



M-65AX

65 ton end dumper



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CHOICE OF DEPENDABLE DIESEL HORSEPOWER to economically meet particular operations is provided by a 4-cycle or 2-cycle engines.

OPTIMUM PERFORMANCE is assured with the service-proven 6/x-speed torque converter transmission.

MACK "RUBBERIDE" SUSPENSION assures an excellent ride both loaded and empty.

INCREASED UP TIME by Mack's rear axle with unique Mack Planidrive gears—located at wheel ends—easy to service.

LOW LOADING HEIGHT—only 12' 6"



M65AX-11

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Weight saving is afforded by the scoop-end body of 100,000 psi yield strength with a single floor design. Exhaust heating connections are made at the hinge point and are not interrupted by body raising.



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MODEL M-65AX

STANDARD EQUIPMENT

WHEELBASE: 165"

ENGINE, (Diesel):

Model	VT-1710C (635)
Make	Cummins
Type	Turbocharged
Number of cylinders	Twelve
Bore and stroke	5½" x 6"
Piston displacement, cu. in.	1710
Brake horsepower @ 2100 r.p.m. (gov.)	635
Max. torque @ 1500 r.p.m. Pound-feet	1750
Fuel injection pump	Cummins, PTG
Drive	Gear
Nozzles	Mechanical injection
Fuel tank & location	(2) 208 total, back of cab (with magnetic gauge)
Lube oil cooler	Standard
Lube oil filters (by-pass) (full flow)	Cummins, 730
Capacity, total	36 quarts
Air cleaners, two	Domalose, dry type
Filter efficiency grade	Standard

COOLING SYSTEM:

Radiator, frontal area	2330 sq. in.
Thermostat	Sleeve type

ELECTRICAL SYSTEM:

Voltage and capacity	12 Volt, 75 amp. (with Cummins Engine)
Alternator, make	Delco Harry
Battery	(2) 6 Volt
Plates per cell	25
Amp. hr. @ 20 hr. rate	165

STARTING SYSTEM:

Type	Air
Make	Bendix-Westinghouse, 30 hp
Actuation	Quick opening air valve operated by push button in cab
Neutral interlock	Valve incorporated in shift mechanism

TRANSMISSION & CONVERTER:

Make & Model	Allison, CLBT 6061
Type	Integral torque converter with lock-up and six-speed planetary transmission. Selective shift — with Neutral Start Interlock
Ratios: 6th, 0.67; 5th, 1.00; 4th, 1.35; 3rd, 2.01; 2nd, 2.68; 1st, 4.00; Rev., 5.12	
Hydraulic brake	Integral
Power take-off	Disconnected type, 8-bolt

DRIVESHAFTS:

Make	Spicer (extended life)
Type (series)	Flange (1850)
Tube diameter	4½", 0.259" wall

FRONT AXLE:

Model	FA1003
Type	Elliot, tubular center

REAR AXLE: (Mack)

Model	RASP 1803
Type	Single reduction and Mack Planidrive
Carrier	CHS 124
Final drive	PR 15, planetary gear train within wheel hub
Axle housing	Heat treated alloy steel casting welded to heat treated alloy steel cast spindles
Ratios: Carrier	5.90
Planetary	5.25
Total	30.40

BRAKE SYSTEM:

Front, make	Rockwell Stopmaster
Size	26" x 5" (544 sq. in.)
Rear, make	Rockwell Stopmaster
Size	26" x 10" (1080 sq. in.)
*Low air pressure indicator	Wig wag
*Treadle valve	Dual system (front and rear axles operated independent of one another)
Air compressor:	
Make	Cummins
Model	Compact
Capacity	12 cu. ft./min.
Air reservoirs:	
Number of tanks	Two
Size	9½" x 54" and 9½" x 27"
Capacity, cu. in.	5440
*Hand brake:	
Make	Bendix
Type	Duo-Servo
Lining material	Molded block
Location	Rear of transmission
* Actuation	Spring loaded "ON", "AIR" release
Rear axle brake control	Hand valve on steering column
*Hydraulic retarder	Spring loaded "ON", "AIR" release

*Indicator Safety Emergency Features

FRAME:

Type	I-beam, wide flange, fabricated
Material	SAE 950 alloy steel
Size, at hoist supports	27" deep, top flange 1" x 8" bottom flange 1¼" x 8" 1" web
Section modulus, at hoist supports	330 per rail
No. of cross-members	Four, including integral front and rear bumpers

SPRINGS:

Front & Rear	
Type	Stacked rubber discs and pivoted torque arm
Number of discs	Front 12 Rear 19
Torque arm	"Wishbone" shape fabricated box construction
Bearing	Self-aligning bushing

