



FM-700T

**CAB OVER ENGINE
DIESEL POWERED
SET-BACK FRONT AXLE**



Mack traditional desire to meet customer requests and demands has designed this new cab-over-engine highway truck. A new set-back front axle has been developed to improve ride and wheel cuts compared to traditional cab-over-engine designs. Only available as a sleeper version the 1 283 mm (50.5 inch) bumper to centerline of front axle dimension allows both an ideal axle to back-cab dimension at 914 mm (36 inches) and the capability of installing 1 880 mm (74 inches) long front springs. The turning circle is decreased considerably as this set-back front axle allows a 559 mm (22 inches) shorter wheelbase. The front axle can be loaded much easier due to its rearward placement which allows for carrying increased payloads.

The reliable and economical Mack Diesel Engines power these vehicles with the option of installing the popular Maxidyne high torque rise engine. Power to level the steepest grades is delivered at a conservative engine RPM. Savings in repair, maintenance and long engine life is assured for both long distant travel and short stop and start service. Famous the world over, these six cylinder power plants promise excellent performance and fuel economy in this FM chassis.

For long distant travel, Mack has designed a two-man double bunk sleeper cab with all the conveniences to accommodate all drivers. This model is available

with a five speed or multi-speed Mack transmission which has been designed for strength and endurance required for the application. Frame rails which are channel type of high yield steel combine with proper re-inforcements, when required, assuring firm support for safety under all load conditions.

Mack front axles have a sturdy center beam and generously sized spindle bearings. These axles range from six to nine metric ton capacity with the long 1 880 mm (74 inches) multi-leaf suspension designed for a smooth ride on both paved surface or under adverse road conditions.

Full torque power is delivered by the husky drive shafts to the Mack rear axle. These axles have proven reliable in years of service and will give excellent performance under varying road conditions to ensure less downtime for maintenance or repair. The carrier and axle housings are manufactured by Mack and have been engineered for exceptional strength and durability. The entire chassis has been engineered and designed by Mack for ease of assembly which makes it conducive for shipment in a knockdown condition. Engineering design criteria put into this set-back front axle chassis provide a smoother ride, superior weight distribution and better turning radius. This high quality FM model strengthens the Mack product line to ensure proper vehicle availability for all international applications.

MACK TRUCKS, INC. — MACK INTERNATIONAL

POST OFFICE BOX "M"

ALLENTOWN, PENNSYLVANIA 18105, U. S. A.

OPTIONAL EQUIPMENT — FM700T Series

ENGINE	CHASSIS MODEL	BORE & STROKE	NO. OF CYL.	CU. IN.	kW @ RPM DIN PS @ RPM	MAX. TORQUE @ RPM	RADIATOR SQ. CM.
ETAZ673A	FM712T	124 mm x 152 mm (4 7/8" x 6")	6	11.0 litre (672)	kw 225 @ 2100 DIN 306 @ 2100	1428 @ 1450 (1050)	7 097 (1100 sq. in.)
ENDT675 (MAXIDYNE)	FM785T	124 mm x 152 mm (4 7/8" x 6")	6	11.0 litre (672)	kw 156 @ 2100 DIN 212 @ 2100 kw 153 @ 1800 DIN 220 @ 1800	*1232 @ 1200 (906)	7 097 (1100 sq. in.)
ETA676B (MAXIDYNE)	FM786T	124 mm x 152 mm (4 7/8" x 6")	6	11.0 litre (672)	kw 149 @ 2100 DIN 202 @ 2100 kw 225 @ 1800 DIN 306 @ 1800	1464 @ 1200 (1080)	7 097 (1100 sq. in.)

*Based on performance at sea level & 60° F dry air intake temperature.

WHEELBASE 3 404 mm (134")
 LP 3 327 mm (131")
 CA 2 489 mm (98")

FRAME REINFORCEMENT **6.3 mm inside channel (1/4")

**Mandatory with FA(W)600 Series Front axles, and RAD38C

CLUTCH: See power train combination

CL75-751 — Spicer 355 mm 2 plate (ceramic) 930 cm²
 (14") (144 in²)
 CLS751 — Spicer 355 mm 2 plate (ceramic) 930 cm² self adjusting
 (14") (144 in²)
 CL77 — Lipe 355 mm 2 plate (organic) 2 732 cm²
 (14") (423 in²)
 CL78-781 — Lipe 355 mm 2 plate (ceramic) 808 cm²
 (14") (125 in²)
 CL79-791 — Spicer 394 mm 2 plate (ceramic) 930 cm²
 (15 1/2") (144 in²)
 CLS791 — Spicer 394 mm 2 plate (ceramic) 930 cm² self adjusting
 (15 1/2") (144 in²)

CAB:

CASD58 — Deluxe Interior Sleeper, including mattress, sleeper bunk safety straps
 CASD581 — Deluxe Interior Sleeper, including (2) mattresses, Tandem sleeper bunk safety straps

