

CRUISE- LINER[®]



Maxidyne[®]-powered,
Mack Trucks' lightest COE



CRUISE-LINER, America's great cab-over...

There is a difference between a good truck and a great truck, and that difference is a **CRUISE-LINER**.

Lightweight. A Maxidyne/Maxitorque®-powered CRUISE-LINER is one of the lightest COE's in the industry, if not *the* lightest!* That means more payload per trip and the opportunity for added revenue in your pocket.

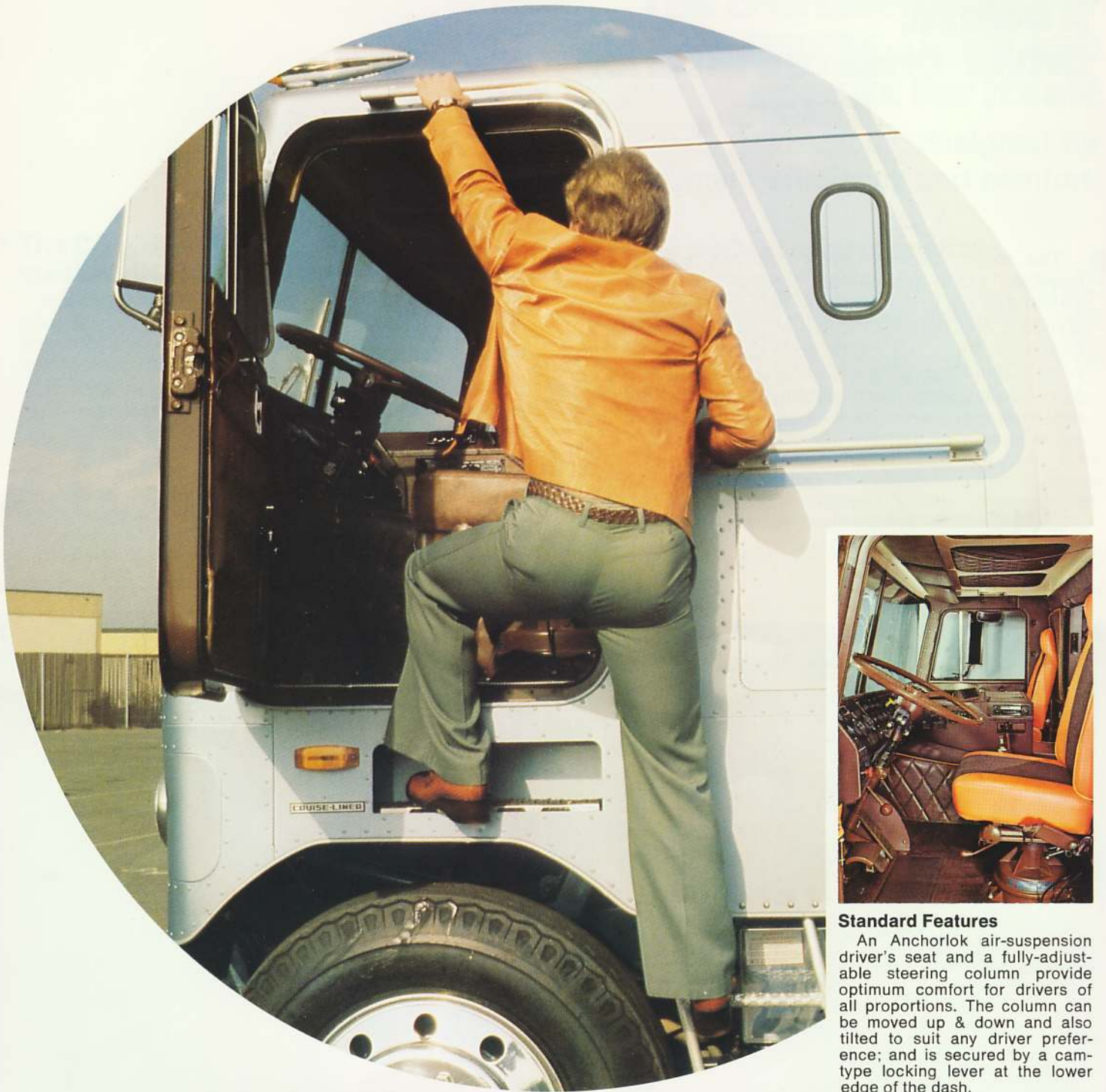
Exceptional Economy. A CRUISE-LINER powered by a Mack powertrain offers the best of both worlds—traditional Mack performance and durability plus outstanding fuel economy.

