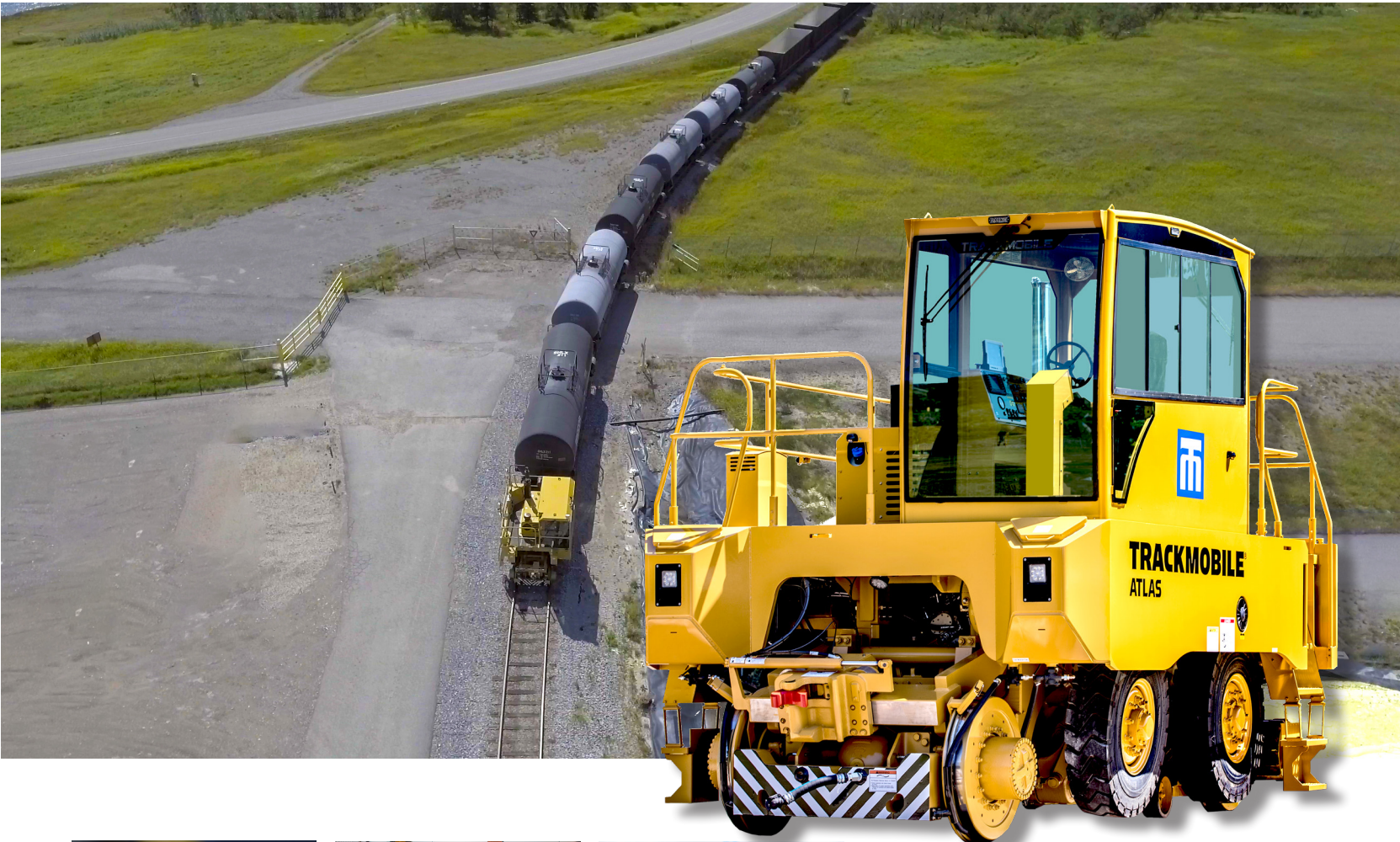




# ATLAS



Joystick & Armrest Controls



Ergonomic Operator's Seat



Safe-T-Vue™ 360° Visibility System



**Up to 60,200 lbf. of Tractive Effort**

## ATLAS

The Atlas is Trackmobile's highest capacity model. Designed for more rugged and higher duty cycle applications, the Atlas is optimized to handle the most severe rail conditions with optimal operator comfort. As the premier model, the Atlas offers many options as standard features.



Atlas control panel and operational controls.

### Standard Features

- CAN-Bus Control System with On-board Diagnostics
- UltraView 7" Color Touch Screen Display
- Ergonomic Air Ride, High Back 180° Swivel Seat
- Joystick and Armrest Controls
- Tinted tempered glass (meets ANSI 26.1 standard)
- 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
- Embedded LED head lights.
- LED strobe, work, and under hood lights
- Upgraded Jumpseat
- Premium HVAC system
- 35,000 BTU with 550 CFM HVAC
- Fire Extinguisher, 5 pounds
- Heavy-duty Mine Service Foam Filled Tires
- Patented MAX-Tran and MAX-Trac systems
- Train Air Charge Indicator

**Safety** is at the forefront of all Trackmobile engineering designs. In addition to slip-resistant surfaces, abundant lighting, and crossover decks with steel non-slip ladders, Atlas also offers these standard and optional\* safety features:

- **FREE\*\*** Seat in a Rail Safety Training Class
- Patent Pending Safe-T-Vue™ 360° Visibility / Railing Display
- Ramped Throttle Control - Quick and Slow
- Telematics Remote Monitoring & Diagnostics
- Rear Coupler Camera
- Electronic Speed Control
- Neutral Braking
- Hydraulic Lock-Out
- MAX-Trac - Automatic Traction Control System
- MAX-Tran Automatic Weight Transfer System
- GPS Positioning Capabilities
- Remote Control System\*
- Vigilance Control\*

\* Feature is an option

\*\*With authorization code provided in newly manufactured Trackmobile models.