TIRES:

Size	24.00 x 35 (36P)
Rims	17.00
Type, Tread	lug



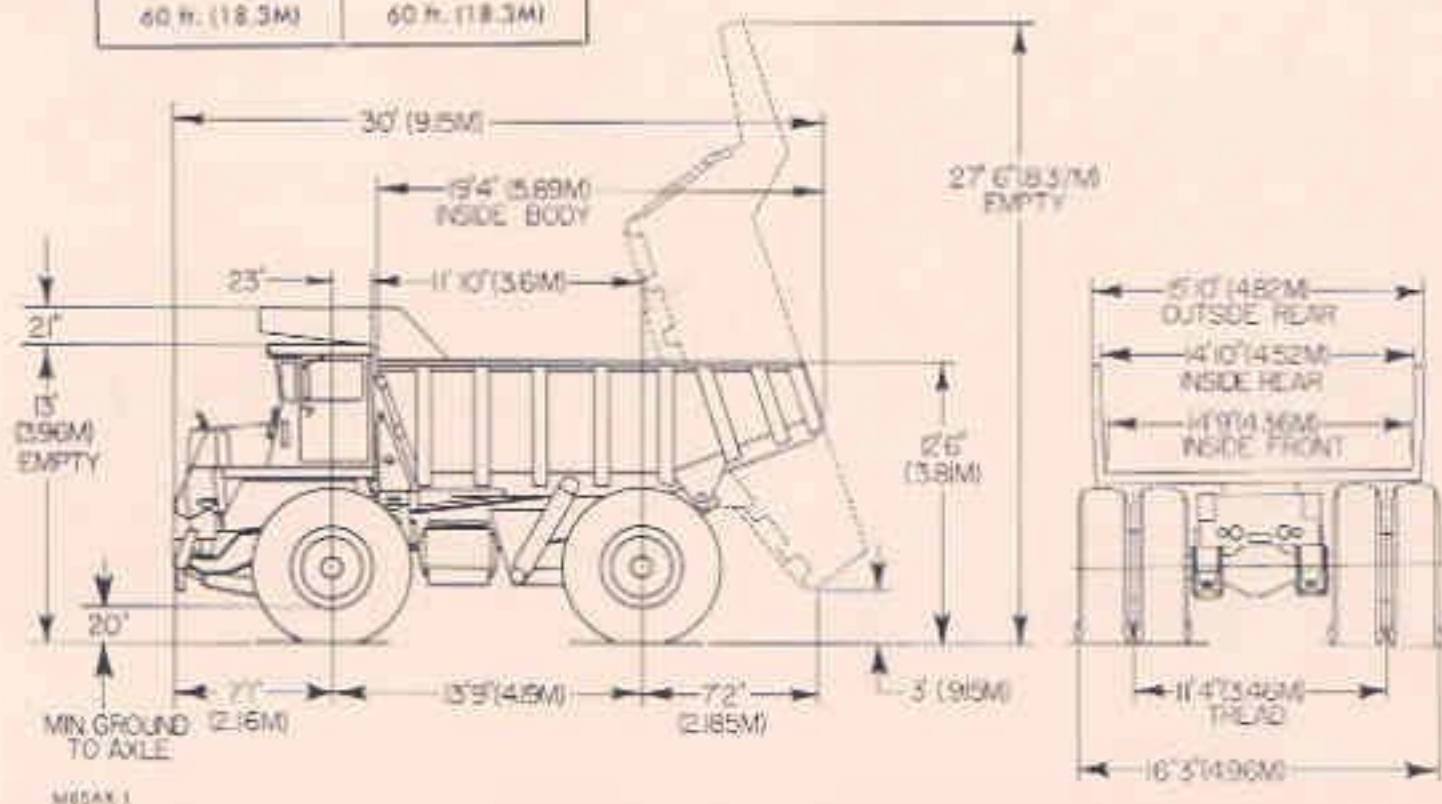
Model M-65AX chassis diagram

TURNING CIRCLE DIAMETER

(Estimated)

Measured to outside edge of tire.

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



M65AX 1

*CAPACITY AND WEIGHT GUIDE—(PAYLOAD 130,000 Lbs.) (59,000KG)

TIRES (Tireless)	ITEM	Chassis & Hoist	Chassis, Body & Hoist	Maximum GVW
24.00 x 55 (36P) Front and Rear	Total	65,550 (29,720KG)	90,550 (41,000KG)	220,350 (100,000KG)
	Front	35,950 (16,300KG)	43,500 (19,750KG)	74,200 (33,700KG)
	Rear	29,600 (13,420KG)	46,850 (21,250KG)	146,150 (66,300KG)
	Dist. %	55-45	48-52	33-67

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

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M-65BX

65 ton end dumper



MACK traditional dependability and long history of off-highway manufacturing skill are proof of cost-cutting performance by this 65-ton, four-wheel, end dumper model M65BX.