Superb Driver Environment. A spacious, quiet, and comfortable cab interior assures maximum driver productivity . . . and safety.

"Built Like A Mack Truck."® . . . no other manufacturer so completely engineers and manufactures a heavy-duty truck—chassis as well as powertrain. This means total Mack responsibility to the customer . . . a responsibility that has been a Mack tradition since 1900.

These are the ways Mack measures the productivity of the CRUISE-LINER, which offers you opportunities for increased earnings.

*A 146-inch wheel base CRUISE-LINER tandem tractor with ½-inch aluminum frame and a 285 hp Maxidyne-Maxitorque powertrain has a standard chassis weight of only 12,656 lbs.



The Mack-engineered **CRUISE-LINER** cab

combines strength, lightweight, comfort, and convenience.

The cab is designed and built for maximum comfort and durability, with boxed extrusion framing, riveted aluminum panels, and a 1-piece fiberglass-reinforced plastic roof. The 54-inch BBC non-sleeper, 76-inch "short sleeper" (24-inch bunk), and 90-inch full-size sleeper (36-inch bunk) all have ample room for the largest drivers, with 56¾ inches from cab floor to

headliner and an overall width of 95¼ inches.

Instruments and controls are grouped according to RCCC-SAE recommendations in a semi-wrap-around console. Hinged panels swing out for fast access to gauges and wiring. A 1-bulb, fiber optic lighting system provides no-glare illumination for gauges and controls; reduces bulb replacement.

Standard Features

An Anchorlok air-suspension driver's seat and a fully-adjustable steering column provide optimum comfort for drivers of all proportions. The column can be moved up & down and also tilted to suit any driver preference; and is secured by a cam-type locking lever at the lower edge of the dash.

A Deluxe, Driver-Oriented Interior

1 The basic CRUISE-LINER cab has a fully-padded, color-coordinated interior of deep brown and beige vinyls. Other luxury features—standard on CRUISE-LINERS—include a molded headliner, triple sun visors, embossed door trim panels, and top-quality vinyl seat upholstery with nylon cloth inserts. Push-button AM and AM/FM radios are available, as well as AM/FM stereo tape deck combinations with 2 speakers.

2 A comfortable sleeper with convenient controls

The long-haul driver will appreciate the 36-inch by 76-inch sleeper compartment in the 90-inch BBC cab. It's easily accessible due to the low profile of the fully-padded and insulated doghouse, which encloses the 55,000 BTU heater or the optional "Combo" heater-air-conditioner unit.

3 There are separate controls for heat or air-conditioning plus an auxiliary blower in the sleeper compartment. Also standard are dual-directional exterior air vents, an individual control for radio speaker volume, and an aircraft-type swivel reading light. The compartment is richly upholstered with fully-padded vinyl (the optional "Ultra-Luxor" upholstery is shown here), with a heavy, 3-section vinyl curtain to close off the bunk from the cab. Two additional radio speakers (with separate controls) and a built-in wardrobe are optional.



The craftsmanship of a CRUISE-LINER cab speaks for itself

...luxurious, designed for maximum efficiency and comfort.

4 The CRUISE-LINER is one of the quietest COE's on the road

When powered by a Maxidyne or "300-PLUS" engine, CRUISE-LINER interior sound levels are approximately 80 dB(A)—well under half the allowable interior sound level permitted by BMCS.



