

# 6-TON TRUCKS

## G-535 Mack NM

The series NM was the first military 6x6 built by Mack Trucks Inc. The NM series trucks were 6-ton prime movers intended to tow anti-aircraft artillery and transport the gun crews. The enclosed steel cab of the NM was derived from Mack's civilian model L cab. A winch with capstan head was mounted between the cab and the 11-ft. steel cargo bed.

Production of the NM-1 began in 1940 and totaled 87 units. Its successor, the NM-2, was most readily distinguished by its smaller headlights with parking lamps on top. Mack built 107 of the NM-2.

The last of the hard-topped NMs was the 104 NM-3. As opposed to the straight front bumper of its predecessors, the NM-3's bumper was arched in the center to clear a pintle hook mounted on the front cross member. This was used during artillery emplacement.

Counter to what some references list, beginning with the NM-5 (NM-4 was not a production model), Mack equipped the NMs with an open canvas-topped cab, but earlier did have steel doors. The NM-5 through NM-8

models were equipped with gun carriage brake cylinders. This amounted to an air slave cylinder that would actuate the gun carriage's mechanical brakes. This



The NM series trucks were tall. The hardtop versions stand just over 9 ft. to the top of the cab. The cargo beds of the NM-1 through -3 were steel, and built by Perfection. Beginning with the NM-3, the front bumper, now sans tow hook, was arched to clear a pintle hook mounted on the front cross member. Also, the brush guard of the NM-3 and later trucks was considerably smaller than on the earlier trucks. (Photo courtesy of the Mack Trucks Historical Museum)



The NM-1 (shown here), NM-2, and NM-3 trucks were supplied with Lee tires with highway tread. Initially, the size was 9.75 x 22 in., but soon that was changed to 10-22. The NM-1 and -2 had a flat bumper with tow hooks mounted on the top. (Photo courtesy of the Mack Trucks Historical Museum)



In 1944, this NM-7 posed for a portrait at the Studebaker Proving Ground. The capstan head for the midship winch is clearly seen. The spare tires for the NM were carried in the truck bed. (U.S. Army photo)

ender was mounted under the right rear frame rail. By this time (1943), the U.S. military had standardized on the Corbitt-White-Brockway-Ward 6-ton 6x6s, so the Macks were supplied as design aids. The NM-6 was similar to the NM-5, except for the addition of liquid container racks beside the winch and fuel racks in the cab. Production was 1,060 NM-5 trucks, 3,240 NM-6s, and 3,888 NM-7s. It is unclear how many NM-8 trucks were built.

RADIUS FT 37 R, 35 L  
Overall dimensions listed in inches.  
\* inside/outside width at tires.

#### ENGINE DATA

ENGINE MAKE/MODEL  
NUMBER OF CYLINDERS  
CUBIC INCH DISPLACEMENT  
HORSEPOWER  
TORQUE  
GOVERNED SPEED (rpm)

Mack EY  
6  
707  
159 @ 2100 rpm  
530 lbs.-ft. @ 1000 rpm  
2100

#### GENERAL DATA

MODEL	NM
HEIGHT	22,659 lbs.
WEIGHT	41,959 lbs.
LOAD	30,000 lbs.
WHEEL	282.375
WHEEL	96
WHEEL	119
WHEEL	50.125/94.375
WHEEL	74.25
WHEEL	10.00-22
WHEEL	34 mph
WHEEL	80 gal
WHEEL	280 mi
WHEEL	6 1/2 pos
WHEEL	
WHEEL	5
WHEEL	
WHEEL	2
WHEEL	

#### VALUE

	6	5	4	3	2	1	
All models		2,500	5,500	9,000	14,000	18,000	25,000