WHEELS & TIRES:

Disc (7.5 rims) Alum. High Tensile or Accu-ride Disc
 (8.0 rims) Steel Disc
 Tires & Rims 10.00 x 22 (12 P) 7.5 rim
 11.00 x 20 or 11.00 x 22 (12 P) 8.0 rim
 11.00 x 24 8.0 rim
 12.00 x 20 8.5 rim

ELECTRICAL SYSTEM:

Starting 24 Volt
 Alternator 12 Volt 90 Amp (Delco)
 Batteries (4) 6 Volt
 Plates per cell 23
 Cold Cranking Amps 655

FRONT AXLES:

***FA(W)614C

Spring:
 Ground load rating 7 257 kgs (16,000 lbs.)
 Size 1 880 mm x 90 mm (74" x 3 1/2")
 Leaves, no. & thickness Multi-leaf suspension 8 leaves
 13 mm (.499")
 Brakes: cam type 420 mm x 127 mm (16 1/2" x 5") 2 026 cm²
 (314 in²)

***FA(W)616C

Spring:
 Ground load rating 8 165 kgs (18,000 lbs.)
 Size 1 880 mm x 90 mm (74" x 3 1/2")
 Leaves, no. & thickness Multi-leaf suspension 9 leaves
 14 mm (.558")
 2 Aeon non-linear rate Elastomeric Spr.
 Brakes: cam type 420 mm x 127 mm (16 1/2" x 5") 2 026 cm²
 (314 in²)

***Not available with RAD529C

***FA(W)617C

Spring:
 Ground load rating 9 072 kgs (20,000 lbs.)
 Size 1 880 mm x 90 mm (74" x 3 1/2")
 Leaves, no. & thickness Multi-leaf suspension 9 leaves
 14 mm (.558")
 2 Aeon non-linear rate Elastomeric Spr.
 Brakes: cam type 420 mm x 127 mm (16 1/2" x 5") 2 026 cm²
 (314 in²)

POWER STEERING Integral power steering SGPB52 with Booster Cylinder

REAR AXLES: See power train combinations

RAD29C 13 154 kgs (29,000 lbs.)
 Carrier CRD118
 Ratios 3.94, 4.60, 4.99, 5.52, 5.98, 6.52, 7.21, 7.81, 8.52
 Springs:
 Ground load rating 13 154 kgs (29,000 lbs.)
 Size 1 295 mm x 76 mm (51" x 3")
 Leaves, no. & thickness 12 @ 13 mm (.499")
 Brakes, cam type 420 mm x 178 mm (16 1/2" x 7") 2 839 cm²
 (440 in²)
 RAD38C 17 237 kgs (38,000 lbs.)
 Carrier CRD118
 Ratios 3.94, 4.60, 4.99, 5.52, 5.98, 6.52, 7.21, 7.81, 8.52
 Springs:
 Ground load rating 17 237 kgs (38,000 lbs.)
 Size 3 172 mm x 90 mm (54" x 3.5")
 Leaves, no. & thickness 14 mm (.558") 14 leaves
 Brakes, cam type 419 mm x 179 mm (16 1/2" x 7") 2 839 cm²
 (440 in²)

Transmissions: See power train combinations

TRANSMISSION

TRL1076 5-speed direct Maxitorque
 TRL1078 5-speed direct Maxitorque
 TRDLG1070 7-speed overgear Maxitorque
 TRXL107 6-speed direct Maxitorque
 TRTXL1070 12-speed overgear Maxitorque
 TRDL1070 10-speed overgear Maxitorque

HELPER SPRINGS, Rear

Size (RAD29C) 914 mm x 76 mm (36" x 3")
 Leaves, no. & thickness 8 @ 7.39 mm (.291")
 Size: (RAD38C) 1 016 mm x 90 mm (40" x 3 1/2")
 Leaves, no. & thickness 7 @ 13 mm (.499")
 Air Cleaner EBA15 with in-line Pre-cleaner "Special Performance"
 EBA Style Extended Size

FUEL TANKS:

Type Round 26" dia.
 Material Steel or Aluminum
Location & Minimum Wheelbase:
 303 litre R.H. (80 Gal.) 3 073 mm WB (121")
 379 litre R.H. (100 Gal.) 3 404 mm WB (134")
 454 litre R.H. (120 Gal.) 3 073 mm WB (121")
 227 litre L.H. (60 Gal.) 3 073 mm WB (121")
 360 litre L.H. (95 Gal.) 3 404 mm WB (134")

OPTIONAL CHASSIS EQUIPMENT

Air starting
 Air suspended cab mounting
 Alcohol evaporator
 Automatic drain valve
 Cab air conditioning
 Chrome plated grill
 Chrome plated turn signals (front)
 Chrome plated W.C. type rear view mirrors
 Deluxe interior sleeper bunk trim
 Differential, Mack power divider
 (for dual reduction rear axle)
 Drivers seat-Bostrom; Viking T-Bar; West
 Coaster or Levelair
 Unison Action, Mack suspension;
 National Cush-N-Aire

