



# TRACKMOBILE

MOBILE RAILCAR MOVERS

# VIKING

Specifications

Leading Railcar Mobility Since 1948

### Maximum Tractive Effort

<b>Double Coupled*</b>	44,022 - 44,814 lbs. [19,968 - 20,327 kg]
<b>Single Coupled*</b>	27,678 - 28,479 lbs. [12,559 - 12,918 kg]
<b>Non-Bal/Balst Wt.</b>	34,360 - 36,800 lbs. [15,585 - 16,692 kg]

### Dimensions / Performance

	On Rail	On Road
<b>Wheel Base</b>	121.0" [3,792 mm]	82.5" [2,096 mm]
<b>Rail &amp; Road Height ***</b>	141.8" [3,601.7 mm]	152.8" [3,881 mm]
<b>Rail &amp; Road Clearance</b>	3.5" [88.9 mm]	6.5" [165.1 mm]
<b>Rail Gauge</b>	AAR Standard	56.5" [1,435 mm]
<b>Length</b>	151.5" [3,848.1 mm]	
<b>Width</b>	122.5" [3,111.5 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, [3.9km/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, [21.9km/h]	8.7 MPH, [14.0 km/h]

### Engine

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

### Fuel Tank - Steel Twenty-five (25) gallon [94.5 liter] capacity fuel tank cover

### Air Intake

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

#### Axles

**On Road** - Two heavy duty steel axles

**On-Rail** - Two (2) outboard planetary-type rail drive axle assemblies with high strength steel cast housing, floating axles within mainframe, oscillate up to 2.6° assuring 4-wheel rail contact at all times

**On Rail** - Ring-Style Rail Wheels 27" (686 mm) heat-treated cast steel housings  
Optional AAR & UIC Couplers and Gauges - 1,000, 1,067, 1,524, 1,600, or 1676 mm

**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 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 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 Braking<sup>2</sup> - Hydraulic disc brakes with Dual Calipers

On-Rail Machine Braking<sup>2</sup> - Hydraulically-actuated 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 on machine brakes in neutral after 5 seconds of operator inactivity

### Train Air Brakes - glad hand connections

16 CFM Engine Driven Dual piston air compressor

100 CFM Rotary Screw air compressor

In-Cab Train Air Valves

**STANDARD  
OPTIONAL**

### Pneumatic System

Air dryer for twin brake control, pneumatic valve to prevent pneumatic line freeze ups in damp/cold climates, and air ride seat. 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

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On-Rail Machine Braking<sup>2</sup> - Hydraulically-actuated 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

Camera for rear coupler with color dash mounted video monitor display

Additional 3 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]

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

Six (6) mounts between cab and body frame (deck), four (4) 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

Optional wide traverse coupler beam for adverse and severe curve radius

Standard wide coupler beam handles most standard curve radius

# VIKING

## VIKING STANDARD FEATURES:

- CAN-Bus Control System
- On Board Diagnostics
- UltraView 7" Color Touch Screen Display
- Zone Defense video monitor display with rear back-up camera
- 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 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 Final and EURO Stage IV 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
- 100 CFM Rotary Screw Air 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**