5 6 All-season climate control

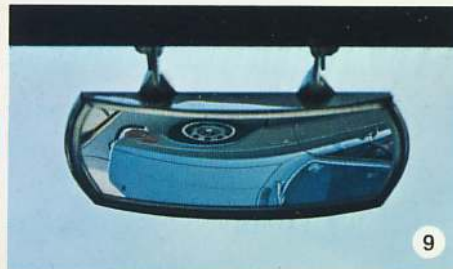
The Mack heater/defroster system is the envy of the industry. In Mack-conducted airflow tests, CRUISE-LINER defroster airflow registered an average velocity of 2300 feet-per-minute . . . and because the CRUISE-LINER has defroster openings across the entire width of the windshield, the total volume of air used for defrosting exceeds 290 cubic feet-per-minute. In addition, side defroster ducts on the rear edge of the hollow windshield corner posts direct warm air horizontally across the cab door windows to keep them clear of mist or frost. The standard system is heated at 55,000 BTU; the optional "combo" heater-air conditioning unit has cooling power of 35,000 BTU.



CRUISE-LINER makes life easier and safer for the driver

...in or out of his cab

- 7 The wide, 28½-inch deep windshields (2648 square inches total viewing area) offer excellent visibility; provide up to 33% greater windshield area than most other COE's. High strength, shatter-resistant, tinted windshield glass is standard.
- 8 Double-arm pantograph wipers provide a wipe area of 1500 square inches, with washer outlets mounted directly on the wiper arms. Three padded sun visors cover virtually 100% of the windshield width, providing maximum protection against direct sunlight.
- 9 Superb off-side visibility—a right hand view ten times better than a door peep window—is provided by a convex mirror over the right door, which shows the driver the normally blind area on the right side . . . 10 feet out and 15 feet alongside the cab.
- 10 Mack's exclusive 1-piece grab handle and step arrangement make it extremely easy and safe to enter or leave the cab; exceeds newly-adopted RCCC recommendations.
- 11 Ample storage space for luggage and tools. The compartment is free of bulky ducts and plumbing lines found in many COE storage compartments. The floor is covered with Ensolite to protect articles and reduce noise.



Many color and chrome options, fantastic finishing touches for your new CRUISE-LINER

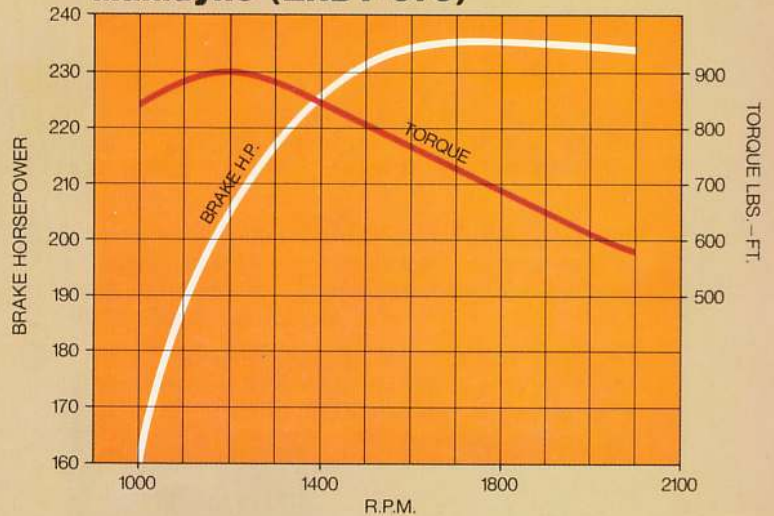
MACKSTRIPE, the Personalized Paint/Design system that allows you to pick any color or colors, and then mix and blend them into many designs. The possibilities are nearly endless. So let your mind explore the kaleidoscope of colors available with **MACKSTRIPE**.

The chrome and polished aluminum options are numerous . . . air intake scoop, exhaust stack, air horns, torpedo lights, bumpers, fuel tanks, battery box covers, disc wheels and many more.



