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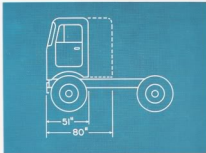
Mack  **G** **REAT**
WESTERN
SERIES...



MACK TRUCKS, INC. • PLAINFIELD, N. J.

MACK'S GREAT WESTERN SERIES...

comprising eight distinct models, are available with the broadest choice of engines, transmissions, axles, or tandem bogies for six-wheelers, permitting adaptation to the widest range of services in long-distance highway transportation. Light chassis weight and short bumper-to-back-of-cab dimension permit maximum cargo space and gross weights up to legal limits — with high power-to-weight ratio assuring superlative performance.

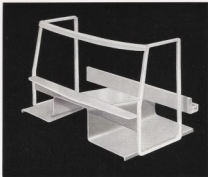


51" FRONT BUMPER-TO-BACK-OF-CAB...

and only 80" with over-sized sleeper compartment, Mack G models permit maximum cargo space. Front axle is set as far forward as possible, which, coupled with the lightest chassis weight, results in maximum permissible gross in Bridge Formula states.

WEIGHT-REDUCED ALL-ALUMINUM CAB...

completely Mack-built, highlights the G series. Unlike conventional practice in which the engine tunnel merely serves as a cover, the housing is functional. Designed of heavy aluminum, it forms the rigid backbone on which the entire cab shell is suspended. This backbone is gusseted to a front cross-member which is the cowl sill, and to a rear cross-member. These cross-members in turn are tied into the structural door framing. To this rigid structural unit, illustrated here, are applied the aluminum panels, resulting in a completely unitized component. Utilizing three-point rubber mounting in combination with this exclusive backbone construction, assures that the cab will be entirely free from twisting and wracking.



WIDE ALUMINUM DOORS...

are piano-hinged from the front structural cross-member. By solidly anchoring the doors in this manner, their lifelong alignment and tightness are insured, thereby eliminating the costly maintenance heretofore experienced with aluminum construction. View at right shows the ample leg and knee room provided the driver by the properly-angled steering wheel.



SPACIOUS G MODEL CAB...

has a clear inside width of 88½ inches and height from floor to roof of 57¼ inches. Shown at left is the optional sleeper compartment which is constructed as an integral part of the body. It is 30 inches wide, exceeding minimum requirements by 9 inches. Luggage space is provided in the right-side section of the bunk compartment.

PANORAMIC WINDSHIELD...

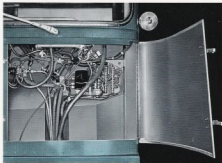
is of curved two-piece Solex heat-reflecting, non-shatterable glass. With a total area of 2400 square inches, it affords the driver optimum vision in all directions. Door windows and full-size, no-draft ventilators are of safety glass.



MACK-BUILT CAB AND CHASSIS

Every means has been provided to assure unimpeded accessibility to all components and accessories. The cab tilts by a manually-actuated, hydraulic, lifting mechanism and affords fast and complete access to the powerplant and front end. Access doors in the cab are provided for checking oil and coolant.

Standard frame is of chrome-manganese heat-treated steel, braced with Mack's exclusive alloy-steel cross-members (illustrated below). For those operators who require further weight reduction, Mack G series are offered with all-aluminum side-rails.



LARGE ACCESS DOOR...

at front of cab (shown here), permits easy and quick servicing of electric fuse block, voltage regulator and left-hand windshield wiper motor. Other wiper motor is readily accessible through access panel on right front.



CROSS-SECTION...

dimensions of the alloy-steel frame and optional aluminum structure to its right. With a section modulus of 28.23 for the aluminum versus 11.8 for the alloy-steel, the aluminum types save approximately 4½ pounds per foot.

ALLOY-STEEL CROSS-MEMBERS...

staunchly gusseted to high strength side-rails, provide the frame with great strength and stiffness without excess weight.



SWING-LINK MIDSHAFT BEARING

is rubber-cushioned and trunnioned to a cross-member. Free of vibration or cramping, it is also splash-proof.

COMBINATION

as used with theanced Bogie. It provides strength, yet save over other design



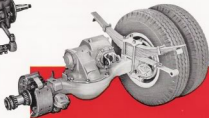
MACK-BUILT

AXLES AND DRIVE LINE COMPONENTS



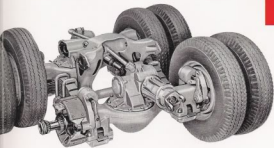
MACK FRONT AXLES ...

are world-renowned for their ability to provide easy, surefooted steering under maximum loads. They are equipped with exclusive, tapered steering-knuckle pins which provide unlimited life with greatest steering security. Hydraulic power steering is available.



DUAL REDUCTION AXLE ...

is husky, yet light in weight with its top-mounted Dual Reduction aluminum-housed carrier. The Mack rear axle on four-wheeled G models features exclusive Mack Orthopaid gears and involute-splined axle shafts; a light but extremely rigid pressed-steel banjo housing and Vari-rate springs.



