



HERCULES



Joystick & Armrest Controls



Ergonomic Operator's Seat



Safe-T-Vue™ 360° Visibility System

Up to 46,000 lbf. of Tractive Effort



HERCULES

A mid-range capacity model, the Hercules is the market's most popular class of machine to date. Designed with floating axles, to ensure 4 points of contact on the rail at all times and an ergonomically designed cab to provide operator comfort, the Hercules can be ordered with two model exclusive option packages; a ballasted frame or a Wide Cab option.



Hercules 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
- 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, Hercules also offers these standard and optional* safety features:

- **FREE**** Seat in a rail safety training class
- Patent Pending Safe-T-Vue™ 360° System
- Ramped Throttle Control - Quick and Slow
- Telematics Remote Monitoring & Diagnostics
- Rear Coupler Camera
- 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	44,700 - 46,000 lbs [20,276 - 20,865 kg]
Single Coupled	28,400 - 29,700 lbs [12,882 - 13,472 kg]

Dimensions / Performance**

	On Rail	On Road
Wheel Base	127" [3,226 mm]	65.5" [1,663 mm]
Rail & Road Clearance	4.0" [101.6 mm]	8.8" [223.5 mm]
Rail & Road Height	155.4" [3,947 mm]	165.5" [4,204 mm]
Length	171.9" [4,366 mm]	
Width^^	125.9" [3,198 mm]	
Weight	36,510 - 40,380 lbs [16,560 - 18,316 kg]	
Rail Gauge*	AAR Standard 56.5" [1,435 mm]	
Centerline to Cab Side	65.18" [1,655.6 mm]	
Centerline to Non-Cab Side	60.75" [1,543 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, 173 hp [129 kW] @ 2,500 rpm, Max torque 457 lb-ft [620 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. 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.

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 Braking² Hydraulic disc brakes with Dual Calipers

On-Rail Machine Braking² 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 railing camera with 10" color monitor
Additional Cameras	Two (2) additional outputs for extra camera locations
Alarms	Automatic backup road-mode alarm, selectable electronic <ul style="list-style-type: none"> • Warble-type alarm • Blast-type air horn • Amber strobe warning lights

Wheels / Tires

On Road	Four (4), 16-ply, 9.00 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

Main Frame	Heavy-duty, high-strength 2" [51 mm] thick welded steel main frame with two (2) 3" [76.2 mm] thick cross members, one front, 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) large rubber mounts between body and main frame.

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 ~3" for tight tolerances if Safe-T-Vue™ system is removed at time of new machine order.



TRACKMOBILE®
MOBILE RAILCAR MOVERS

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 dependability and unsurpassed customer service support.

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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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