	
Train A	Air Brakes	Glad hand o	onnections	
Train	Air Compressors			
100 cf	m Rotary Screw Air	Compressor	STANDARD	
Hydra	ulic System			
• •	Constant pressure h ittings and oil filten Provides on-road an Provides hydraulic s	d on-rail braking powe	i pump and o-ring face seal I. r.	
Electi	ical System			
Altern	ator	HD 12-Volt [HD 12-Volt DC, 160 AMP	
Batter	ies	Two (2) - 92	Two (2) - 925 CCA	
Digital	Instrumentation	SAE-J1939 C	SAE-J1939 CAN-Bus Control System	
Digital	Control Display	7" display fo and diagnos	r real-time machine statistics tic data.	
Camer	as	Safe-T-Vue™ camera with	360° visibility and railing 10° color monitor	
Additi	onal Cameras	Two (2) addi era location:	itional outputs for extra cam- s	
Alarms		Automatic b selectable el	Automatic backup road-mode alarm, selectable electronic	
		 Blast-t 	Warble-type alarm Blast-type air horn Amber strobe warning lights	
Whee	els / Tires			
On Ro	ad	Four (4), 16-ply, 12.00 x 20, heavy-duty mine service rubber tires		
On Ra	al.	Four (4), 27" [685.8 m ring-style flanged railv	m], heat-treated, forged steel, vheels	
Rail S	anders			
Eight (8) individual, air-op	erated, electronically-	controlled sanders.	
Chass	is / Frames			
Pivotir	ng Main Frame	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.		
Body I	rame	Heavy-duty, all-welded formed steel plates an	d construction using pre- id structural forms.	
Suspe	ension			
betwe	on mounts for redu en cab and body fra ain frame with heig	ame (deck), four (4) Fin	n levels. Eight (8) mounts estone airbags between body	
Coup	ers / Coupler Bea	ims		
Couple	ers	Two (2) heavy-duty cast steel weight transfer design, positive coupling and uncoupling with AAR contour coupler and locking knuckles.		
Coupler Beams Two (2) stand		Two (2) standard-widt most standard curve n	h coupler beams which handle adii.	
Option curve		upler beams are availa	ble for adverse and severe	
ote' ote'	Maximum application machine is in rail or ro weight transferred, fo	ad mode. On rail, the appli r hest stopping canobility	tically, depending on whether the cation pressure will vary depending on	
	uaes available in variou	s sizes. 5° (38 mm) to rail beight for	r a 2" x 4" block under wheel tread. tude, and other factors.	

TRACKMOBILE

Trackmobile is a proud member of the Marmon Rail Group. Marmon Rail provides a variety of products and services to help solve customer's biggest challenges. Whether you need track maintenance and construction, locomotives, railcar movers, or on-site and mobile repairs, Marmon Rail and Leasing has a solution for your operation. All companies within Marmon Rail are experts in their field. We leverage our expertise to provide customers with innovative, sustainable solutions for any rail operation.

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

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