MACK'S FAMOUS BALANCED BOGIE

is offered on the four-wheel-drive six-wheeled models. Weight-reduced with its aluminum combination trunnion bracket and other parts, the rugged Mack Balanced Bogie affords full flexibility, uniform weight distribution, self-steering and, with the famous Mack Power Divider, positive traction. A walking-beam type of suspension is also available for extreme weight-saving.

TRUNNION BRACKET ...

The light-weight Mack Balanced Bogie provides great stiffness and saves considerable weight.



MACK EXCLUSIVE POWER DIVIDER ...

insures positive traction on all Mack's Balanced Bogies. Through the bias action of this component sufficient torque is automatically delivered to the axle having greater traction, thereby permitting better maintenance of schedules during slippery going. Coupled with the Mack Balanced Bogie, tire life is also prolonged since there is no tire scuffing and no matching of tires is necessary.

BALANCED BRAKES ...

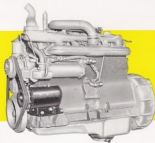
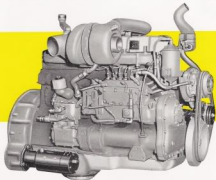
feature rigid shoes with individual anchor pins, wide and thick lining blocks and heavy, Mack alloy-iron drums — all designed to provide exceptional, fast and easy braking without fade.



THE FAMOUS MACK-BUILT

THERMODYNE® DIESEL ENGINE...

offered in both naturally-aspirated and turbocharged light-weight versions, from 170 hp to 205 hp*. Unexcelled by any engine in fuel economy and long life between overhauls, the Mack Thermodyne diesel is the No. 1 choice for engines of its power output.



* For horsepower requirements above that provided by the Mack diesel engine, stock diesels of up to 262 horsepower are available.

TURBOCHARGED VERSION...

of the Mack diesel shows gear-driven multiple unit injection pump, flange-mounted air compressor and the highly-efficient exhaust-driven turbocharger. Left side of the engine shows oil cooler. Engine lube oil, which also cools turbocharger, is double-filtered by a full-flow filter and a large capacity by-pass unit. Oil cooler maintains proper oil temperature which prolongs life of the power plant's internal parts.

COUNTERBALANCED CRANKSHAFT...

is completely balanced by twelve integral counterweights and an improved viscous-type vibration damper. Four-inch main and three-inch crankpin journals are case-hardened by the electrical induction process.



DURAFACED VALVE LIFTERS...

are faced with tungsten-carbide by an exclusive Mack patented process. Being almost immune to wear, they permit the use of large-diameter single intake and single exhaust valves with high lift for maximum breathing capacity; which contributes to unmatched fuel economy.



ANGLE SPLIT CONNECTING RODS...

accommodate big connecting-rod bearings for great durability and 35-degree cap angle on connecting rods permits withdrawing pistons and rods through top. Mating tongue-and-groove surfaces lock caps positively and relieve retaining capcrews from shear.



EVERLASTING TIMING GEARS...

unique in the industry because of their long life, are upset, end-grain drop-forgings, case-hardened and generator-ground. Mack timing gears have never been known to wear out in normal service — which represents an important saving in maintenance and overhaul costs during the life of a vehicle.

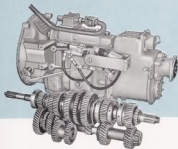


MACK-BUILT **TRANSMISSIONS... 5, 10 AND 15 SPEEDS...**

All Mack weight-reduced transmissions feature aluminum-alloy cases and covers, exclusive Mack Tetrapoid gears; and their single-unit construction for multiple-gearing saves considerable weight and length over the usual, separate, main and auxiliary boxes.

UNISHIFT TRANSMISSION...

with ten integrated speeds contained in a single unit is offered for those operations where 10-speeds are suitable. Exclusively Mack, with only one shifting lever, the power-shifting of the compound permits pre-selection of the speed. The Unishift transmission is light, compact and simple and its ratios are arranged with even splits throughout.



MACK CLUTCHES...

far exceed contemporary standards of friction area and durability. They also feature an exclusive Vibrasorb clutch plate which dampens out vibration and absorbs shock. Also available on these G models are a two-plate version, a clutch-air-assist and a clutch brake.



TRIPLEX TRANSMISSION...

also exclusively Mack, is a 15-speed single-unit assembly with aluminum bellhousing, main and compound cases. Shorter in length, lighter in weight, simpler and easier to maintain, this transmission affords 15 closely-spaced ratios in regular progression for maximum performance and economy in over-the-road applications.

COMPOUND



MAIN



SHIFTING PATTERN...

of the exclusive Mack 15-speed single-unit Triplex transmission. Lever throws are in a straight line and the fifteen speeds are arranged in regular progression with uniform splits of approximately 18 per cent. This results in small loss of speed for each down-shift — an important attribute to maintaining fast schedules in long-distance highway hauling.



FOUR- AND SIX-WHEELS, TRUCKS AND TRUCK-TRACTORS

The Mack Great Western G Series provides models each with the widest range of options, permitting adaptation to any type of highway service which demands maximum cubage, maximum loads, maximum performance, maximum capacity under Bridge Formulas and maximum gross in Western states.

