



MACK
MR



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Mack MR low-profile cabover

Especially designed for refuse handling
and construction hauling

The Mack MR has a short 63-inch (1 600 mm) BBC, and a set-back front axle to improve heavy payload distribution for on- or off-highway hauling. Its wide, deep windshield, low-ledge sliding door window and large right-hand peep window combine to provide excellent visibility. Wheel cuts to 45° and integral power steering allow easy handling and superior maneuverability. For strength, the MR has deep-section frame rails, a heavy-duty channel bumper, 3/16-inch (5 mm) steel grille to protect the radiator, and a 16-gauge reinforced steel roof.

Look it over. The Mack MR, with clean lines and uncluttered styling, is designed and built for dependable performance in extra-heavy-duty service.

The popular MR front loader goes to work in center city or suburbia. It is highly maneuverable, with the power and strength to handle compacted loads easily.



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Refuse hauling

**Mack: durability under all conditions
from curbside to landfill**

The Mack MR is a highly versatile truck specifically designed and built to meet the grueling demands imposed by on/off-highway refuse service. Designed to accommodate front, side and rear loaders as well as roll-off units. Mack's well-known reputation for "Built Like a Mack Truck"® strength has been earned over many years in the handling of high-cube, compacted loads typical of the refuse service. Because Mack trucks are proven tough and durable, they're economical to operate and require a minimum of maintenance.



The Mack MR adapts easily to most body configurations, including this side loader. One-man stand-up drive and pick-up from the right side; left-hand drive to the landfill.



With the rear loader body, the MR is one of the best all-around, heavy-duty refuse units in the industry. A wide range of PTO requirements can be accommodated with either the Mack full-time flywheel power take-off or one of the rear- or side-mounted power take-offs.



For high-cube roll-off loads, the MR has deep-section frame rails and other heavy-duty components to provide strength and durability.

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Construction hauling

Plenty of strength for extra-heavy loads

Here is a tough, compact truck that has broad capability in construction work. Whether it's hauling dirt, rock or ready-mix, the toughness and strength are there. A heavy-duty bogie with camel-back spring suspension has up to a 58,000-pound (26,000 kg) capacity. Set-back front axle with slipper-type multi-leaf suspension is rated up to 20,000-pounds (9,100 kg). And a deep-section frame will take all the vibration and shocks, as well as the twisting stresses of arduous terrain. Wheel cuts up to 45°, and short BBC improve maneuverability.



All the strength of a Mack MR works together in handling the big loads.

Mack flywheel power take-offs provide a reliable power source highly adaptable to driving hydraulic pumps on all types of equipment, especially mixer barrels.



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A versatile truck

Built to take on the tough jobs



Low-profile cabover design permits efficient use of wheel-base. MR maneuvers well from loading point through a wide variety of tight residential areas in delivering fuel oil.



To improve heavy payload distribution for on- or off-highway hauling, the MR has a short 63-inch (160 cm) BSC and a set-back front axle.



In the oil fields, a truck has to withstand the rigors of off-highway operations. The MR with flat bed is carrying the heavy load of bulky machinery, yet has the balance and maneuverability for the expected and unexpected.



Concrete pumping boom, hour after hour, reaffirms the strength, flexibility and durability of the entire MR frame and chassis.

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Ride in comfort, on strength

Cab and frame—designed together to stay together

A spacious cab for top driver efficiency

The MR cab offers exceptional visibility, driver comfort and convenience, and long service life with only a minimum of maintenance. A four-point mounting system with spring-loaded mounts reduces cab stresses during severe articulation over uneven terrain. Cab panels are rust-resistant galvanized steel, and durable fiberglass door panels are explosion-proof. One inch (25 mm) of Mylar foam over the engine compartment, 1/2 inch (13 mm) of closed-cell polyurethane foam under the floor mats, and one inch (25 mm) of fiberglass between roof and headliner provide extensive insulation against heat, cold and noise. A new 30,000 BTU (37 MJ) heater, located under the windshield on the right-hand side of the cab, becomes a combination unit when the optional 16,000 BTU (17 MJ) integral air-conditioning system is specified.



Great visibility for maximum safety

The two-piece tinted-glass windshield is 35 1/4 inches (921 mm) high, permitting the driver to see the road just five feet (1.5 m) in front of the bumper. The huge 2,566-sq.-in. (16,654 cm²) windshield, together with the low-leage sliding door windows, 28 inches (711 mm) high, large right-hand peep window, 9 1/2 inches x 18 1/2 inches (241 mm x 470 mm), and dual West Coast rear-view mirrors, provide the best visibility ever designed into a Mack truck.