EXTENDED TIRE LIFE results from a firm front end alignment provided by the solid front axle positioned by "wishbone" type radius rods and transverse stabilizers.

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Rear suspension employs stacked rubber discs enclosed in steel cylinders for protection and guidance supporting the load. Rugged "wishbone" type radius rods and transverse stabilizer links positively assure true axle location and steering geometry.

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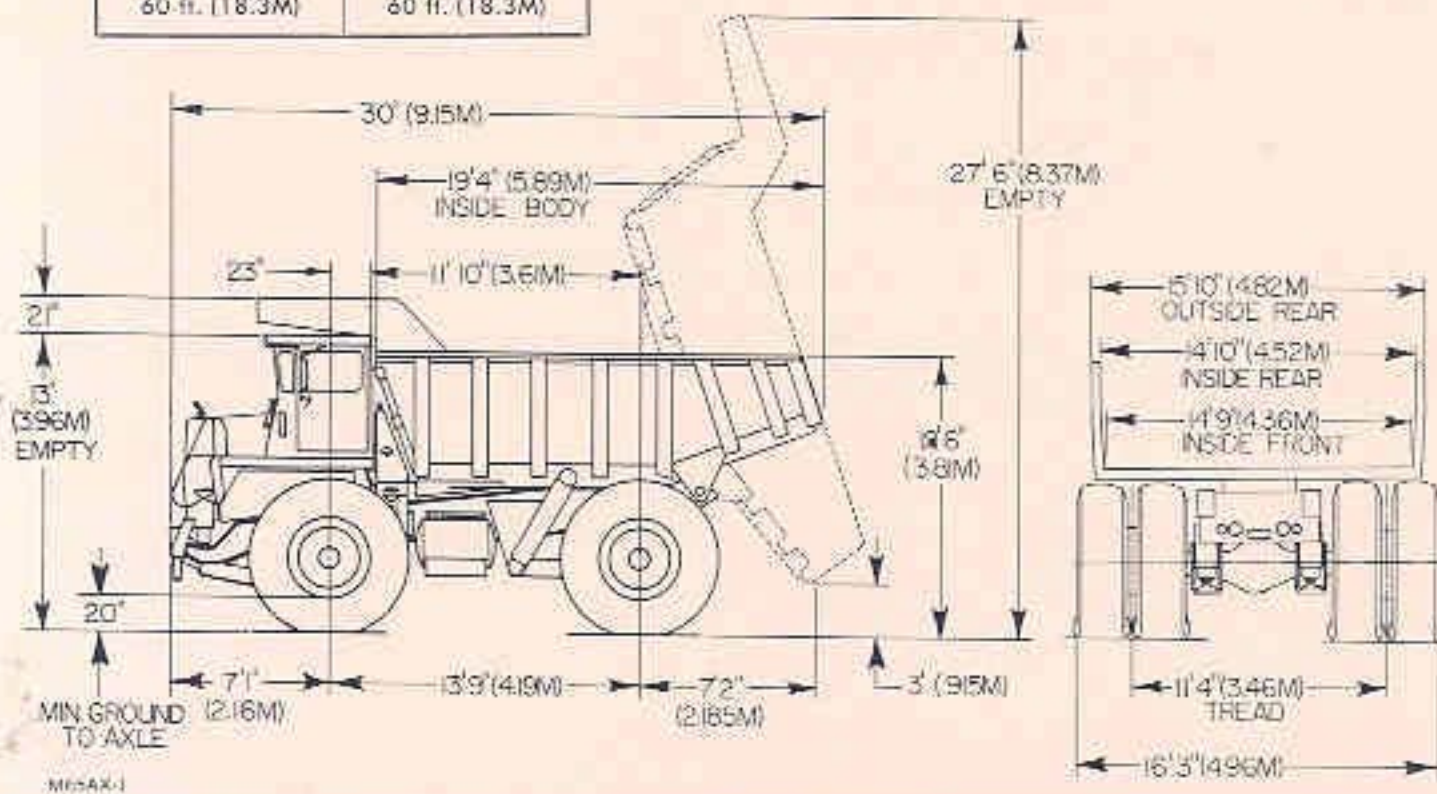


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Model M-65BX chassis diagram

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

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



*CAPACITY AND WEIGHT GUIDE (PAYLOAD 130,000 lbs.) (59,000KG)

