



M-45SX

45 ton end dumper

M45SX-A



Mack Model M-45SX is a diesel powered six-wheel, end-dump truck that is setting new standards in efficient, low cost haulage of increased payloads in demanding off-highway service. This huge Off-Highway Mack, with its great tractive ability, is an ideal large pit, quarry and general excavation transport.

Ample power is provided by the 480 HP standard engine. An optional 2 cycle 539 HP engine is available.

The service proven Mack SWSP 641 bogie employs single reduction carriers with a unique through drive that reduces gears and drive line details. The Mack Power Divider differentials automatically apportion the drive in favor of the wheels with the best traction. Final drive is through planetary reduction at the wheels with full floating axle shafts.

Generous brake size assures ample stopping capacity and long life. Brakes are two-shoe type. Fronts are cam operated with direct power application. Rears are wedge operated, self-energizing type for maximum power and lining coverage, operated by high pressure hydraulic cylinders which receive their energy from air over hydraulic master cylinders mounted in the frame for maximum protection.

Chassis frame rails and cross members are stress-analysis designed for the ultimate in strength and rigidity. Excellent weight distribution assures even tire loading and consequent maximum payload within the tire ratings.

Well balanced design throughout results in excellent maneuverability and driver ease of handling despite the high payloads and great size.



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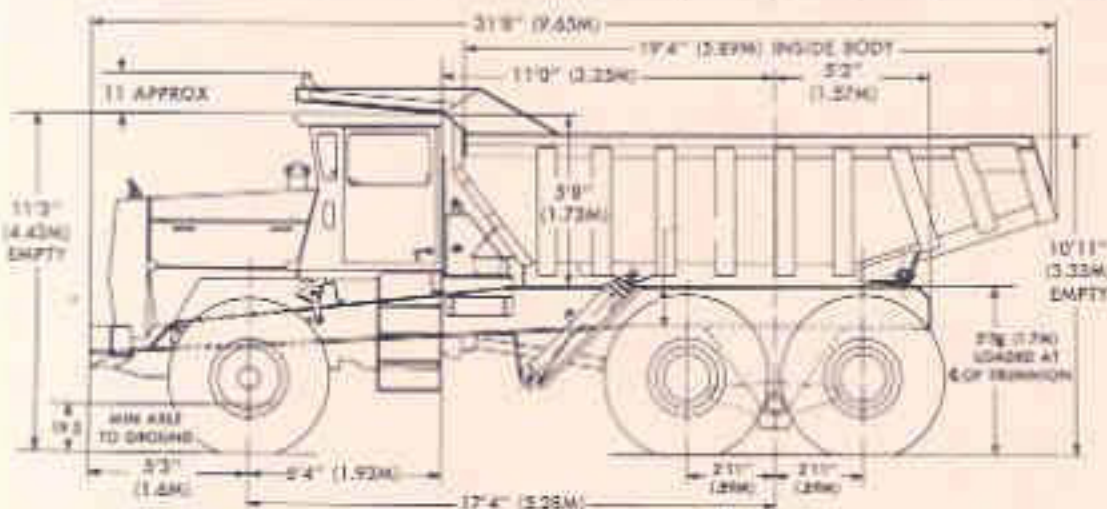
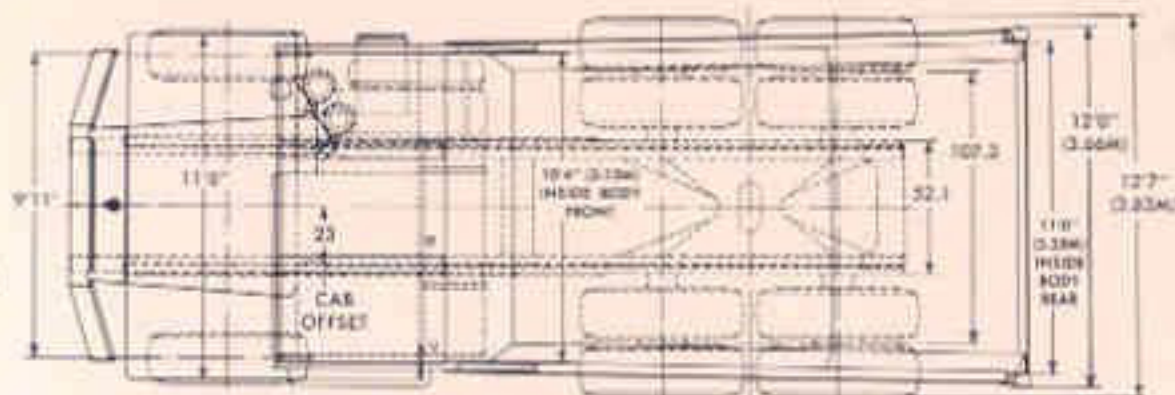
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Model M-45SX chassis diagram



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

Left Turn	Right Turn
75 ft. (22.85M)	75 ft. (22.85M)

MACK 1

Dimensions are in inches except where otherwise stated.

