### Hercules Trackmobile

Year Model Serial number

2011 **HERCULES** LGN 990211011

MAXIMUM TRACTIVE EFFORT:
• 44,178 lbs [20,284 kg] double coupled
• 28,383 lbs [12,874 kg] single coupled

QSB - 6.7 Liter S/N 73277305

Cummins electronic turbo-charged diesel engine Meets EPA Tier III EU State III A emissions

CONFIGURATION

6 cylinder inline

4 valves per cylinder 408 in (6.7L) engine displacement Tier III

160 hp (123kw) horsepower Tier III @2500 rpm 539 lb-ft [731 n-m] maximum torque Tier III @1500 rpm

Automatic engine shutdown

Intake air heater - preheats incoming combustion air prior to start

3-stage filtration: high-efficiency pre-cleaner tubes, primary filter, safety filter

High strength steel, fuel tank – upgrade!!

Approximately sixty (60) gallon (227 liters) capacity with lockable cover

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 gear lock-out rail, road, or both

**AXLES** 

On Road - Two (2) heavy-duty, steel case, hydraulically raised and lowered

On Rail - Two (2) out-board internal planetary type with high strength ductile iron

Rear axle drive hubs with friction drive

Rigid, outboard planetary air actuated differential locking

TRANSFER CASE

Heavy-duty, hardened

Selectable neutral braking - automatically applies brake to full pressure within 5 seconds

AAR COMPATIBLE TRAIN AIR BRAKE SYSTEM

Gladhand connections

100 CFM rotary screw compressor with large steel constructed (train air reservoir, 2.0 ft (56.6 L) capacity

PNEUMATIC SYSTEM

Machine air pressure system air dryer with automatic internal 12 VDC heater

### HYDRAULIC

On-road machine braking - hydraulic disc brakes, duel calipers per side On-rail machine braking - hydraulic disc brakes, 18" (457 mm) diameter Constant pressure hydraulic system, with piston pump and o-ring face seal fittings Electrically controlled cartridge monoblock valve with diagnostic pressure ports

On-road machine braking hydraulic disc brakes, dual calipers, 14.625" (371.475 mm)
On-rail machine braking hydraulic disc brakes, 18" (457 mm) diameter
Machine parking brake - 14" (335.6 mm) diameter disc, driveline mounted In-cab train air source control On-road machine braking - hydraulic disc brakes, duel calipers per side On-rail machine braking - hydraulic disc brakes, 18" (457 mm) diameter Constant pressure hydraulic system, with piston pump and o-ring face seal fittings Electrically controlled cartridge monoblock valve with diagnostic pressure ports

Heavy duty 12 Volt DC, 160 amp alternator with dual 925 CCA batteries Digital Instrumentation System - SAE-J1939 Can-Bus Control System Ultraview 7" digital display for real-time machine statistics and diagnostic data Safe-T-Vue video 10" monitor display with 360 degree surround view camera system Alarms - automatic backup road-mode alarm, selectable electronic warble-type alarm, blast type air horn, and amber led strobe warning lights

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 AAR profile standard gauge 56 1/2" (1435 mm)

Eight (8) individual, air-operated, electronically-controlled sanders - 2 per wheel

Heavy duty - high strength 2" thick welded steel structural frame with two (2) front 3" (76.2 mm) thick crossmembers, one each on the front and rear

Floating axles with mainframe, oscillate up to 2.6 degrees assuring 4-wheel rail contact

Heavy duty all-welded construction steel plates and structural forms

Durable shock resistant foundation for body frame, cab isolation mounts for reduced noise and vibration levels Six (6) isolation mounts between cab and body frame (deck), and eight (8) Lord rubber mounts between the body (deck) and main frame

On road - hydraulic power steering with pivot away steering wheel

### STANDARD AAR COUPLERS

Two heavy duty cast steel weight transfer design positive coupling and uncoupling with AAR Contour Coupler and locking knuckle

Industry leading coupler beam width for adverse and severe curve radius

AAR. SA-3. UIC (hook and buffer style), metro train type couplers allowing dual-gauge conversion capabilities -

### **INSTALLED OPTIONS:**

### Remote control

Max-Tran (automated weight transfer)

Train air charge indicator

# Hercules Trackmobile





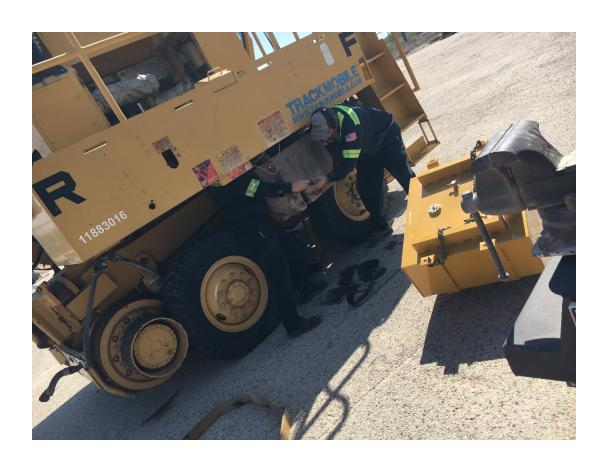
# Hercules Trackmobile





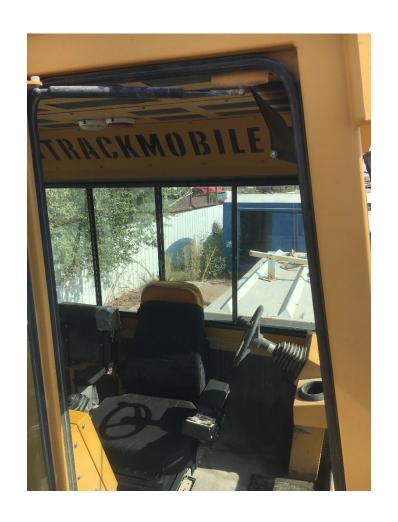
## Remote control and new steel fuel tank





# Hercules Trackmobile - interior





# ECM readout on engine hours

Engine run time 29,292 hours

Engine Idle time 18,157 hours

Drive time 10,942 hours

Full load operation time 195 hours

Total fuel used 22,280 gallons

Idle fuel used 10,940 gallons

Average fuel rate 0.8 gallons per hour

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