



The Mack U Series featuring the Commandcab

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15 features will convince you to drive the NEW MACK U—the "Ultraliner"



1. The New Commandcab—puts the driver in exactly the same position he would be in a CDE, on a driving line with the front left wheel.



2. Enlarged Windshield and Rear Window—gave the driver more window area and visibility than in other conventional tractors. (And window replacement costs no more.)



3. Comfort—there's more leg, elbow, hip, and head room in the U's Commandcab. Better instrument visibility, too. And it has full-opening, full-size doors. Compare that.



4. Comfort control—the Mack U has a new two-way roof ventilator and central heating system to provide exact comfort control in any driving weather.



5. Air intake—positioned 23 inches above the extra-large cleaner. In rain, an auxiliary intake under hood is used.



6. Engine accessibility—easy tilt of the U's hood and tender assembly exposes the entire powerplant. Servicing is easy, quick, efficient.



7. Radiators—engineered to cool each engine. Up to 1,000 sq. in. frontal area. Radiator service is fast and simple.



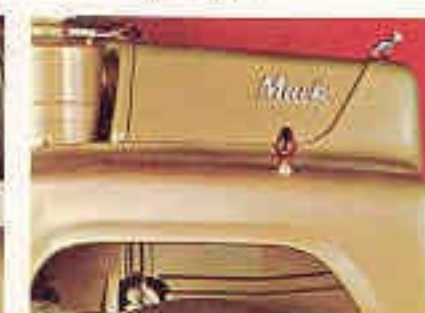
8. Sheet ABC—scientifically engineered for 30 inch ABC. No problems with forty-foot trailers in fifty-foot states. More "cube" for you.



9. Front springs—are 54 inches long; 3 1/2 inches wide for softer ride. Wood spring centers cut tendency to sway.



10. Mack sheet metal—the same quality and gauge of metal used on the famous Mack B. You can't top it for durability and stamina.



11. Fiber glass hood and fender assembly—is chemically-toughened, pressure-molded, heat and cold resistant. Maintenance is rock-bottom.



12. New triangular mounting—on the new U assures smoother riding, lower maintenance cost and trouble-free service life.



13. Piping & wiring—the most modern used in trucks today. The tubing and cable are positioned cleanly, easy to get at.



14. Mack powerplants—from 140 hp FMD-475 to big 255 hp V-8 can be used in the new U. You get power to spare for any job. Plus Mack reliability.



15. Mack balanced design and components—transmissions, axles, hinges, all made by Mack—work together within closer tolerances for less wear.

Quality service for better trucking. There are over 300 Mack service centers across the country—in all likelihood, you'll find one a few miles from you. At each Mack service center there are carefully trained truck specialists who know exactly what to do to maintain the earning power of your vehicle. They work quickly and efficiently. Mack service centers are ready and equipped to service any and all of your vehicles.

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Mack's rugged U Series

Everything you want from a COE
high visibility
easily reached engine
90-inch BBC
added to a conventional
cab's comfort and lower price



Short 90-inch BBC

Haul extra "cube" instead of extra inches. Hitch a 40-foot trailer—and you're still within a 50-foot over-all dimension. The steel framed U is compact. Its new *triangular mountings... heavy gauge sheet metal... light weight, chemically-toughened, high impact, fiber glass hood and fender assembly...* give you famous Mack durability and stamina.



Good accessibility— engine easy to get at

Offsetting the cab 11 inches to the left is what does it. A full range of powerplants, from the 140 hp in-line 6 up to the V-8 Mack diesel. Mechanics can get at any part of the engine by tilting the fiber glass hood and fenders. The whole assembly is a pressure-molded single unit, and a safety lock keeps it securely in place while the unit is in operation.

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s with Commandcab

A dramatically new cab design that's been highway-tested for four and a half years...and topped Mack's high standards



Built for driver safety and comfort

He's sitting on a line above the left front wheel. No crossing of the center line to see if it's safe to pass. The full-vision two piece Soles wraparound windshield gives perfect visibility in all directions—full width defroster keeps it clear in any weather. 1,344 square inches of windshield, 233 square inches more than on a typical conventional cab. And there's a double-size rear window for easier coupling and safer backing.