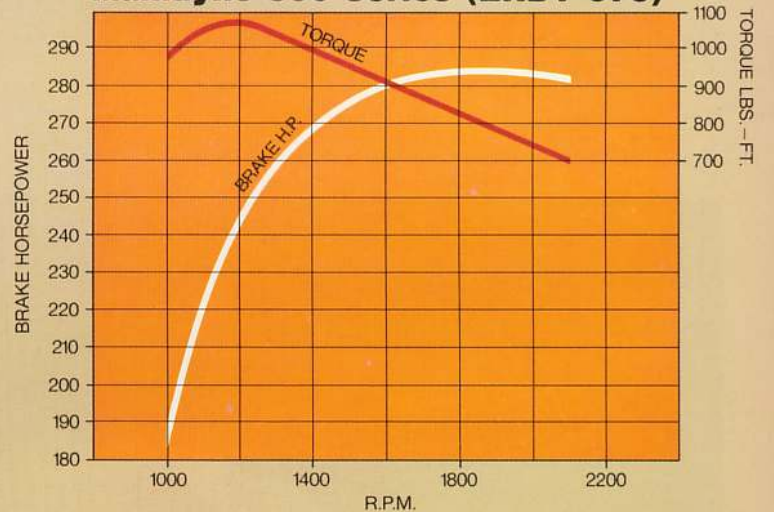
The first high torque rise (53%) engine in the industry, the 237 hp. Maxidyne 6-cylinder engine (ENDT 675) revolutionized diesel truck performance when it was introduced over a decade ago. It is now widely imitated, but remains unequalled in overall performance and economy. Delivering essentially constant horsepower over a wide operating range (1200-2100 RPM), it produces its peak torque of 905 ft./lbs. at 1200 RPM; operates with only five evenly-spaced gears. This results in greatly reduced shifting, higher average road speeds, extended engine life, and outstanding fuel economy.

Maxidyne (ENDT-675)



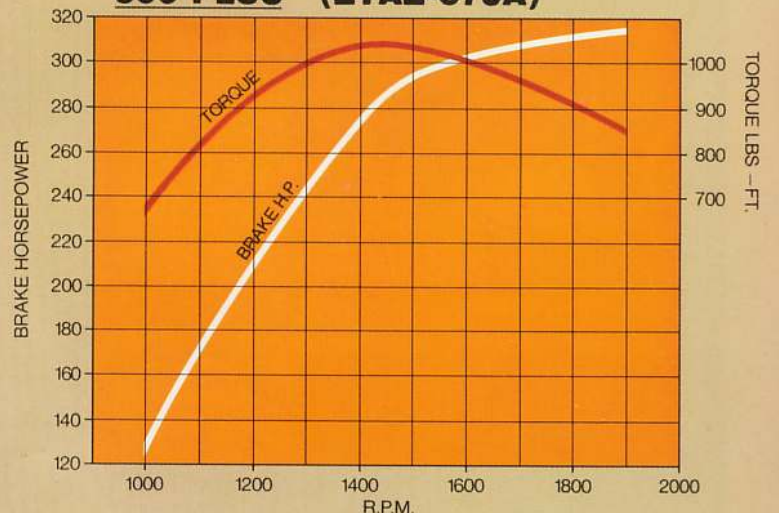
First introduced in 1973, the Maxidyne 300 Series diesel (ENDT 676) is the result of billions of miles of working experience with the standard Maxidyne diesel, from which it was developed. Its revolutionary air-to-air aftercooling system—the world's first for highway truck diesels—enables a substantial increase in horsepower with no increase in the dynamic loading of components. Rated 285 hp. at 1900 RPM, with a peak torque of 1,080 ft./lbs. at 1200 RPM, it has the same fuel-efficient characteristics and durability that have made the name Maxidyne synonymous with economy all over the world.

Maxidyne 300 Series (ENDT-676)

