



# VIKING



Joystick & Armrest Controls



Ergonomic Operator's Seat



Safe-T-Vue™ 360° Visibility System



**Up to 42,689 lbf. of Tractive Effort**

## VIKING

The Viking is Trackmobile's most nimble capacity model. Perfect for lower duty cycle applications where reliability is critical, Viking quickly gets the job done safely and efficiently. Equipped with many of the same features as the Hercules, Viking operators enjoy the same dependable performance and ergonomically designed cab to ensure operator comfort.



Viking 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
- 60 CFM Twin Cylinder 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, Viking 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
- 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	42,689 lbs [19,363 kg]
Single Coupled	27,014 lbs [12,253 kg]

**Dimensions / Performance\*\***

	On Rail	On Road
Wheel Base	121" [3,073 mm]	59.5" [1,511 mm]
Rail & Road Clearance	3.5" [88.9 mm]	9.3" [236.2 mm]
Rail & Road Height	148.8" [3,779 mm]	159.4" [4,049 mm]
Length	152" [3,860 mm]	
Width^^	126.5" [3,213 mm]	
Weight	34,360 lbs [15,585 kg]	
Rail Gauge*	AAR Standard 56.5" [1,435 mm]	
Centerline to Cab Side	65.4" [1,661 mm]	
Centerline to Non-Cab Side	61.1" [1,552 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 4.5 Liter [275 In<sup>3</sup>] engine:** In-line 4 cylinder, 4 valves per cylinder, 130 hp [97 kW] @ 2,500 rpm, Max torque 457 lb-ft [620 N-m] @ 1,500 rpm (Tier IV).

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

**Air Intake<sup>1</sup>**

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.

**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 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**

16 cfm Engine-driven, Dual-piston Air Compressor - STANDARD Tier III Engines

60 cfm Twin-piston Air Compressor - Tier IV engines STANDARD

100 cfm Rotary Screw Air Compressor Tier III only 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

- 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, cast 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

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) 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.

**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."

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