The driver has more comfort than ever before. 18" seat height adjusts to six positions, backrest is also adjustable. A two-way roof ventilator, for either air-intake or exhaust, provides wakeful fresh air.



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BALANCED DESIGN THROUGH

Air supply

Air intake is positioned 21 inches above the extra-large cleaner. In case of rain or snow, auxiliary intake under hood is switched on.

Radiator

Engineered to suit engines with up to 1,000 sq. in. frontal area. Top and bottom tanks are bolted on the 1,000 sq. in. unit. Radiator servicing is fast and simple.

Electrical system

New high-performance 12-volt cranking system—24-volt on V-8's. Location of battery minimizes voltage drop... single-purpose circuits easily traced. Voltmeter is standard; a more accurate measure of battery condition than ammeter. A 55 amp generator is standard; a 12-volt, 50 or 60 amp alternator system is optional equipment.

Handling

Steering is firm and sure. 54 inch long, 3 1/2 inch wide front springs, pinned to create a "trailing front axle", take care of that. Wider spring centers reduce tendency to sway... give steadier ride.

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MATCHED COMPONENTS



Mack-built transmissions

—a full range, from 5 speeds to 18 speeds. Closely spaced ratios and regular progressions with even throws are features of all. Integral main and compound cases make Mack transmissions short, light and easy to maintain. Perfectly matched to high torque output of Mack diesel engines.



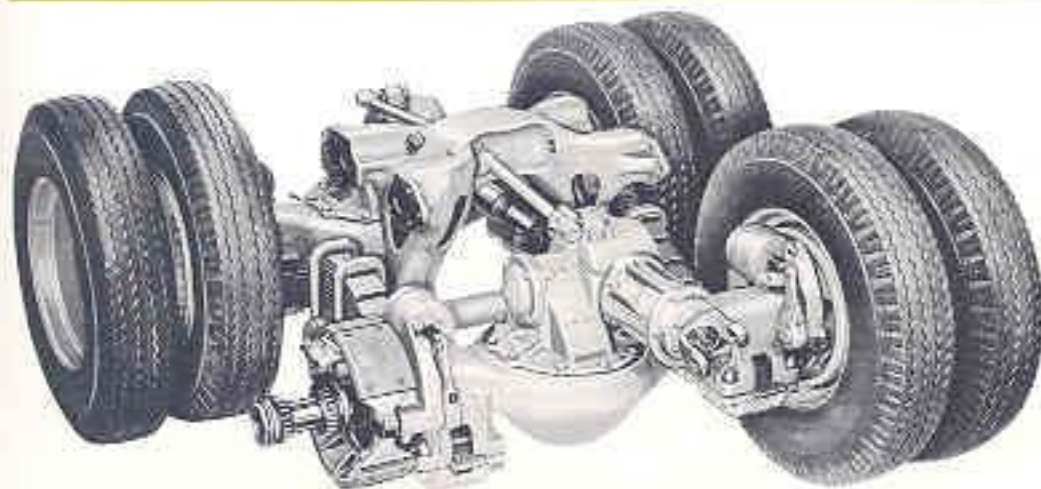
Mack-built rear axles,

both single and Dual Reduction, are husky and long-lived. Dual Reduction axles are available with either face or top-mounted carriers... permit use of optional cam-and-plunger PowerDivider differential in the interwheel position.



Mack-built PowerDivider

provides optimum torque distribution. In the inter-axle position on tandem drive bogies, this remarkable differential automatically directs torque to the axle with traction when slipping occurs.



Mack-built Balanced Bogie with Mack suspension

gives unmatched tire life. Tandem drive combines high cambered springs and self-steering characteristics for the elimination of bogie hopping, snubbing and tire scuffing. Optional inverted camelback spring bogie, rated at 34,000 lbs., offers marked weight saving in a tandem drive—278 to 360 lbs. less than standard units.