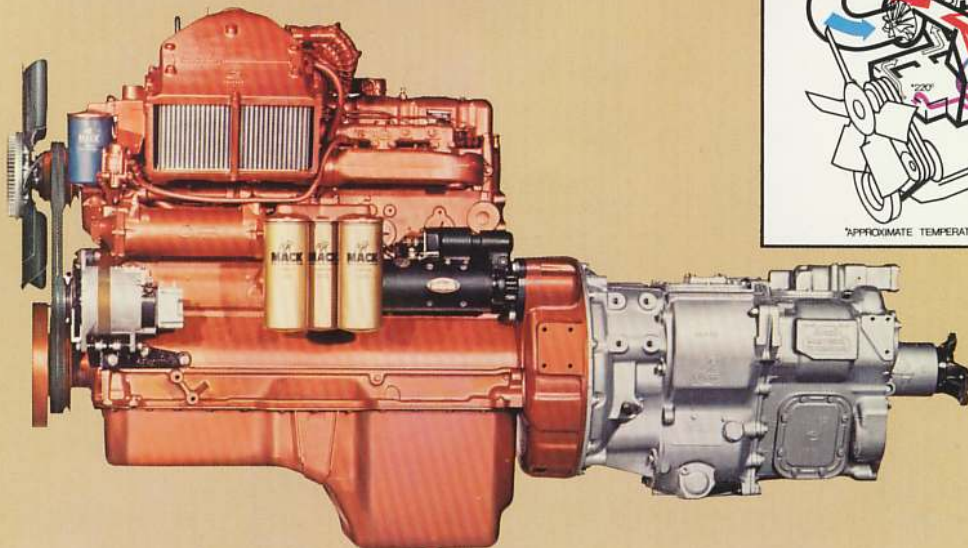
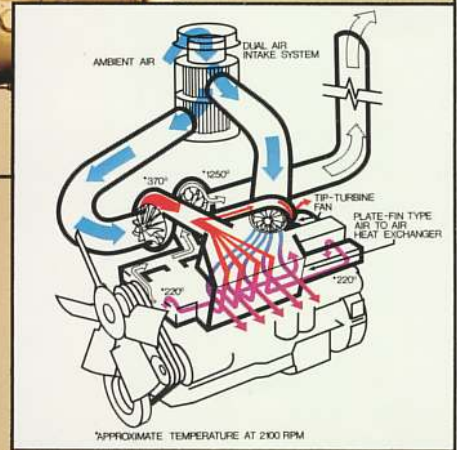
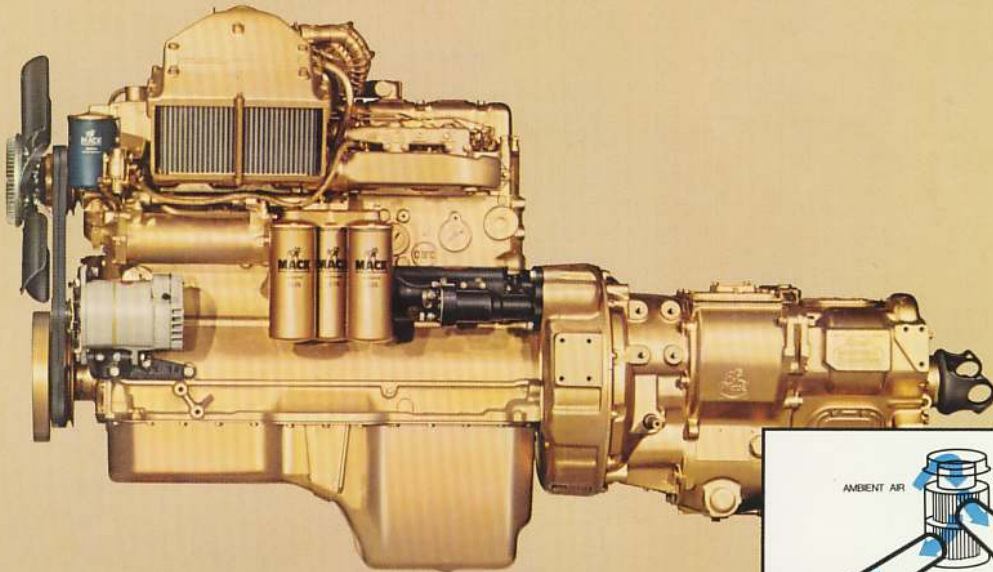
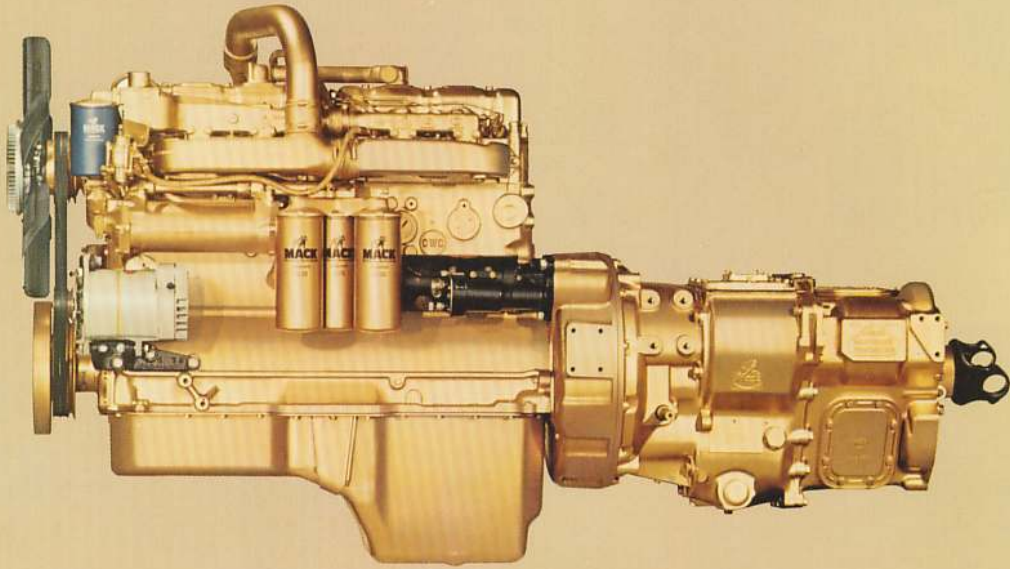


