



Leading Railcar Mobility Since 1948

Maximum Tractive Effort

Double Coupled*	44,650 - 45,930 lbs. [20,253 - 20,834 kg]
Single Coupled*	28,350 - 29,630 lbs. [12,859 - 13,440 kg]
Non-Bal/Balstd Wt.	36,510 - 40,380 lbs. [16,560 - 18,316 kg]

Dimensions / Performance

	On Rail	On Road
Wheel Base	127.0" [3,226 mm]	65.4" [1,661 mm]
Rail & Road Height ***	145.3" [3,691 mm]	153" [3,886 mm]
Rail & Road Clearance	4" [101.6 mm]	5.25" [133mm]
Rail Gauge	AAR Standard 56.5" [1,435 mm]	
Length	169.5" [4,305 mm]	
Width	122.6" [3,114 mm]	
Centerline to Cab Side	63.06" [1,601.72mm]	
Centerline to Non-Cab Side	59.50" [1,499.87 mm]	
Cab Interior Cubic Feet³	150 cu. ft.	

Road Turning Radius

Inside Tire	16' [4.9 m]
Outside Tire	26' 6" [8.1 m]
Outside Clearance	27' [8.2 m]

Speeds (Forward & Reverse)****

Low	2.4 MPH, [3.9km/h]	1.5MPH, [2.4 km/h]
2nd Gear	4.0 MPH, [6.4 km/h]	2.5MPH, [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, [21.9km/h]	8.7 MPH, [14.0 km/h]

Engine

Cummins Electronic Turbo-Charged Diesel Engine	QSB-6.7 Liter
Meets EPA Tier IV Final Stage Emissions	STANDARD
Meets EPA Interim Tier III EU Stage III A emissions	OPTIONAL
Configuration	6 Cylinder inline
Valves per Cylinder	4
Engine Displacement Tier III	409 In ³ [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 - Marine-grade polyethylene fuel tank Fifty (50) gallon [189 liter] capacity with lockable fuel tank cover

Air Intake

Intake Air Heater - preheats incoming combustion air prior to start
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 3rd and 4th Gear Lock-Out for Rail, Road, or Both

Axles

On Road - Two Heavy duty steel axles
On-Rail - Two out-board planetary type with heavy duty cast steel housings
On Rail - Ring-Style Rail Wheels 27" (686 mm) heat-treated cast steel
Differential - Automatic no spin differential

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; Low Fuel Level; Low System Voltage

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

TIER IV ENGINES ADD APPROXIMATELY 5" 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.

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

*** 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.

Brake System

On-Road Machine Braking² Hydraulic disc brakes with Dual Calipers
On-Rail Machine Braking² Hydraulically-actuated disc brakes, 18" [457 mm] diameter
Machine Parking Brake - Spring applied, air released 14" [355.6mm] diameter disc, driveline mounted
Neutral Braking - Automatically applies machine brakes in neutral after 5 seconds of no operator activity

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 pressure system, heated with internal thermostatically controlled 12 volt heater

Hydraulic

Constant Pressure Hydraulic System, piston pump and O-ring face seal fittings and oil filtered below ISO 18/16/13
On-Road Machine Braking² Hydraulic disc brakes, Dual Calipers
On-Rail Machine Braking² - Hydraulically-actuated 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
Camera for standard rear coupler with color dash mounted monitor
Additional 3 outputs for extra camera locations
Alarm, Backup Road-Mode Automatic Electronic Warble-type Alarms - Automatic Backup Road-Mode Electronic Warble-type backup 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

Profile Standard Gauge 56 1/2" [1,435 mm]
Optional AAR or UIC Couplers and Guages - 1,000, 1,067, 1,524, 1,600, or 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
Six (6) mounts between cab and body frame (deck), eight (8) Lord rubber mounts between body and main frame

Suspension

Durable shock resistant foundation for the Body Frame, Cab, and major components

Couplers

Two heavy-duty cast steel weight transfer design positive coupling and uncoupling with AAR contour coupler and locking knuckle
Industry Leading Coupler Beam Width for adverse and severe curve radius

HERCULES

HERCULES STANDARD FEATURES:

- CAN-Bus Control System
- On Board Diagnostics
- UltraView 7" Color Touch Screen Display
- Video-Max Visual Reference System with rear back-up camera
- 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 Air Brake Reducer
- 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
- Coupler Camera
- LED head lighting and work lighting



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 EU Stage III B emissions
- Radio Remote Control System
- MAX-Tran Automatic Weight Transfer System
- MAX-Trac Automatic Traction Control System
- GCS- Ground Control System
- Train Air Charge Indicator
- 56 SCSM Engine Driven Compressor
- Cab Extensions
- Extended Coupler Beam
- Rail Line Sight Camera
- Vigilance Control
- Air Conditioning
- Diesel Fired Cab Heater
- Rotary Broom
- Ballast Box

Cab Extension



Roof Mounted Spotlight



Extended / Wide Traverse Coupler Beam



Train Air Charge Indicator