



# SPARTAN



*Joystick & Armrest Controls*



*Ergonomic Operator's Seat*



*Safe-T-Vue™ 360° Visibility System*



*All LED Lighting*



*Pivoting Main Frame Bearing*

**Up to 26,000 lbf. of Tractive Effort**

## SPARTAN

The Spartan is Trackmobile's answer to smaller operations where 1-5 railcars are moved. This unit is perfect for lower duty cycle applications where reliability is critical, Spartan quickly gets the job done safely and efficiently. Equipped with many of the same features as the larger Trackmobile units, Spartan operators enjoy the same dependable performance and ergonomically designed cab to ensure operator comfort.



Spartan control panel and operational controls.

### Standard Features

- CAN-Bus Control System with On-board Diagnostics
- Electronic joystick steering
- 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
- 40 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
- 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, Spartan 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	26,000 lbs [11,793 kg]
Single Coupled	21,750 lbs [9,866 kg]

**Dimensions / Performance**

	On Rail	On Road
Wheel Base	119" [3,023 mm]	59" [1,498.6 mm]
Rail & Road Clearance	4.12" [104.6 mm]	10.84" [275 mm]
Rail & Road Height	121" [3,073 mm]	127.3" [3,233 mm]
Length	173.25" [4,401 mm]	
Width^^	104" [2,641 mm]	
Weight	30,760 lbs [13,953 kg]	
Rail Gauge**	AAR Standard 56.5" [1,435 mm]	
Centerline to Cab Side	52.8" [1,341.1 mm]	
Centerline to Non-Cab Side	50.2" [1,275.1 mm]	

**Speeds (Forward & Reverse)\*\*\***

	On Rail	On Road
Low	2.0 mph [3.2 km/h]	1.2 mph [1.9 km/h]
2nd Gear	4.2 mph [6.8 km/h]	2.5 mph [4.0 km/h]
3rd Gear	10.2 mph [16.4 km/h]	6.0 mph [9.7 km/h]

**Engine**

**Cummins electronic turbo-charged 3.8 Liter [232 In<sup>3</sup>] engine:** In-line 4 cylinder, 4 valves per cylinder, 100 HP [75 kW] @ 2,200 rpm, Max torque 306 lb-ft [415 N-m] @ 1,600 rpm.

Fuel Tank - Steel Thirty (30) gallon [113.5 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 DANA, T12000, constant mesh helical gearing. Three-speed forward and reverse with selectable power shift manual.

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 Auto-control locking differential.

**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 (Single caliper)

On-Rail Machine Braking<sup>2</sup> Hydraulic disc brakes, 18" [457 mm] diameter

Machine Parking Brake Spring applied, air released, 10" [254 mm] diameter disc, driveline mounted.

Selectable Neutral Braking Automatically applies brake to full pressure within 5 seconds of operator inactivity.

Train Air Brakes System is electronically controlled. Exclusive hand control has four detented positions (90, 80, 70, and 60 psi). Glad hand connections. Train air hold button to allow pressures between detented positions.

**Train Air Compressors**

40 cfm Rotary Screw Air Compressor STANDARD

NOTE: Train air system features in-cab train air valves.

**Pneumatic System**

Air dryer for machine air system and to fill air ride seat. Heated with internal thermostatically controlled 12-volt heater to prevent pneumatic line release valve freeze ups in damp / cold climates.

**Hydraulic System**

Constant pressure Hydraulic System, piston pump and o-ring face seal fittings and oil filtered below ISO 18/16/13.

**Electrical System**

Alternator HD 12-Volt DC, 135 AMP

Batteries Two (2) - 925 CCA

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

Alarms Automatic backup road-mode alarm.

- Warble-type alarm
- Blast-type air horn
- Amber strobe warning lights

**Wheels / Tires**

On Road Four (4), 16-ply, 255/70R22.5, Tubeless

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 2.56" [65 mm] thick split pivoting main frame linked by an 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 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. If the machine is on rail, the application pressure will vary depending on weight transferred, for best stopping capability.*

*\* Actual tractive effort may vary with rail and weather conditions.  
\*\* Rail Gauges available in various sizes, speak to your local dealer regarding the gauge best suited for your line.  
\*\*\* 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.*

## 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

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