

**4650 TM**

# MAGNUM SERIES



- UP TO 46,500 LBS (21,092 kg) OF TRACTIVE EFFORT
- 200 HP [149 kw] CUMMINS TURBOCHARGED, 6 CYLINDER, 4 CYCLE, DIESEL ENGINE
- TWO HEAVY DUTY TRACKMOBILE WEIGHT TRANSFER COUPLERS
- MAX-TRAN®, MAX-TRAC, & RADIO CONTROL SYSTEMS AVAILABLE AS OPTIONAL EQUIPMENT
- FULLY ENCLOSED CAB WITH INTERIOR SOUND LEVEL UNDER 85 dBA, DUAL RAIL OPERATION CONTROLS, CUSHIONED BODY FRAME AND CAB.
- 53 CFM AIR BRAKE SYSTEM AS STANDARD EQUIPMENT
- 4 SPEED TRANSMISSION WITH AUTO-MAG

**TRACKMOBILE®**  
**MOBILE RAILCAR MOVERS**



**MAXIMUM TRACTIVE EFFORT**

- 46,500 lbs. [21,092 kg] double coupled.
- 31,500 lbs. [14,288 kg] single coupled.

**WEIGHT**

- 47,000 lbs. [21,319 kg]

**The TRACKMOBILE® Advantage**

All Trackmobile® models utilize two unique features that make them much more efficient and economical than conventional switching locomotives. First, a bimodal-wheel system in which steel wheels are used in the rail-working mode and rubber-tired wheels are used to facilitate movement of the vehicle over roadway to new rail-working locations.

And second, special couplers which transfer weight from the railcar to the Trackmobile,® thus providing a tractive effort equal to much larger conventional switching locomotives. These two features working together free industrial users from reliance on railroad company switching services and enables them to operate in-plant railroad operations with confidence, providing operational advantages and significant cost savings.

**AUTO-MAG***advantages*

TRACKMOBILE,® Inc. offers **AUTO-MAG** An electronic shift control system to automatically optimize range selection with engine torque requirements during rail operations. When the operator selects forward or reverse the Auto-Mag microprocessor does the rest. Auto-Mag continuously monitors the power requirements and selects the proper transmission gear for the pulling conditions.

- **Increased 4650 TM efficiency and productivity**
- **Reduced operator fatigue**
- **Increased operator effectiveness**
- **Increased power train component life**
- **Smooth power management for varying load and track conditions without operator intervention.**



# 4650™ features

## HYDRAULICS

### Sight Gauge



Hydraulic tank fluid level gauge = rapid maintenance checks

## HYDRAULICS

### Tank



50 gallon hydraulic tank = additional cooling capacity for hydraulic oil.

## FRAME MOUNTS



Rubber suspended body frame mounts = smoother ride and reduced operator fatigue.

## MAX-TRAC

### Optional Equipment

**MAX  
TRAC**

MAX-TRAC = enhanced traction, reduced wheel slippage and rail wheel wear.

## RAIL BRAKES



Meritor brakes with large caliper and discs = excellent braking and service characteristics.

## RAIL AXLES



Meritor design axle = increased load capacity & mechanical differential lock.

## CROSSOVER



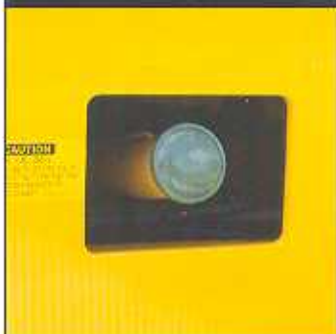
Rear crossover platform = unobstructed access to opposite side of the tracks.

## HAND CONTROLS



Rear brake/throttle hand controls = convenient operation from the rear operating position.

## FUEL TANK



60 gallon fuel tank = more operating time between refills

## EASY ACCESS



Tool free access covers = rapid access to maintenance points.

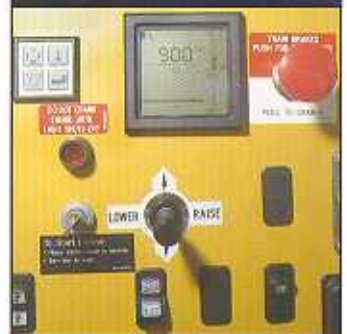
## RADIATOR

### Sight Gauge



Radiator coolant level sight gauge = visual service checks.

## INSTRUMENTATION



Combines six (6) separate displays into one (1) = single gauge focal point.

# TRACKMOBILE® MAGNUM SERIES



## MAXIMUM TRACTIVE EFFORT:

- 46,500 lbs. [21,092 kg] double coupled.
- 31,500 lbs. [14,288 kg] single coupled.

