



# TRACKMOBILE®

A MARMON RAIL COMPANY



Railcar Mover Group

Leading Railcar Mobility Since 1948

# TITAN



Joystick & Armrest Controls



Ergonomic Operator's Seat



Pivoting Main Frame Bearing



Safe-T-Vue™ 360° Visibility System



Over 49,000 lbf. of Tractive Effort

## 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.



Titan control panel and operational controls.

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

**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
- Train Air Charge Indicator\*
- MAX-Trac - Automatic Traction Control System\*
- Remote Control System\*
- MAX-Tran Automatic Weight Transfer System\*
- Vigilance Control\*

**Ask your Trackmobile Specialist about these and other options to help keep your crews safe and reduce workload fatigue.**

\* Feature is an option

Maximum Tractive Effort*		
Double Coupled	49,451 lbs [22,431 kg]	
Single Coupled	33,116 lbs [15,021 kg]	
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]	
Width^^	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 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/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]
Engine		
<b>Cummins electronic turbo-charged 6.7 Liter [408 In<sup>3</sup>] engine:</b> In-line 6 cylinder, 4 valves per cylinder, 260 hp [123 kW] @ 2,500 rpm, Max torque 550 lb-ft [746 N-m] @ 1,500 rpm		
Fuel Tank - Steel	Sixty (60) gallon [227 liter] capacity with lockable cover	
Air Intake <sup>1</sup>		
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 150-series, constant mesh spur gearing. Four-speed forward and reverse with selectable power-shift manual or automatic with 4 <sup>th</sup> or 3 <sup>rd</sup> and 4 <sup>th</sup> lock-out for rail, road, or both.	
Axles	<b>On-Road</b> - Two heavy-duty steel axles <b>On-Rail</b> - Two (2) out-board internal planetary type with high strength ductile iron rear axle drive hubs 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		
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		
On-Road Machine Braking <sup>2</sup>	Hydraulic disc brakes with Dual Calipers	
On-Rail Machine Braking <sup>2</sup>	Hydraulic 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 brake to full pressure within 5 seconds of operator inactivity.
Train Air Brakes	Glad hand connections
Train Air Compressors	
100 cfm Rotary Screw Air Compressor	STANDARD
Hydraulic System	
<ul style="list-style-type: none"> <li>• Constant pressure hydraulic system, piston pump and o-ring face seal fittings and oil filtered below ISO 18/16/13.</li> <li>• Provides on-road and on-rail braking power.</li> <li>• Provides hydraulic steering on road.</li> </ul>	
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	7" display for real-time machine statistics and diagnostic data.
Cameras	Safe-T-Vue™ 360° visibility and railing camera with 10" color monitor
Additional Cameras	Two (2) additional outputs for extra camera locations
Alarms	Automatic backup road-mode alarm, selectable electronic <ul style="list-style-type: none"> <li>• Warble-type alarm</li> <li>• Blast-type air horn</li> <li>• Amber strobe warning lights</li> </ul>
Wheels / Tires	
On Road	Four (4), 16-ply, 12.00 x 20, heavy-duty mine service rubber tires
On Rail	Four (4), 27" [685.8 mm], heat-treated, forged steel, ring-style flanged railwheels
Rail Sanders	
Eight (8) individual, air-operated, electronically-controlled sanders.	
Chassis / Frames	
Pivoting 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 Frame	Heavy-duty, all-welded construction using pre-formed steel plates and structural forms.
Suspension	
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.	
Couplers / Coupler Beams	
Couplers	Two (2) heavy-duty cast steel weight transfer design, positive coupling and uncoupling with AAR contour coupler and locking knuckles.
Coupler Beams	Two (2) standard-width coupler beams which handle most standard curve radii.
Optional wide-traverse coupler beams are available for adverse and severe curve radii.	

*Note<sup>1</sup>* Not to be used in conjunction with Ether starting fluid.  
*Note<sup>2</sup>* Maximum application pressure is varied automatically, depending on whether the machine is in rail or road mode. On rail, the application pressure will vary depending on weight transferred, for best stopping capability.

\* Rail Gauges available in various sizes.  
 \*\* 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.  
 ^^ Width of machine includes 360° Safe-T-Vue™ cameras on each side of machine. Width may be narrowed by approximately 3" for tight tolerances if Safe-T-Vue™ system is removed at time of new machine order.



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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.

## TOGETHER, WE KEEP OUR WORLD MOVING FORWARD.

### Industry's Most Experienced Dealer Network

More than 100 facilities and over 300 factory-trained service technicians throughout North America



- 24 Hour Emergency service
- Service & Parts for all models of Trackmobiles
- Dedicated railcar mover technicians
- Customized railcar mover service vehicles
- On site or in shop service and repair
- NEW Trackmobile railcar movers
- Quality reconditioned railcar movers
- In shop or on site Operator training
- Late model rental units for emergencies
- Availability reduces downtime
- Machine demonstrations
- Machine safety evaluations
- Free site surveys

### UNPARALLELED SERVICE AND SUPPORT

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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