

GRADALL

TRACKSTARTM

MOBILE | AGILE | VERSATILE



RAILWAY MAINTENANCE, MADE EASY

The Gradall TrackStar's tilting and telescopic boom, equipped with an array of railway maintenance attachments, handles everything from rail and tie repairs to vegetation control, landslide cleanup, and crossing repair. Even in tunnels and under bridges, the low-profile boom keeps working efficiently. Whether mounted on rough terrain or highway speed chassis options, TrackStar models deliver.

www.gradallrail.com | 800-445-4752

GRADALL **80**
ENDURING INGENUITY YEARS

SCAN TO LEARN MORE





Maintenance & Equipment

Gradall TrackStar

The Shrinking Maintenance Window: Why Every Second Counts on the Modern Network

In the global railway industry, time is the ultimate currency. As passenger networks compress headways and heavy freight corridors push for maximum track density, the traditional maintenance window has fundamentally changed. What used to be a predictable, multi-hour block has shrunk into tight, high-pressure intervals.

For railway maintenance managers, this reality shifts the primary logistical challenge. The success of a sleeper replacement, ditching, or vegetation control project is no longer judged solely by the quality of the engineering, but by the speed of the execution. When track availability is severely restricted, an extra 30 minutes spent getting machinery into position is not just an inconvenience – it is a massive financial drain that delays revenue-generating traffic and ripples across an entire network.

TRADITIONAL LINE BLOCKS

[Transport → Setup → Work]

2 Hours

MODERN HIGH-DENSITY NETWORKS

[Rapid On-Track → Work → Rapid Off-Track]

45 Min

The High Cost of Track Setup

Historically, deploying heavy equipment meant specialised transport, dedicated logistics and a lengthy process to safely transition machinery onto the rails. If a crew cannot get onto the track quickly, the productive work window vanishes.

Conversely, if a machine cannot vacate the tracks immediately when a train approaches, the resulting delays trigger steep operational and financial penalties. This bottleneck has forced network operators to reconsider their approach to railway maintenance. To maximise track availability, infrastructure teams do not just need more powerful tools; they require a single-machine solution designed to conquer the clock.

One Person, One Machine: Redefining Mobility with Gradall TrackStar™

To solve the crunch of the modern maintenance window, Gradall engineered the TrackStar™ series – the industry's only single-machine, multi-tasking railway maintenance solution that maximises actual working time by eliminating deployment friction.

By designing excavators that adapt instantly to both the lineside topography and the rails themselves, Gradall allows networks to reclaim their lost setup time.

GRADALL TRACKSTAR™ MOBILITY

Rough Terrain Models

- 4x4 rubber tires
- On/off tracks without outriggers
- Won't damage paved surfaces

Highway Speed Models

- Drive to crossings at 96 km/h
- Rapid Drive Option: 48 km/h on rail
- Tow railcars with airbrakes

Rough Terrain Dominance: On and Off Fast

At the heart of this agility are the Rough Terrain TrackStar models (including the XL 3330V, XL 4330V, and XL 5330V). Featuring a rugged 4x4 undercarriage equipped with industrial foam-filled rubber tires, these machines drive straight onto the tracks from virtually any crossing or right-of-way access point without damaging paved surfaces.



Gradall TrackStar XL 4330 V Rough Terrain Model

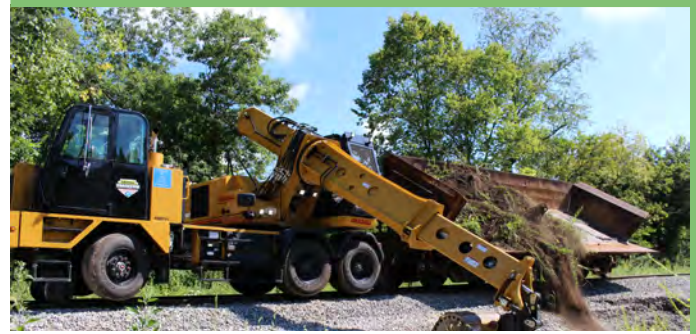
Once positioned, the integrated guide wheel rail gear system engages smoothly, propelled directly by the machine's primary drive system. Because the TrackStar utilises a strong box plate frame construction and oscillation lock cylinders, it provides a completely stable digging platform.

The Outrigger Advantage: Operators can work at the front, rear or side of the chassis without ever stopping to lower stabilisers or outriggers. When a train is cleared to pass, the TrackStar simply lifts its guide wheels and drives off the tracks immediately, keeping track downtime to an absolute minimum.

Highway Agility and Rapid Drive

For networks requiring rapid deployment across vast distances, Gradall's Highway Speed TrackStar models (XL 4130V and XL 5130V) can be driven over-the-road at speeds up to 60mph (96km/h), bypassing the need for specialised trailers.

Once on the rails, these models utilise Gradall's innovative Rapid Drive option. This advanced system allows the excavator to travel on the tracks at speeds up to 30mph (48km/h) in both forward and reverse.



Gradall TrackStar XL 4130 V Highway Speed Model with Rapid Drive Option

Complete with an integrated coupler and train airbrakes, a single operator can use Rapid Drive to tow a railcar loaded with sleepers or rip-rap directly to the jobsite.

Unmatched Versatility on the Permanent Way

Once on scene, the iconic low-profile, telescoping boom tilts 220 degrees, maintaining full power throughout the dig cycle. Whether changing sleepers, undercutting ballast or trimming trees in tunnels and under bridges, one operator can swap attachments and handle dozens of permanent way tasks.

By pairing this multi-tool versatility with unmatched track access speed, the Gradall TrackStar ensures that when you get track time, you spend it working—not waiting.

Learn more about [Gradall TrackStar](https://www.gradallrail.com) models at [GradallRail.com](https://www.gradallrail.com)

Contact Information

Gradall TrackStar

406 Mill Ave. SW, New Philadelphia,
OH, 44663, United States

www.gradallrail.com

Ty Simmelink, Marketing Manager
tsimmelink@gradall.com

Tel: +1-330-339-2211