**Ask your Trackmobile Specialist about these and other options to help keep your crews safe and reduce workload fatigue.**



| Maximum Tractive Effort* |                        |
|--------------------------|------------------------|
| Double Coupled           | 60,225 lbs [27,318 kg] |
| Single Coupled           | 43,900 lbs [19,913 kg] |

| Dimensions / Performance** |                               |                    |
|----------------------------|-------------------------------|--------------------|
|                            | On Rail                       | On Road            |
| Wheel Base                 | 157.5" [4,001 mm]             | 89.2" [2,265.7 mm] |
| Rail & Road Clearance      | 4.8" [122 mm]                 | 13.9" [353 mm]     |
| Rail & Road Height         | 149.8" [3,805 mm]             | 164.6" [4,181 mm]  |
| Length                     | 220" [5,588 mm]               |                    |
| Width^^                    | 125" [3,175 mm]               |                    |
| Weight                     | 83,500 lbs [37,875 kg]        |                    |
| Rail Gauge*                | AAR Standard 56.5" [1,435 mm] |                    |
| Centerline to Cab Side     | 62.6" [1,590 mm]              |                    |
| Centerline to Non-Cab Side | 62.5" [1,588 mm]              |                    |

| Speeds (Forward & Reverse)*** |                      |                     |
|-------------------------------|----------------------|---------------------|
|                               | On Rail              | On Road             |
| Low                           | 2.0 mph [3.2 km/h]   | 1.0 mph [1.6 km/h]  |
| 2nd Gear                      | 3.9 mph [6.3 km/h]   | 1.9 mph [3.1 km/h]  |
| 3rd Gear                      | 7.8 mph [12.6 km/h]  | 3.8 mph [6.1 km/h]  |
| 4th Gear                      | 15.0 mph [24.1 km/h] | 7.2 mph [11.6 km/h] |

| Engine   |   |
|--|---|
| <b>Cummins electronic turbo-charged 9 Liter [543 In<sup>3</sup>] engine:</b> In-line 6 cylinder, 4 valves per cylinder, 350 hp [261 kW] @ 2,100 rpm, Max torque 990 lb-ft [1,342 N-m] @ 1,900 rpm. |   |
| Fuel Tank - Steel  | Eighty (80) gallon [303 liter] capacity |

| Air Intake <sup>1</sup> |  |
|-------------------------|--|
| Intake Air heater       | Preheats incoming combustion air prior to start.                           |
| Air Filtration Tier IV  | 3-stage filtration, High-efficiency Pre-cleaner, Primary and Safety Filter |

| Powertrain   |   |
|--------------|---|
| Transmission | Funk, DF 250-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        | <b>On-Road</b> - Two heavy-duty steel axles<br><b>On-Rail</b> - 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.   |

| 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 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                | Hydraulic transmission mounted, self-contained, spring-activated wet disc park brake. |
| 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 |

NOTE: All Train Air System options feature in-cab train air valves.

| Hydraulic System  |  |
|---|--|
| <ul style="list-style-type: none"> <li>Constant pressure hydraulic system, piston pump and o-ring face seal fittings and oil filtered below ISO 18/16/13.</li> <li>Provides On-road and on-rail braking power.</li> <li>Provides hydraulic steering on road.</li> </ul> |  |

| 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 raiiling 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"> <li>Warble-type alarm</li> <li>Blast-type air horn</li> <li>Amber strobe warning lights</li> </ul> |

| Wheels / Tires |   |
|----------------|---|
| On Road        | Four (4), 20-ply, radial, 12.00 x 20, Heavy-duty mine service, foam-filled, puncture-resistant rubber tires |
| On Rail        | Four (4), 33" [838.2 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 welded steel with two (2) 8" [203 mm] thick ballast plates and 4" [101.6 mm] structural plates.  |
| Pivoting Frame   | Heavy-duty 6" [152.4 mm] thick, split pivotign main frame with 8" [203 mm] mounting plate with oscillating bearing that pivots up to 10° assuring 4-wheel rail contact at all times and extends axle life. |
| Body Frame       | Heavy-duty, all-welded construction using 2.5" [63.6 mm] pre-formed steel deck plates and 1.25" [21.75 mm] side plate structural forms.  |

| Suspension  |  |
|---|--|
| For air-ride cab suspension. Four (4) Firestone airbags and cab air-ride shock absorbers between body frame and fully suspended cab leveling adjustment capability. |  |

| 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 with graphite wear pads, which handle most standard curve radii.                                 |
| Optional wide-traverse coupler beams are available for adverse and severe curve radii. |   |

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. 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 approximately 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's dependability and unsurpassed customer service support.

### Industry's Most Experienced Dealer Network

More than 100 facilities and over 300 factory-trained service technicians throughout North America



- 24 Hour Emergency service
- Service & Parts for all models of Trackmobiles
- Dedicated railcar mover technicians
- Customized railcar mover service vehicles
- On site or in shop service and repair
- NEW Trackmobile railcar movers
- Quality reconditioned railcar movers
- In shop or on site Operator training
- Late model rental units for emergencies
- Availability reduces downtime
- Machine demonstrations
- Machine safety evaluations
- Free site surveys

**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."

#### Headquarters

Telephone: 706-884-6651  
 Fax: 706-884-0390  
 E-mail: trackmobile@trackmobile.com  
 Address: 1602 Executive Drive  
 LaGrange, GA 30240

