



### Leading Railcar Mobility Since 1948

#### Maximum Tractive Effort

<b>Double Coupled*</b>	44,718 - 45,995 lbs. [20,284 - 20,863 kg]
<b>Single Coupled*</b>	28,383 - 29,660 lbs. [12,874 - 13,454 kg]

#### Dimensions / Performance

	<b>On Rail</b>	<b>On Road</b>
<b>Wheel Base</b>	127" [3,226 mm]	65.4" [1,661 mm]
<b>Rail &amp; Road Clearance</b>	4" [101.6 mm]	5.25" [133mm]
<b>Rail &amp; Road Height **</b>	145" [3,691 mm]	153" [3,886 mm]
<b>Length</b>	170" [4,318 mm]	
<b>Width</b>	123" [3,124 mm]	
<b>Non-Bal/Balstd Wt.</b>	36,510 - 40,380 lbs. [16,560 - 18,316 kg]	
<b>Rail Gauge</b>	AAR Standard 56.5" [1,435 mm]	
<b>Centerline to Cab Side</b>	63.06" [1,601.72mm]	
<b>Centerline to Non-Cab Side</b>	59.50" [1,499.87 mm]	
<b>Cab Interior Volume</b>	150 cu. ft.	

#### Road Turning Radius

<b>Inside Tire</b>	16' [4.9 m]
<b>Outside Tire</b>	23' 6" [8.1 m]
<b>Outside Clearance</b>	27' [8.2 m]

#### Speeds (Forward & Reverse)\*\*\*

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

#### Engine

<b>Cummins</b> Electronic Turbo-Charged Diesel Engine	QSB-6.7 Liter
Meets EPA Tier III EU Stage III A emissions	<b>STANDARD</b>
Meets EPA Tier IV Final Stage Emissions	<b>OPTIONAL</b>
Configuration	6 Cylinder inline
Valves per Cylinder	4
Engine Displacement Tier III	408 In <sup>3</sup> [6.75 liters]
Horsepower Tier III	160 BHP [123kW] @ 2500 rpm
Maximum Torque Tier III	539 LB-FT [731 N-m] @ 1500 rpm

**Fuel Tank** - High Strength steel fuel tank with Sixty (60) Gallon (227 liters) capacity with lockable cover

#### Air Intake

Intake Air Heater - preheats incoming combustion air prior to start<sup>1</sup>  
3 - Stage Filtration, High-Efficiency Pre-Cleaner, with 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 4th or 3rd and 4th 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

#### 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; (Optional Low Hydraulic System Oil Level)

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. If the machine is on rail, the application pressure will vary depending on weight transferred, for best stopping capability.**

**TIER IV ENGINES ADD APPROXIMATELY 2" 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.

\*\* 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.

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

#### 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" [355.6mm] 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  
100 CFM Rotary Screw air compressor  
56 CFM Engine Driven dual piston air compressor  
In-Cab Train Air Valves

**STANDARD**  
**OPTIONAL**

#### Pneumatic System

Air dryer for machine air system and to fill air ride seat. Heated with internal thermostatically controlled 12-Volt heater to prevent pneumatic line release valve freeze ups in damp/cold climates.

#### Hydraulic

Constant Pressure Hydraulic System, piston pump and O-ring face seal fittings and oil filtered below ISO 18/16/13  
On-Road Machine Braking<sup>2</sup> Hydraulic disc brakes, Dual Calipers  
On-Rail Machine Braking<sup>2</sup> - Hydraulic disc brakes, 18" [457 mm] diameter

#### Steering

On Road - front axle power steering w/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  
Safe-T-Vue™ 360° visibility and railing camera with 10" color monitor  
Additional 2 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), 16 Ply 9.00 x 20 Heavy Duty Mine Service Rubber Tires

##### On Rail

AAR Profile Standard Gauge 56 1/2" [1,435 mm]\*\*\*\*

Four (4), 27" [685.8 mm], heat-treated, forged steel, ring-style flanged railwheels

Optional AAR or UIC Couplers and Gauges - 1000, 1067, 1524, 1600, 1676 mm  
Eight (8) Individual, Air- Operated, Electronically-Controlled Sanders

#### Main Frame

Heavy Duty -High Strength 2" [51.0 mm] thick welded steel Main Frame with (2) 3" [76.2 mm] thick cross-members, one front and one rear

#### Body Frame

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

#### Suspension

Six (6) mounts between cab and body frame (deck), eight (8) Lord rubber mounts between body and main frame

#### Couplers

Two heavy duty cast steel weight transfer design positive coupling and uncoupling with AAR contour coupler and locking knuckle  
Optional wide traverse coupler beam for adverse and severe curve radius  
Standard width beam handles most standard curve radius

# HERCULES

## HERCULES STANDARD FEATURES:

- CAN-Bus Control System
- On Board Diagnostics
- UltraView 7" Color Touch Screen Display
- Safe-T-Vue™ 360° Visibility and Railing Camera with 10" Monitor
- 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 Train Air Valve
- Incremental Train Air Brake Controller
- Train Air Hold Button
- Wide Coupler Table
- Front and Rear Train Air Valves
- Ring Style Railwheels
- Accessible External Disc Brakes
- Impact Sensor/Recorder
- Coupler Rollers
- LED head lighting, strobes, and work lighting
- GPS Positioning Capabilities\*
- Telematics Remote Monitoring & Diagnostic Capabilities



## 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 with Train Air Indicator
- MAX-Tran Automatic Weight Transfer System
- MAX-Trac Automatic Traction Control System
- GCS- Ground Control System for ground crew safety
- Train Air Charge Indicator
- 56 CFM Engine Driven Compressor
- Cab Extensions
- Extended Coupler Beam
- Rail Line-of-Sight Camera
- Spark Arrestor
- Vigilance Control
- Air Conditioning
- Flange Lubricators
- Rotary Broom
- Ballast Box
- Cab Pressurization

## Cab Extension



**Roof Mounted Spotlight**



**Rotary Broom**



**Train Air Charge Indicator**