



*Leading Railcar Mobility Since 1948*

**Maximum Tractive Effort**

<b>Double Coupled*</b>	42,689 lbs. [19,363 kg]
<b>Single Coupled*</b>	27,014 lbs. [12,253 kg]

**Dimensions / Performance**

	<b>On Rail</b>	<b>On Road</b>
<b>Wheel Base</b>	121" [3,792 mm]	82.5" [2,096 mm]
<b>Rail &amp; Road Clearance</b>	3.5" [88.9 mm]	6.5" [165.1 mm]
<b>Rail &amp; Road Height**</b>	142" [3,607 mm]	153" [3,988 mm]
<b>Length</b>	152" [3,861 mm]	
<b>Width</b>	123" [3,124 mm]	
<b>Weight, Non-Ballasted</b>	34,360 lbs. [15,585 kg]	
<b>Rail Gauge**</b>	AAR Standard 56.5" [1,435 mm]	
<b>Centerline to Cab Side</b>	63.47" [1,612.14 mm]	
<b>Centerline to Non-Cab Side</b>	59.03" [1,499.36 mm]	
<b>Cab Interior Cubic Feet<sup>3</sup></b>	150 cu. ft.	

**Road Turning Radius**

<b>Inside Tire</b>	13' 10" [4.0 m]
<b>Outside Tire</b>	21' 5" [6.5 m]
<b>Outside Clearance</b>	23' 6" [7.2 m]

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

<b>Low</b>	2.4 MPH, [3.9 km/h]	1.5 MPH, [2.4 km/h]
<b>2nd Gear</b>	4.0 MPH, [6.4 km/h]	2.5 MPH, [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**

Cummins Electronic Turbo-Charged Diesel Engine	QSB-4.5 Liter
Meets EPA Tier III EU Stage III A Emissions	<b>Standard</b>
Meets EPA Tier IV Final and EU Stage IV Emissions Configuration	<b>Optional</b>
Valves per Cylinder	4 Cylinder inline
Engine Displacement Tier III & Tier IV	4
Horsepower Tier III & Tier IV	275 In <sup>3</sup> [4.5 liters]
Maximum Torque Tier III	130hp [97 kW] @ 2500 rpm
Maximum Torque Tier IV	459lb-ft [622 N-m] @ 1500 rpm
	457lb-ft [620 N-m] @ 1500 rpm

**Fuel Tank** - Steel Twenty-five (25) gallon [94.5 liter] capacity

**Air Intake**

Intake Air Heater - preheats incoming combustion air prior to start<sup>1</sup>  
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 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 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" [355.6 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

16 CFM Engine Driven Dual piston air compressor Tier III

60 CFM Twin Piston air compressor Tier IV

100 CFM Rotary Screw air compressor Tier III only

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**

H D 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, cast steel, ring-style flanged railwheels

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

**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), four (4) 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



# VIKING

## VIKING 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 with Programmed Throttle Control
  - Automatic / Manual Power-Shift Transmission
  - 16 CFM Engine Driven 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
- \*60 CFM on Tier IV Viking Models*



## 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
- Cab Extensions
- Extended Coupler Beam
- Rail Line-of-Sight Cameras
- 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**