



M-35X

35 ton end dumper



MACK MODEL M-35X is a four-wheel, diesel powered, end-dump truck with an increased payload capacity due to a saving in vehicle weight.

MACK'S EXTRA MARGIN OF STAMINA is provided yet vehicle weight has been held to a minimum through the use of ultra-strength (100,000 psi) alloy material.

DEPENDABLE DIESEL POWER is supplied by a standard 420 HP, 6 cylinder turbocharged 4-cycle engine or optional 434 HP, 2 cycle engines.

POWER SHIFTED, CONVERTER TYPE TRANSMISSION is furnished as standard.

The Mack TROX10760 (extended range) Mantraque Transmission with air assist clutch is optional.

MACK BUILT HEAR AXLE RASP 1203 has Mack single reduction, four-planet differential and full floating Mack Purodrive at wheel ends. The Mack front axle is tubular for improved capacity with dual cylinder hydraulic power steering.

WELL BALANCED DESIGN throughout results in excellent maneuverability and driver ease of handling despite the high payloads and great size.



MACK B

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 scoop-end body of 100,000 psi yield strength with a single floor design. Exhaust heating connections are available for cold weather operations.



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MODEL M-35X

STANDARD EQUIPMENT (Cont'd)

SPRINGS: (Cont'd)

Rear	
Type	Semi-elliptic, Vari-rare
Length	46" at rated load
Width	5"
Shot peened	Tension side all leaves
Suspension	Cam face slipper ends with radius rods, integral with springs

TIRES, (Tubeless):	
<i>Front</i>	<i>Rear</i>
Size	18.00-25 (32PR) 18.00-25 (32PR)
Rims	13.00 13.00
Type, Tread	Lug Lug

WHEELS:

Type Cast, spoke

STEERING GEAR:

Model SG 26
 Type Worm and roller
 Ratio 28.4
 Steering wheel diameter 20"
 Power steering assist Dual Vickers hydraulic

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 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); 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 in-line muffler; modified channel type front bumper; twin headlights; stop-tail light; rim lug wrench and handle.

BODY (Vertical Sides):

Type	Scrap end
Capacity, line of plate	25 cu. yds.
heaped (S.A.E. rating)	29 cu. yds.
Length, inside	194"
Width, inside front	10'5"
inside rear	11'1"
Depth	50"

Construction: Body Plates — Front header 5/8"; shell sides, 3/8"; single floor, 3/4"; bevel plates, 1/2" — all Ultra-strength 100,000 psi (yield). Canopy, 3/16" 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, over-board, mounted, two-sleeve telescopic cylinder assembly directly connected to body and chassis with self-aligning bushing to provide a 60° dumping angle. Power down with anubbing action. Four position control valve.
 Body raise time 18.9 seconds @ 1600 engine rpm

OPTIONAL EQUIPMENT

ENGINE, (Diesel):

Make	Cummins Diesel	Detroit Diesel
Model	NT-855C (335)	12V71-N-60
No. of Cylinders	6	12
Bore and Stroke	5 1/2" x 6"	4 1/4" x 5"
Displacement, cu. in.	855 cu. in.	851.2
Brake horsepower	335 h.p.	434
@ gov. rpm	2100 r.p.m.	2100
Max. Torque, lb. ft.	930	1205
@ rpm	1600	1200

TRANSMISSION & CONVERTER:

MAKE & MODEL:
 With NT-855C (335) Allison CLBT 4460
 Type Integral Torque Converter with Hydraulic Brake, Lock-up & Six-speed Planetary Transmission. Selective shift with Neutral Start Interlock.
 Ratios: 6th, 0.67; 5th, 1.00; 4th, 1.41; 3rd, 2.00; 2nd, 2.82; 1st, 4.00; Rev., 5.12

TRANSMISSION & CONVERTER: (Cont'd)

MAKE & MODEL:
 Mack Maxitorque TRDXL 10780
 Type Extended range
 Ratios: 6th, 0.62; 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

TIRES:

	<i>Front</i>	<i>Rear</i>
Size (Tubeless or rbed)	18.00-25 (28P) or (32P)	
Rims	13.00	13.00

BODY EQUIPMENT: Nine 3/4" x 6" alloy wear bars, rock ejectors; exhaust heating connections. Body liner wear plates.

CHASSIS EQUIPMENT: Air starting; Ingersoll-Rand 10HP; Tachograph, Wagner "BB" (24 hour chart 0-3500 r.p.m.) in place of standard tachometer; high water temperature and low oil pressure alarm; brake alcohol vaporizer; cab insulated at rear panel; hand control valve to operate rear service brakes; 25,000 B.T.U. hot water cab heater with defrosters; hubodometer; back-up light; additional stop-tail light; spare rim.

