



**MACK
TRUCKS**

M-25X

25 ton end dumper

M25X-A



Dependability and low cost operation in the medium-capacity Off-Highway dump truck field is reliably met by the Mack Model M25X with an All-Mack power train. Standard engine is the Mack ENDT 6T3C, a turbocharged six cylinder diesel which develops 250 horsepower. This engine has the same sound thermodynamic diesel features that have made Mack engines world famous for reliability, low maintenance and economical service. Mack's rugged, easily shifted T8D 7220 size-speed transmission permits transfer of engine power at peak efficiency.

The Mack RADP 1206 planetary rear axle incorporates a well-proved Dual Reduction carrier, welded spindles, and "self-energizing" wedge actuated air-over-hydraulic brakes.

Cab and front end sheet metal have a unified mounting at four points in diamond shape on rubber cushions for excellent riding qualities. Suspension front and rear is van-rate which affords ride characteristics beneficial to both driver and truck. Single floor durable body mated with high capacity, fast acting outboard hoists insure long life and optimum job cycle efficiencies.



M25X-A

Spacious two-man cab showing driver proven 3-way adjustable seat, human engineered controls and instruments, wide view visibility taking full advantage of cab forward position.

Weight saving is afforded by the stamp-and-body of Hi-Tensile steel with a single floor design. Optional exhaust heating connections are available for cold weather operations.



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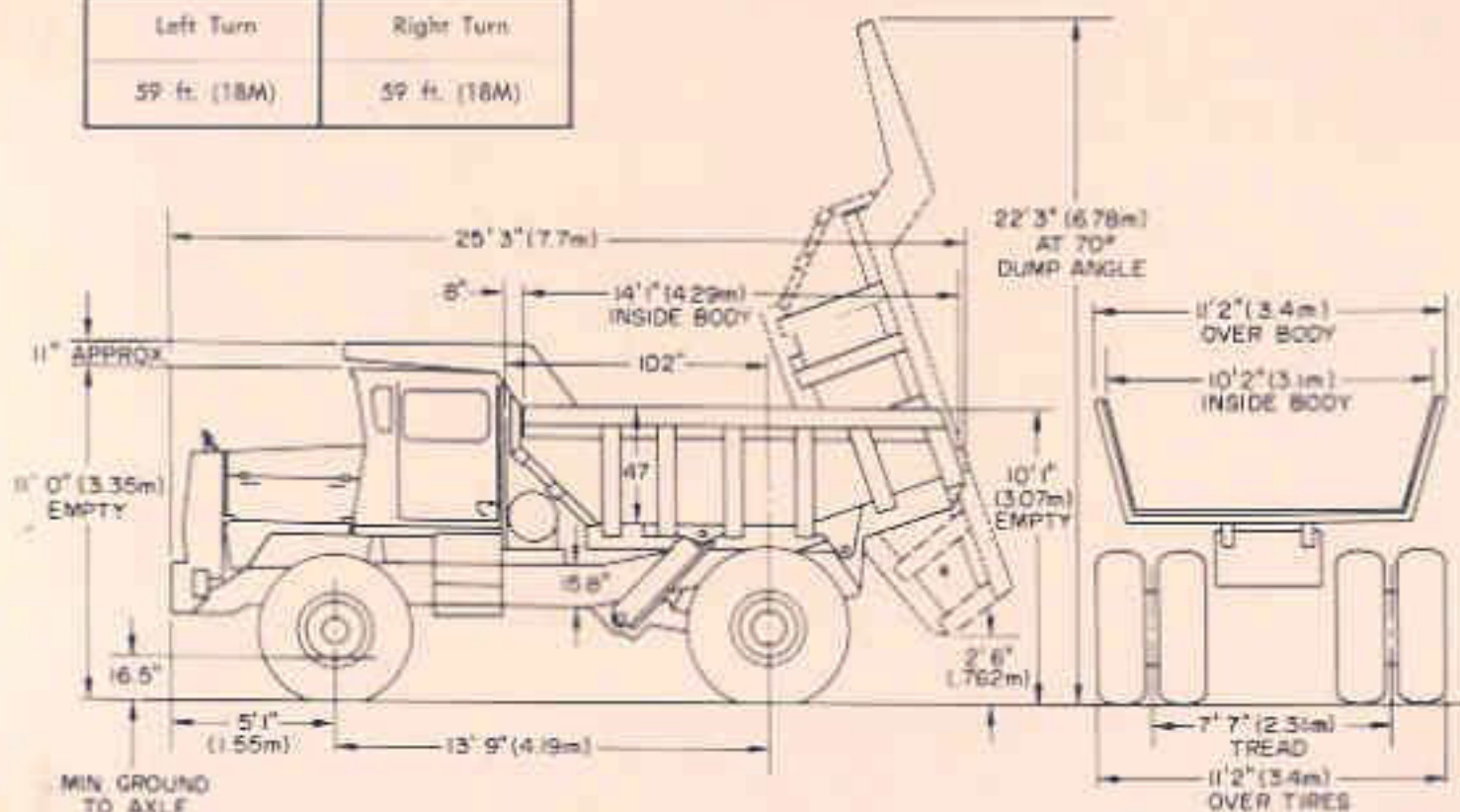
Model M-25X chassis diagram

TURNING CIRCLE DIAMETER

(Estimated)

Measured to outside edge of tire.

Left Turn	Right Turn
59 ft. (18M)	59 ft. (18M)



Dimensions are in inches except where otherwise denoted.

*CAPACITY AND WEIGHT GUIDE—(PAYLOAD 50,000 lbs.)