BODY RAISED 65°

Height: Ground to peak of canopy, 26'8" (8.14M) in.
Ground to body spill point, 27" (0.69M) in.

*CAPACITY AND WEIGHT GUIDE — (PAYLOAD 90,000 lbs.) (40,820 kg)				
TRKS (Tubless)	ITEM	Chassis & Hoist	Chassis, Body & Hoist	Maximum GVW
Front	Total	57,350 (26,000 kg.)	76,500 (34,700 kg.)	166,300 (75,500 kg.)
1800-25 (24P)	Front	23,100 (10,470 kg.)	25,250 (11,450 kg.)	31,450 (14,300 kg.)
Rear	Rear	34,250 (15,530 kg.)	31,250 (14,230 kg.)	133,050 (61,300 kg.)
1800-25 (24P)	Disc %	40-60	32-68	19-81

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

Specifications subject to change without notice. Illustrations are not necessarily a representation of standard specifications.

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MODEL M-45SX

STANDARD EQUIPMENT (Cont'd)

SPRINGS:

Front, type	Semi-elliptic, vari-rate	
Size, length (between load centers)	46"	
width	4"	
No. leaves and thickness	(14); 0.5"	
Radius rod	Tubular	
Shut peened	Tension side, all leaves	
Suspension	Cam face slipper ends	
Rear, type	Leaf and walking beam	
length, (Between load centers)	70"	
width	6"	
No. leaves and thickness	5 (3 main leaves); 1 1/4"	
Shut peened	Tension side	
Suspension	Rubber-insulator	

TIRES, (Tubeless):

	Front	Rear
Size	18.00-25	18.00-25
Ply	24	24
Rim	13.00	13.00
Tread	Rib	Lug

WHEELS:

Type	Cast-spoke
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STEERING GEAR:

Model	SG26
Type	Worm and roller
Ratio	32.5
Steering wheel diameter	20"
Power steering assist	Dual Vickers hydraulic booster with engine driven pump

CAB: (Mack)

Model	CA 351 (offset)
Type	Heavy-duty, closed. Cab offset to left of chassis center-line; provides clear vision

for driver to rear. Extended cab roof for windshield protection. Reverse slope windshield, with Solex Glass. Construction All-steel, welded
Width, overall 72"

INSTRUMENT PANEL: Tachometer—single hand type, voltmeter, temperature gauge, air pressure gauge, lube oil pressure gauge, light switches, air starter valve, throttle control knob; windshield wiper valves, back-up lamp indicating light and hi-beam indicator light, engine hour meter, stop-start control, wig-wag type low pressure indicator, key switch, speedometer.

CHASSIS EQUIPMENT: Painting in synthetic enamel, Mack orange; integral radiator guard; air-operated radiator shutters; front and rear tow pins; air horn; rear view mirror, left side; dual exhaust through hood; modified channel type front bumper; rim lug wrench and handle; dual air actuated windshield wipers; Solex glass for windshield; hand control valve for rear brakes; stop and tail light; back up light; back-up horn alarm.

BODY: (Vertical sides)

Type	Scoop end
Capacity, line of plate	28 cu. yds.
Heaped SAE rating	36.5 cu. yd.
Overall width, at rear	144"
Construction: Body Plates—Front header slope section	1/2"; vertical section 3/8"; shell sides, 3/8"; wear plates 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 indicator, 4" disc.

HOIST:

Model	UT84-125
Type	Twin, double-acting, out-board mounted, four-sleeve telescopic cylinder assembly directly coupled to body and chassis with self-aligning bushing to provide maximum flexibility. Power down with snubbing action during last stage.
Dumping angle	65°
Body rise time	19 seconds @ 1600 engine rpm

OPTIONAL EQUIPMENT

ENGINE:

Make	Detroit Diesel
Model	16V71N55
No. of Cylinders	16
Bore and Stroke	4 1/4" x 5"
Displacement, cu. in.	115.6
Brake hp. @ gov. rpm	539 @ 2100
Max. Torque, lb. ft.	1520 @ 1200

TIRES, (Tubeless)

Size	18.00-25 (28P)
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The following are tube type:

Size	18.00-25 (24P)
Size	18.00-25 (28P)

BODY EQUIPMENT: Nine 3/4" x 6" wear bars over standard wear plate; rear entry exhaust heating; rock ejectors; rock guards shipped loose for customer installation; twin body props.

CHASSIS EQUIPMENT: Engine high-temperature and low-oil pressure alarm; Tachograph, Wagner model "BB" (24 hour chart 3500 RPM) in place of standard tachometer; brake alcohol vaporizer; hot water cab heater with defrosters; hubometer; air start neutral interlock (for sel. trans.); power take-off and reverse gear interlock (with torque-matic trans. only); extra stop-tail light; spare rim.

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