



TITAN



Joystick & Armrest Controls



Ergonomic Operator's Seat



Safe-T-Vue™ 360° Visibility System

Up to 49,451 lbf. of Tractive Effort



TITAN

Introduced in 2006, the Titan has been redesigned in 2019 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
- 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:

- **FREE**** Seat in a Rail Safety Training Class
- Patent Pending 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

**With authorization code provided in newly manufactured Trackmobile models.



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

Cummins electronic turbo-charged 6.7 Liter [408 In³] engine: 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 Intake¹

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 th or 3 rd 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 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 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 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
56 cfm Engine-driven, dual-piston air compressor	OPTIONAL

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	7" display for real-time machine statistics and diagnostic data.

Cameras Safe-T-Vue™ 360° visibility and raiiling camera with 10" color monitor

Additional Cameras 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), 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.

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. 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.

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.

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

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

Time is Money

Getting it right the first time requires having the tools and parts. Trackmobile has an inventory of parts to service even many of our legacy models. Understanding that uptime is a significant factor in operational success, our distributors and their service departments stock sufficient inventories to complete routine maintenance and most emergency calls. It takes great teamwork to "get the job done."

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