TIRES (Tubeless)	ITEM	Chassis & Hoist	Chassis, Body & Hoist	Maximum GVW
16.00-25 (20PR) Front	Total	29,840 (13,540KG)	42,300 (19,200KG)	52,300 (41,900KG)
18.00-25 (24PR) Rear	Front	15,600 (7,080KG)	17,800 (8,070KG)	24,800 (11,300KG)
	Rear	14,240 (6,460KG)	24,500 (11,130KG)	67,500 (30,600KG)
	Dist. %	53-47	42-58	27-73

*These weights are nominal averages subject to variations inherent with detail differences in body, front and chassis specifications. Weights and load distributions for proposals and sales should be individually estimated.

MACK TRUCKS, INC.

ALLENTOWN, PA.

"THE TRUCK CAPITAL OF THE WORLD"
MACK TRUCKS WORLDWIDE LIMITED

MACK TRUCKS MANUFACTURING COMPANY OF CANADA LIMITED • Toronto, Ontario, Canada

There being no annual series models of MACK products, refinements and improvements are effected without sound development and through trial runs from to be advantageous. The right is therefore reserved to change specifications or prices without notice. Illustrations are not necessarily a representation of standard specifications.



MODEL M-25X

STANDARD EQUIPMENT (Cont'd)

TIRES: (Tubeless):		Front	Rear
Size	.....	16.00-25 (20PR)	18.00-25 (24PR)
Rims	.....	11.25	13.00
Type, Tread	.....	Rib	Lug

WHEELS:
Type Cast, spoke

STEERING GEAR:
Model SG 26
Type Worm and roller
Ratio and wheel dia. 28.4: 20"
Power steering assist Vickers hydraulic booster

CAB: (Mack)
Model CA 35 (offset)
Type Heavy-duty off-high-way, closed, Cab offset to left of chassis centerline provides clear vision for driver to rear. Extended cab roof for windshield protection. Reverse slope windshield of Solex (tinted) glass. Single dome light.
Seating Two-man
Width, overall 72"

INSTRUMENT PANEL: Tachometer, single hand type; clock type engine hour meter; ammeter; water temperature gauge; air pressure gauge; lube oil pressure gauge; starter switch; light switch; stop-start control; headlight hi-beam indicator light.

CHASSIS EQUIPMENT: Painting in synthetic enamel, Mack orange; modified channel type front bumper; integral radiator guard; front and rear tow pins; air horn; dual windshield wipers; wig wag; low air pressure indicator; air operated radiator shutters; rear view mirror, left side; exhaust through hood with inline muffler; twin headlights, stop-tail light; rim-lug wrench and handle.

BODY:
Type Scoop end
Capacity, line of plare 16 cu. yds.
 heaped (S.A.E. rating) 20 cu. yds.
Length, inside 169"
Width, inside top 122"
 inside bottom 107 1/2"
Height, inside 47"
Construction Single floor design
Body Plates: front header, 1/2" slope, 3/8" vertical; 1/2" sides; 3/4" floor; 1/2" bevel; 3/16" canopy—all alloy steel high strength 50,000 psi (yield). Canopy toe-board, front and sides, 5". Body position indicator.
Mounting Rubber pads

HOIST:
Model UT72-64
Type Twin, double-acting, out-board mounted, two-sleeve telescopic cylinder assembly directly connected to body and chassis with self-aligning bushing to provide maximum flexibility. Power down with snubbing action.
Body rise time 15.4 seconds @
 1600 engine rpm

OPTIONAL EQUIPMENT

ENGINE, (Diesel):		
Make	.....	Cummins® Detroit Diesel®
Model	.....	NT-855 C(310) 8V-71N65
Type	.....	Turbocharged Naturally aspirated
No. of Cylinders	.....	6 8
Bore and Stroke	.....	5 1/8" x 6" 4 1/4" x 5"
Displacement, cu. in.	.....	855 568
Brake H.P. @ gov. rpm	.....	310 @ 2100 318 @ 2100
Max. Torque, lb. ft., @ rpm	.....	850 @ 1500 864 @ 1400

*TRDXL 10780 must be furnished when mechanical transmission is desired with either of above optional engines.

TRANSMISSION:
MAKE & MODEL:

Mack Maxtorque TRDXL 10780*
Type Extended range
Ratios: 6th, 0.82; 5th, 1.00; 4th, 1.66; 3rd, 2.84;
 2nd, 4.99; 1st, 8.59; Rev., 8.81
Power take-off Disconnect type, 8 bolt

Make and Model Allison, CLBT 4460
Type Integral torque converter with lock-up and six-speed planetary transmission. Selective shift-with Neutral Start Interlock. Power take-off, 8-bolt, flange, disconnect type; Integral hyd. brake.
Ratios 0.71 1.00 1.41 2.00 2.82 4.00 4.77

TIRES: (Tube type)		Front	Rear
Size	.....	16.00-25 (20PR)	18.00-25 (24PR)
Rims	.....	11.25	13.00

BODY EQUIPMENT: Nine 3/4" x 6" alloy wear bars; track ejectors; side boards, flared, 2 cu. yd., welded on; rock guards; exhaust hearing. Body liner wear plates.

CHASSIS EQUIPMENT: Air starting; Ingersoll-Rand 10-HP; Tachograph, Wagnor "BB" (24 hour chart 3500 rpm) in place of standard tachometer; alcohol vaporizer; protection against air line freeze-up; low engine oil pressure and high water temperature alarm system (air horn); hand control valve to operate rear service brakes; 25,000 B.T.U. hot water cab heater with defrosters; hub-odometer; speedometer (included with torque converter); back-up light; extra stop-tail light; spare rim. No spin differential.

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