Easy entry and exit

Extra-wide cab doors, equipped with flush interior and exterior handles, swing on full-length piano hinges with rust-resistant stainless-steel pins. Doors are designed to permit quick, easy and safe entry and exit for the driver. Fiberglass doors are durable and totally rust-proofed to minimize maintenance. Note large sliding window and peep window.



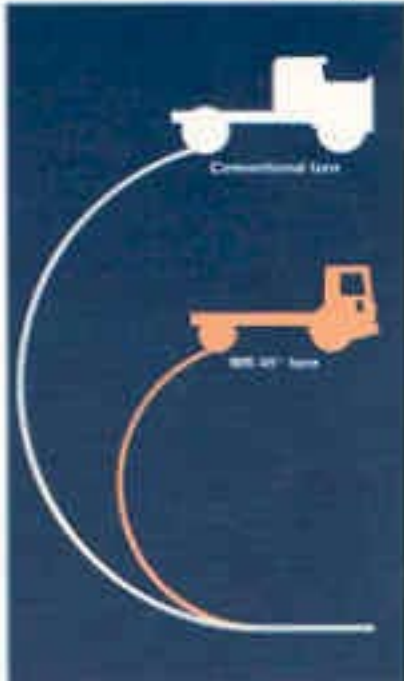
Tilt cab

The hydraulic cylinder mounted at the right side of the frame rail tilts the cab 60°, far enough to permit engine servicing and vertical removal of the radiator. A mechanical hinge-type safety link prevents over-travel.



Highly maneuverable

The Mack M8 has a short 60-in. (1 600 mm) BBC and a front axle-to-back-of-cab dimension of only 3.5 in. (88 mm). Refuse packers therefore may be installed on shorter wheelbases than with a conventional model. This shorter wheelbase, combined with wheel cuts of up to 45 degrees and integral power steering, provide the easy handling and excellent maneuverability required in congested city traffic.



Famous Mack frame

Extra-heavy-duty frame is flared at the front to provide ample clearance for easy engine accessibility. Deep-section frame rails are 13 1/2 inches x 3 1/2 inches x 3/16 inches (337 mm x 83 mm x 8 mm). Heavy-duty channel-type extended bumper with center tow pin is frame-mounted. Front axles are rated to 20,000 pounds (9 100 kg).



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Mack Power

Many options to meet your exact needs

Mack Trucks, Inc., a pioneer in the development of diesel power for heavy-duty trucks offers a full range of turbocharged, fuel-efficient diesel engines of a size, type and power rating to fit every heavy-duty trucking operation.

THERMODYNE® ENGINE



Thermodyne® engines are durable modified-high-torque-rise diesel engines with conventional governed-engine speeds. Combined with multi-speed transmissions, these engines are excellent performers in refuse, construction, and heavy-duty bulk liquid delivery trucks. Three Thermodyne engines are available for the MR models. The E6-200 develops 200 hp (149 kW) at 2100 RPM, 600 lb./ft. (813 N•m) of torque at 1500 RPM. The E6-250 develops 250 hp (186 kW) at 2100 RPM, 750 lb./ft. (1 017 N•m) of torque at 1500 RPM. A California certified version of this engine, the EC6-235 develops 235 hp (175 kW) at 2100 RPM, 750 lb./ft. (1 017 N•m) of torque at 1500 RPM.

MAXIDYNE® ENGINE



Maxidyne® engines are high-torque-rise turbocharged diesel engines designed to operate at relatively constant horsepower at the more economical lower engine speeds providing excellent productivity for any heavy-duty trucking application. Available in a wide selection of horsepower ratings and equipped with series charge air cooling for additional power, economy and lower emission levels.

The EM6-237 develops 237 hp (177 kW) at 2100 RPM. The EMC6-250 develops 250 hp (187 kW) at 2100 RPM. The EMC6-285 develops 285 hp (213 kW) at 2100 RPM. Both the EMC6-250 and the EMC6-285 are certified for registration in California and are equipped with the two-stage series charge air cooling system. Ideal for inter- and intra-city refuse and construction truck applications, these engines can be teamed with the Maxitorque transmission to give you sufficient power for maneuvering in city and suburban traffic as well as the convenience of the five-speed transmission.