## DRIVE TRAIN CONFIGURATION:

Power transmitted through torque converter and transmission to a locking differential and planetary axle assemblies

- **Engine:** Cummins Series B5.9-C200 turbocharged diesel engine, 6 cylinder, 4 cycle, 200 HP [149 kW]
- **Transmission & Torque Converter:** Constant mesh spur gearing - 4 speed, electronically controlled forward and reverse for both road and rail operation, with flex plate torque converter drive • Shift protection (downshift and fwd./rev.) • Gear and diagnostic LCD indicator
- **Drive Lines:** Heavy duty drive line
- **Rail Drive Axles:** Heavy duty planetary axles with mechanical locking differentials, front and rear
- **Roadwheel Drive:** Interlocking lug drive from rail axle drive hubs to tire tread • Automatically disengages while in rail operation • Road clearance is 7.3" [187 mm] at railwheel flange

## FRAME:

Heavy-duty, all welded steel plate construction • 2" [51 mm] thick slab frame side members

## BRAKES:

- **Rail:** Air over hydraulic actuated • 18" [457.2 mm] diameter disc on all 4 railwheels
- **Train Brakes:** 53 CFM [1500 liters/min] System (16 cfm engine driven and 37 cfm hydraulic driven compressors) • AAR glad hand connections at front and rear
- **Road Wheel:** Drum and shoe arrangement
- **Parking:** Mechanical disc/caliper arrangement

## RAILWHEELS:

27" [685.8 mm] diameter heat treated cast steel • Contour to Association of American Railroad (AAR) specification

## ROADWHEELS:

Rock service 20 ply 12.00x20 tube type tires • hydraulically operated to extend and drive on road or retract for rail operation • electrically controlled

## RAIL GAUGE:

Standard gauge: 56 1/2" [1435 mm] • Other gauges available - Contact factory

## ELECTRICAL SYSTEM:

12 Volt DC • 130 Amp Alternator • 950 CCA Dual Batteries

## EXHAUST SYSTEM:

Spark Arresting Muffler

## AIR INTAKE SYSTEM:

2 Stage filtration with heavy duty pre-cleaner

## POWER STEERING:

Hydraulic steering system

## HYDRAULIC SYSTEM:

Constant pressure hydraulic system, with piston pump • Centrally located electrically controlled cartridge monoblock valve •

Equipped with diagnostic pressure gauge • Parker hoses with "O" ring face seal

## COUPLERS:

Two heavy-duty cast steel, TRACKMOBILE®-pioneered weight transfer design • Positive coupling and uncoupling with AAR contour coupler and locking knuckle • Air operated knuckle release from cab operator position

## SANDERS:

Air operated, eight sanders, two for each railwheel, front and rear

## LIGHTS:

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

## OPERATOR CAB:

Totally enclosed 360 degree visibility • Interior sound level under 85dBA • Easily accessible controls • Two electric windshield wipers • Rearview mirror for road operation • One door on each end and rear crossover platform for convenient access • Cab heater and defroster fans • Isolation mounts for body frame and cab • Full instrumentation including engine tachometer

## WARNING SIGNAL:

Blast type air horn, automatic backup alarm for road operation

## OPTIONS:

Air Bell • Cab Extension • 5# Fire Extinguisher • Engine Block Heater • Strobe Light • Turn Signals • Cab Air Conditioning • Protect-O-Seal Fuel Cap • Spotlight • "V" Type Snow Plow • Track Mirrors/Cab Side • Track Mirrors/Off Side • Engine Oil Pan Heater • Transmission Oil Pan Heater • Hydraulic Tank Heater • Battery Wrap Heater • Radio Control • MAX-TRAC Wheel Slip Control • MAX-TRAN® Auto Weight Transfer System

## 4650TM DIMENSIONS

	On Rail AAR Clearance Pattern Maintained		On Road	
Wheel Base	137.6"	3486 mm	72.5"	1842 mm
Length	173.7"	4412 mm	173.7"	4412 mm
Width	122.5"	3112 mm	122.5"	3112 mm
Height	142.5"	3619 mm	154.5"	3924 mm
Weight	47,000 lbs. [21,319 kg]			

## 4650TM TABLE OF PERFORMANCE

Maximum Speed * (Both Directions)	On Rail	On Road
Low	2.0 MPH [ 3.2 km/h]	1.0 MPH [ 1.6 km/h]
2nd Range	4.0 MPH [ 6.4 km/h]	2.0 MPH [ 3.2 km/h]
3rd Range	8.0 MPH [12.9 km/h]	4.0 MPH [ 6.4 km/h]
4th Range	14.0 MPH [22.5 km/h]	8.0 MPH [12.9 km/h]

\* Actual speeds obtained will depend on grade, load, altitude, and other factors. Specifications subject to change.



A member of The Marmon Group of companies

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