TIRES (Tubesless)	ITEM	Chassis & Hoist	Chassis, Body & Hoist	Maximum GVW
24.00 x 35 (46P) Front and Rear	Total	65,350 (29,720KG)	90,350 (41,000KG)	220,350 (100,000KG)
	Front	33,950 (16,300KG)	43,500 (19,750KG)	74,200 (33,700KG)
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	Dist. %	55-45	48-52	83-67

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MODEL M-65BX

STANDARD EQUIPMENT (Cont'd)

WHEELS:

Type Cast, spoke

STEERING GEAR:

Model SGH54E
 Type Hydraulic
 Steering wheel, diameter 20"
 Power steering Dual hydraulic booster

CAB: (Mack)

Model CA 51 (offset)
 Type One man, heavy-duty, 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 Soler glass. Single dome light.
 Insulation Consists of cellular rubber on roof & back panel—double wall cowl sheet with fiber board filler
 Width, overall 56"

INSTRUMENT PANEL: Tachometer, single hand type; clock type engine hour meter; transmission and converter gauges; voltmeter; water temperature gauge; air pressure gauge; lube oil pressure gauge; starter button; light switch; stop-start control; headlight hi-beam indicator light; key switch; speedometer.

CHASSIS EQUIPMENT: Painting in synthetic enamel Mack orange; integral radiator guard; front and rear cow pins; air horns; hand control valve to operate rear service brakes; windshield wiper; Wig Wag low air pressure indicator; air operated radiator shutters; rear view mirror, left side; modified channel type front bumper; dual horn and steering pump; Soler glass for windshield; back-up light; main headlights; stop-tail light; rim lug wrench and handle; back-up horn alarm.

BODY (Vertical Sides):

Type Scoop end
 Capacity, line of plate 41 cu. yds.
 heaped (S.A.E. rating) 51 cu. yds.
 Length, inside 232"
 Width, inside, front 14' 4"
 inside, rear 14' 10"
 Depth 58"

Construction: (Single Floor) Body Plates—Front header (doped) 1/2"; shell sides, 1/2"; 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, 10". Body position indicator. Equipment: rear entry exhaust heating. Twin body props. Rock ejectors.

Mounting Rubber pads

HOIST:

Model IT9275
 Type Twin, double-acting, out-board mounted, two sleeve telescopic cylinders directly connected to body and chassis with self-aligning bushings to provide a 61° dumping angle. Power down with snubbing action.
 Pump, capacity 60 gpm @ 1200 rpm
 Drive Chelsea PTO
 Control valve Four positions; spring loaded to hold position. Float position detented.
 Body rise time 24 seconds @ 1600 engine rpm

OPTIONAL EQUIPMENT

ENGINE (Diesel):

Make Detroit Diesel
 Model 16V71-N65
 No. of Cylinders 16
 Bore and Stroke 4 1/4" x 5"
 Displacement, cu. in. 1134.8
 Brake H.P. @ gov. rpm 635 @ 2100
 Max. Torque, lb. ft.,
 @ rpm 1728 @ 1400

ENGINE (Diesel):

Make	*Cummins	*Detroit Diesel
Model	VTA-1710C (700)	16V71T-N75
	(Turbocharged)	
No. of Cylinders	12	16
Bore and Stroke	5 1/2" x 6"	4 1/4" x 5"
Displacement, cu. in.	1710	1134.8
Brake H.P. @ gov. rpm	700 @ 2100	700 @ 2100
Max. Torque, lb. ft., @ rpm	1925 @ 1500	1910 @ 1400

*Requires Allison DP8901 TorqueMate Transmission.

TRANSMISSION & CONVERTER:

Make and Model Allison, DP8901
 Type Integral torque converter with lock-up and six-speed planetary transmission. Selective shift with Neutral-Start Interlock.
 Ratios: 6th, 0.73; 5th, 1.00; 4th, 1.31; 3rd, 1.70; 2nd, 2.34; 1st, 4.24; Rev., 5.75
 Hydraulic retarder Integral
 Power take-off Disconnect type, 8-bolt

Note: DP8901 for use with 700 horsepower engines.

BODY EQUIPMENT: Thirteen 3/4" x 6" alloy wear bars. Body liner wear plates.

CHASSIS EQUIPMENT: Tachograph, Wagner "BH" (24 hour chart 1500 r.p.m.) in place of standard tachometer; engine high water temperature and low oil pressure alarm; brake alcohol vaporizer; 55,000 B.T.U. hot water cab heater with defrosters; hubodometer; additional stop-tail light; spare rim.

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