Electric window lift — R.H. side
 Engine brake
 Engine puff limiter
 (Required w/ET673, ENDT675, ENDT676
 and ETAZ673A)
 Ether applicator
 Exhaust pyrometer
 (Required w/ETAZ673A and ENDT676)
 Hand control valve
 Horn, air, twin or single
 Horn, electric, dual tone
 Hubodometer
 Hydraulic jack, 8 or 12 ton
 Mack Bulldog mirrors

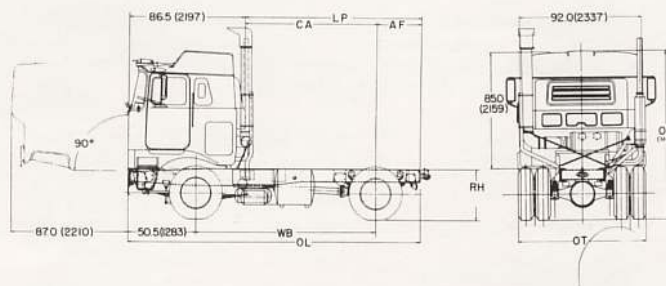
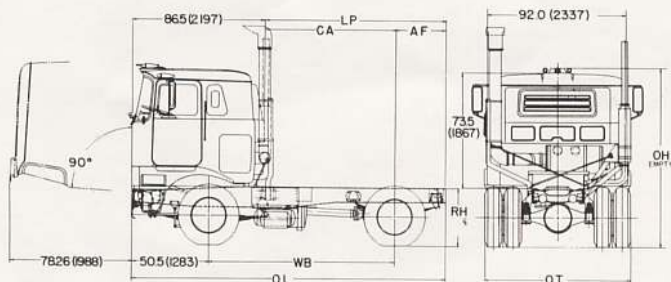
Maxi-Miser fuel conserver
 (w/ENDT675 or ENDT676 only)
 Oil level indicator, remote (Mack engines)
 Radiator shutters, automatic
 Rider seat
 Rider seat arm rest
 Seat belt retractors
 Sun visor, right side
 Tachograph (RPM and/or MPH)
 Trailer conn., full trailer (No hose)
 Underframe exhaust
 Wig-wag low air pressure indicator

FM700T SERIES RECOMMENDED POWER TRAIN COMBINATIONS

ENGINE	CLUTCH	TRANSMISSION	DRIVESHAFT SERIES	REAR AXLE
ET673	CL69	TRD722	1710	RAD23C
	CL75	TRD7220	1710 H.D.	RAD29C
	CL77	TRQ7220	1810	RAD38C
	CL78			
ETAZ673A	CL75	TRDL1070	1810	
	CL(S)751	TRTXL1070	1880	
	CL78			
	CL79 CL(S)791			

ENGINE	CLUTCH	TRANSMISSION	DRIVESHAFT SERIES	REAR AXLE
ENDT675 (Maxidyne)	CL69	TRL1078	1710	RAD23C
	CL75	TRDL1070*	1810 H.D.	RAD29C
	CL77	TRTXL1070*		RAD38C
	CL78 CL79			
ETA676B (Maxidyne)	CL75	TRDLG1070	1810	
	CL78 CL79	TRL1078		

*Engine governed @ 1800 r.p.m.



WB	Sleeper Cab CAS58		Sleeper Cab CASD581		AF	OL	Turning Circle Dia. (Outer edge of Tire) Est.	
	LP	CA	LP	CA			Right	Left
3 404 mm (134")	3 327 mm (131")	2 489 mm (98")	3 327 mm (131")	2 489 mm (98")	838 mm (33")	5 522 mm (217.4")	13.2 M (43.3")	13.2 M (43.3")

TIRE SIZE	OH Approx. CAS58***	RH		OT
		Empty	Loaded	
		10.00-20	2 933.7 mm (115.5")	
10.00-22	2 959 mm (116.5")	1 080 mm (42.5")	980 mm (38.6")	2 430 mm (95.7")
11.00-20	2 936 mm (115.6")	1 044 mm (41.1")	970 mm (38.2")	2 446 mm (96.3")
11.00-22	2 972 mm (117")	1 094 mm (43.06")	992 mm (39.1")	2 446 mm (96.3")
*11.00-24	3 348 mm (131.8")	N/A	N/A	2 459 mm (96.8")
**12.00-20	3 315 mm (130.5")	1 115 mm (43.9")	991 mm (39.01")	2 555 mm (100.6")

Frame heights are subject to variation 1" empty, 1/2" loaded.

*Must be used with FAW600 series axles.

**Must be used with RAD700 axles.

***Add 11.5" (292mm) for OH of CAS581.

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