

TRACKMOBILE®

**4000™
SPECIFICATIONS**



- UP TO 40,000 LBS. (18,144 KG) OF TRACTIVE EFFORT
- TWO HEAVY DUTY TRACKMOBILE WEIGHT TRANSFER COUPLERS
- FULLY ENCLOSED, SOUND CONDITIONED CAB WITH DUAL RAIL OPERATION CONTROLS

- EIGHT AIR OPERATED SANDERS
- 18" DIAMETER DISC BRAKES ON ALL FOUR RAILWHEELS
- 3 SPEED POWER SHIFT TRANSMISSION



4000™ SPECIFICATIONS

Maximum Tractive Effort*:

40,000 lbs. (18,144 Kg) when both couplers are used. 25,000 lbs. (11,340 Kg) when one coupler is used.

*Actual Tractive Effort obtained varies with rail conditions, sanding and weight transfer.

Frame:

Heavy-duty, all welded from preformed steel plate and structural shapes.

Engine:

Industrial 6 cylinder, 4 cycle gasoline or 4 cylinder, 2 cycle diesel.

Torque Converter:

3.09 to 1 torque multiplication ratio.

Transmission & Drop Case:

Constant mesh spur gearing, 3 speeds forward, 3 speeds reverse, power shifted.

Rail Wheel Gear Case:

Heavy duty hardened alloy steel spur gears. Oil bath lubrication.

Brakes:

18" (457 mm) diameter disc air over hydraulic power actuated, on all 4 rail wheels. Drum and shoe on road wheels.

Rail Wheels:

27 in. (685 mm) diameter, heat-treated, cast steel.

Road Wheels:

Rock service tires, heavy-duty retractable suspension. 14 ply 9.00 x 20 tires.

Rail Drive:

Through transmission and transfer gear housing and planetary no spin type differential axle assembly.

Road Drive:

Interlocking lug drive from rail axle driving drums.

Rail Gauge:

Available in all gauges, 39 $\frac{3}{8}$ " (1000 mm), 42" (1067 mm), 56 $\frac{1}{2}$ " (1435 mm), 60" (1524 mm), 63" (1600 mm), 66" (1676 mm).

Power Steering:

Industrial type linkage and spindles.

Hydraulic System:

Constant pressure system with engine running to ensure maximum traction and braking ability and to prevent settling when in road/rail wheel mode. Direct connected variable displacement pressure compensated pump.

Couplers:

Two heavy duty, cast steel, TRACKMOBILE pioneered weight transfer design. Positive coupling ensured to railcars with AAR contour. Hydraulic remote control from cab for easy coupling. Air cylinder knuckle release.

Sanders:

Eight air operated, built into body frame. Sanding on all rail wheels.

Lights:

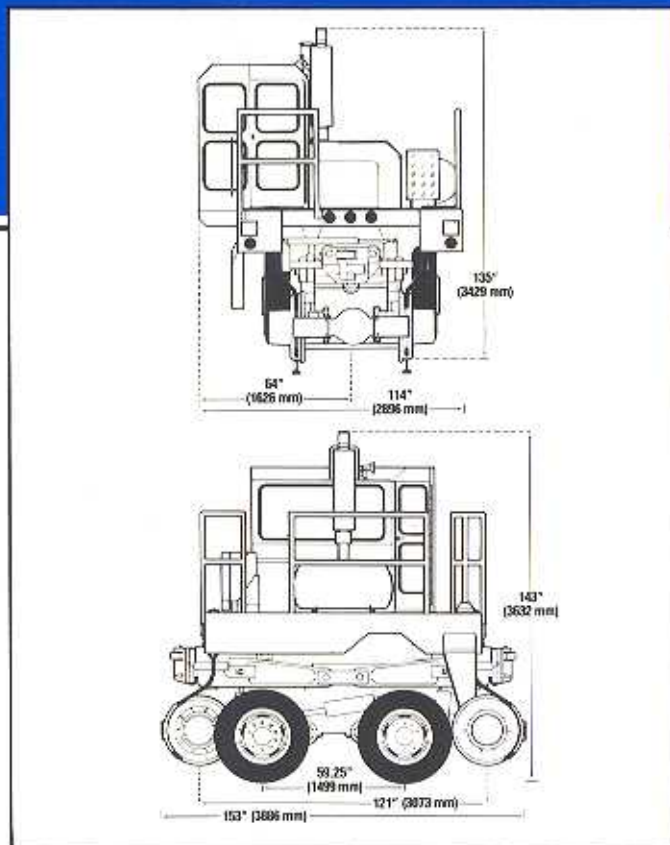
Forward and rear tail/stop lights. Halogen front and rear lights for night operation, either on road or rail. Track mounting light for placing unit on rail at night.

Operator Cab:

Driver conditioned, totally enclosed and sound insulated cab; easy to use instruments and controls; 180° two-way seat; 360° clear vision; electric windshield wipers; heater and defroster fan.

Warning Signal:

Air horn and automatic road back-up horn.



DIMENSIONS

	On Rail AAR Clearance Pattern Maintained		On Road	
	Inches	Millimeters	Inches	Millimeters
Wheel Base	121"	3073 mm	59"	1499 mm
Length	153"	3886 mm	153"	3886 mm
Width	114"	2896 mm	114"	2896 mm
Height	135"	3429 mm	143"	3632 mm

TABLE OF PERFORMANCE

Maximum Speed* (Both Directions)	On Rail		On Road	
	MPH	Km/H	MPH	Km/H
Low	2.3 MPH	3.7 Km/H	1.4 MPH	2.3 Km/H
Intermediate	5.0 MPH	8.0 Km/H	2.9 MPH	4.7 Km/H
High	12.2 MPH	19.7 Km/H	7.2 MPH	11.6 Km/H

*Actual speeds obtained will depend on grade, load, altitude, and other factors.

Optional Equipment:

Railcar air-braking, strobe light, L.P.G. engine conversion kit, other optional equipment for vehicle operation, and driver comfort.

Road Clearance:

6 $\frac{1}{2}$ " (165 mm) at rail wheel flange.

Weight:

29,000 lbs. (13,154 Kg) (standard unit with no optional equipment).

The descriptions herein are for the purpose of identifying the type of equipment, and do not limit or extend the express warranty provision in any contract of sale.

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