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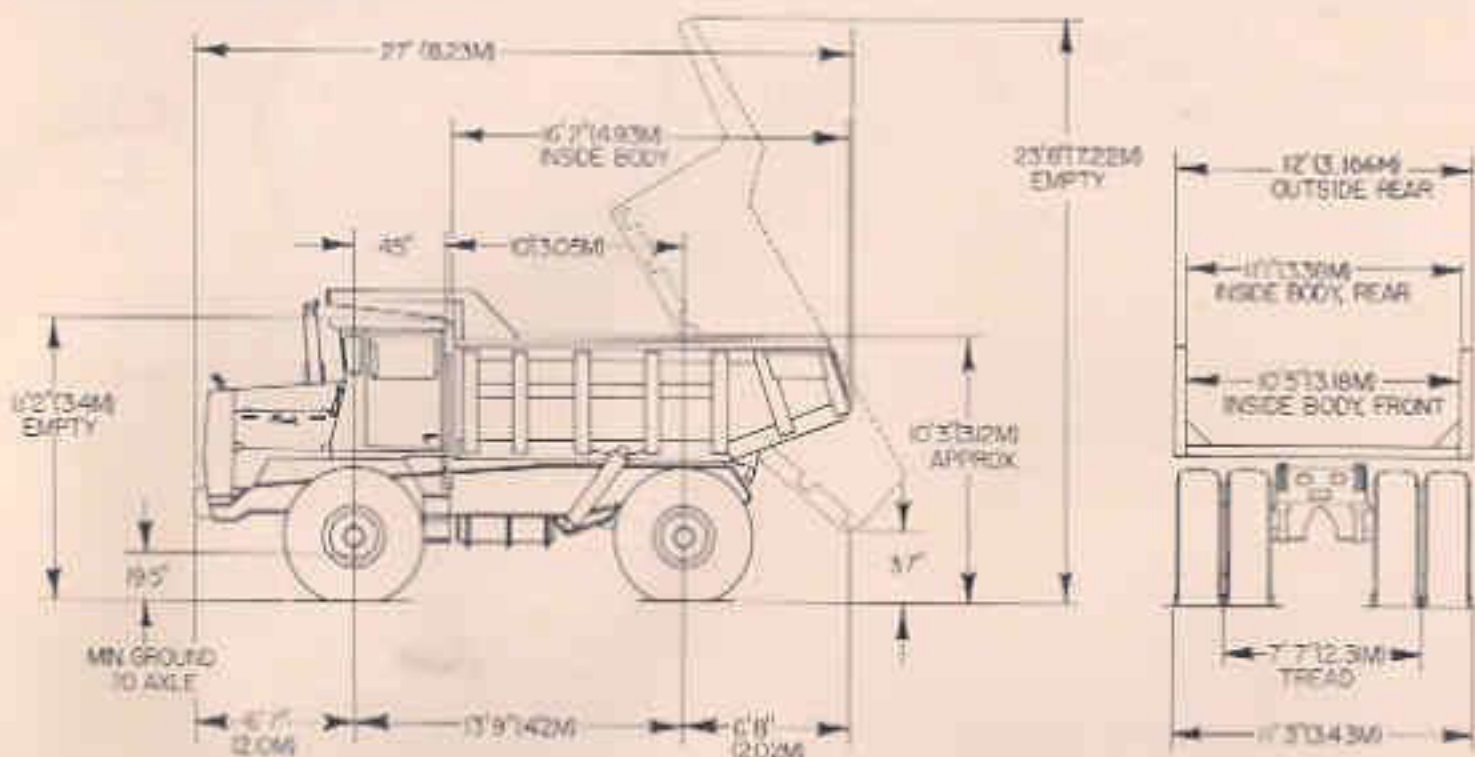


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Model M-35X chassis diagram

TURNING CIRCLE DIAMETER
(Estimated)
Measured to outside edge of tire.

Left Turn	Right Turn
60 ft. (18.3M)	60 ft. (18.3M)



Dimensions are in inches except where otherwise detailed.

M35X1

*CAPACITY AND WEIGHT GUIDE -- (PAYLOAD 70,000 lbs.) (31,800KG)				
TIRES (Tubes):	ITEM	Chassis & Body	Chassis, Body & Front	Maximum GVW*
18.00-25 (32PR.) Front & Rear	Total	56,430 (25,590KG)	52,000 (23,600KG)	122,000 (55,300KG)
	Front	20,600 (9,330KG)	23,600 (10,700KG)	37,000 (16,800KG)
	Rear	15,830 (7,180KG)	28,400 (12,900KG)	85,000 (38,500KG)
	Dist. %	38-42	45-55	31-69

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

MACK TRUCKS, INC.

ALLENTOWN, PA.

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