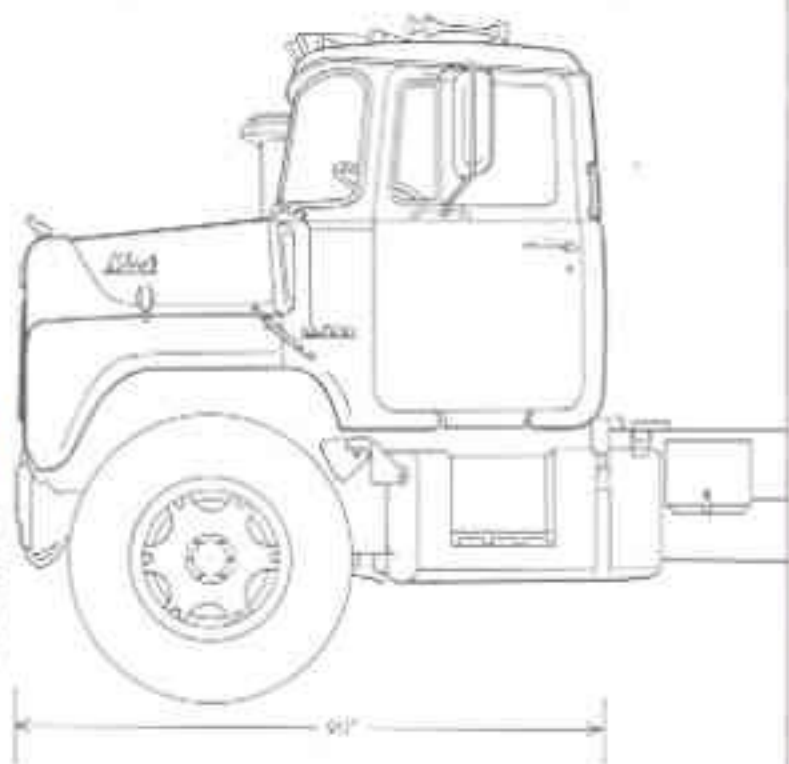
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Your Mack U built for your job

You name the job performance features you want built into your Mack U. Gear gradability...transmission shift sequences...load distribution...whatever the requirements for your over-the-road hauling job, Mack engineers will draw up your own balanced design for you.



Wheelbase Starting at 138 in.

Engine 140 to 255 hp in-line sizes and V-8s

Fuel tank 7 types and sizes

Steering gear Manual standard, power optional

Transmission 5, 9, 10, 13, 15 and 18 speeds

Front axle 9,000, 10,500 and 12,000 lb. ratings

Rear axle or bogie 18,000 to 34,000 lb. ratings

Brakes Full air; capacities for all axle sizes

Frame Heat-treated alloy steel

Standard equipment on all U models:

combination stop and tail lamp • I.C.C. and marker lamps • headlamp hi-beam indicating lamp • wheel wrench and handle • front shock absorbers, direct acting type • engine thermostats • buzzer-type low pressure indicator • Mack driver's seat • L.H. sun visor • inside door locks (cab) • front turn signals (manual cancelling) • Solex windshield glass • seat bolt anchors • primary and secondary fuel filters • Perry water filter (U-615 models) • clutch brake (U-615 models) • hood and marker lamp signalling system • outside underhood air intake system

Optional Equipment:

two combination stop and tail lamps • seat belts • Bostrom driver's seat (West Coaster) • General 107 driver's seat • wig-wag low pressure indicator • cab air conditioning • fresh air and hot water cab heater • hubodometer • spare rim or spare disc wheel • R. H. sun visor • hinged-type radiator guard • rear turn signal lamps • reflectors • tachographs (rpm and/or mph) • pyrometer • clutch brake (standard on U-615 models) • Perry water filter (standard on U-615 models) • 8 or 12 ton hydraulic jack • "L" weight-reduced versions available

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