

# TRACKMOBILE®

**4500TM**  
SPECIFICATIONS



- 45,000 LBS. OF TRACTIVE EFFORT
- HEAVY DUTY, COMPLETELY WELDED FRAME
- TWO HEAVY DUTY, TRACKMOBILE WEIGHT TRANSFER COUPLERS

- POSITIVE DRIVE TO ROADWHEELS
- SOUND CONDITIONED, FULL WIDTH CAB WITH DUAL OPERATING STATIONS
- 32CFM RAILCAR AIR BRAKE SYSTEM AND AIR DRYER AS STANDARD EQUIPMENT



# 4500™ SPECIFICATIONS

## MAXIMUM TRACTIVE EFFORT:

45,000 lbs. (20,412 Kg) when both couplers are used. 30,000 lbs. (13,608 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 heavy-duty over the road 6-cylinder, V-type, 2-cycle with 65 amp alternator.

## TORQUE CONVERTER AND TRANSMISSION:

2.13 to 1 torque multiplication ratio, proven in heavy construction equipment. Constant mesh spur gearing; dual range; 3-speeds power shift, each range. 6-speeds forward; 6-speeds reverse.

## RAILWHEEL GEAR CASE:

Heavy-duty hardened alloy steel spiral bevel helical gears. Positive flow oil bath lubrication.

## BRAKES:

18.6" (472 mm) diameter disc air over hydraulic power actuated, on all four railwheels. Drum and shoe on steering roadwheels. Railcar air-brakes.

## RAILWHEELS:

30" (762 mm) diameter; heat treated; cast steel; tapered tread profile.

## ROADWHEELS:

Timber lug tires, heavy-duty retractable suspension; 16 ply 12.00 x 20 tires.

## RAIL DRIVE:

Through transmission and rail drive gear box.

## ROAD DRIVE:

Hydrostatic with planetary drive hub located in driving axles.

## RAIL GAUGE:

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

## POWER STEERING:

Construction equipment type linkage and spindles.

## HYDRAULIC SYSTEM:

Constant pressure system with engine running to provide maximum traction and braking ability, and to prevent settling when in road/rail wheel mode. Direct connected variable displacement, pressure compensating, piston pump. Hydrostatic pump for road drive.

## COUPLERS:

Two heavy-duty, all steel, TRACKMOBILE-pioneered weight transfer design. Positive coupling insured to railcars with AAR contour. Hydraulic remote control from cab for easy coupling. Air actuated knuckle release. Knuckle is 4" thick.

## SANDERS:

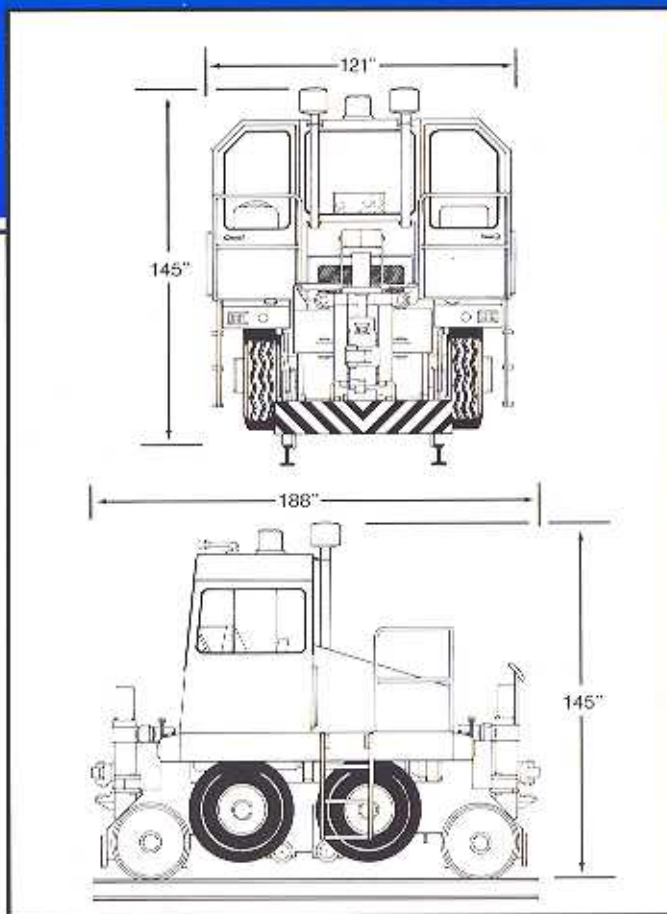
Eight air operated, flow-adjustable sanders mounted on body frame. Sanding both front and rear at all railwheels.

## LIGHTS:

Front and rear, headlights and tail/stop lights, cab operator light, instrument lights, front and rear track lights all standard.

## OPERATOR CAB:

Driver-conditioned, totally enclosed heavy gauge steel welded, vibration dampner mounted cab; easy-to-use instruments and controls; (2) 180° swivel seats; virtual 360° clear vision, two electric windshield wipers, sound insulation; cab heater; defroster fan.



## TABLE OF PERFORMANCE

Maximum Speed* (Both Directions)	Lo Range On Rail		Hi Range On Rail	
Low	1.8 MPH	2.9 Km/H	4.4 MPH	7.0 Km/H
Intermediate	3.5 MPH	5.6 Km/H	8.3 MPH	13.4 Km/H
High	9.5 MPH	15.3 Km/H	22.3 MPH	35.8 Km/H
On Road	8.0 MPH	12.9 Km/H	Either Direction	

\*Actual speeds obtained will depend on track condition, load, altitude, and other factors.

## WARNING SIGNAL:

Air horn and automatic road backup horn.

## OPTIONAL EQUIPMENT:

Strobe light, automatic shutdown; other optional equipment for your specific application, and driver comfort.

## RAIL CLEARANCE:

4 $\frac{1}{2}$ " (114 mm) clearance. AAR Standard is 2 $\frac{1}{2}$ ".

## ROAD CLEARANCE:

9" (229 mm) at railwheel flange.

## WEIGHT:

42,000 lbs. (19,051 Kg) standard unit without 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.

## TRACKMOBILE® INC.

1602 Executive Drive  
LaGrange, Georgia 30240 USA  
(706) 884-6651  
Telex: 510-100-1554 FAX: (706) 884-0390



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