Mack's sensational "300-PLUS" engine (ETAZ 673A), introduced late in 1975, is a modified high torque rise version of the 300 Series engine. Developing 315 hp. at 1900 RPM, its torque curve has been tailored for a traditional 10-speed transmission . . . yet it produces almost as much torque (1050 ft./lbs. at 1450 RPM) as its Maxidyne counterpart. Due to the high efficiency of its matched turbocharging and intercooling systems, and its lower average engine speeds, the "300-PLUS" delivers top performance and superb fuel economy with traditional Mack dependability.

"300-PLUS" (ETAZ-673A)



of fuel dollars with these efficient, powerful engines





Mack's New ESI-PLUS Program for Highway trucks provides 25,000/50,000-mile protection

Mack highway trucks powered by Mack 6-cylinder diesels can now operate for 25,000 miles, 600 hours, or 6 months (whichever comes first) before changing lube oil as long as recommended filters and lubricants are used and factory fuel injection pump settings are maintained. In addition, Mack's recommended chassis lube interval for highway vehicles is now 50,000 miles provided that Mack-specification lubricants are used. All 6 filters required by the ESI-PLUS program are color-coded and individually threaded for fast, no-mistake installation.

Engine Specifications Selected power options for the Mack WL/WS Series

Engine	No. Cyl.	Horsepower			Torque			1977 Emission Cert.	
		hp	(kW)	@ RPM	lb.-ft. (N.m)	@ RPM	Federal	Calif.	
ET673 (Mack)	6	260	(194)	@2100	775	(1 051)	@1500	Yes	No
ENDT675 (Mack)	6	237 235	(177) (175)	@1700 @2100 (gov'd)	906	(1 228)	@1200	Yes	No
ENDT676 (Mack)	6	285 283	(213) (211)	@1800 @2100 (gov'd)	1080	(1 464)	@1200	Yes	No
ETAY676 (Mack)	6	285 283	(213) (211)	@1800 @2100 (gov'd)	1080	(1 464)	@1200	Yes	Yes
ETAZ673A (Mack)	6	315	(235)	@1900	1050	(1 424)	@1450	Yes	No
ETAY673A (Mack)	6	315	(235)	@1900	1050	(1 424)	@1450	Yes	Yes
ENDT865 (Mack)	8	325 322	(243) (240)	@2100 @2400 (gov'd)	1100	(1 505)	@1350	Yes	No
ENDT866 (Mack)	8	375	(280)	@2200	1040	(1 410)	@1600	Yes	No
NTC290 (Cum.)	6	290	(216)	@2100	930	(1 261)	@1300	Yes	No
NTCC290 (Cum.)	6	290	(216)	@2100	930	(1 261)	@1300	Yes	Yes
Formula 290 (Cum.)	6	290	(216)	@1900	930	(1 261)	@1300	Yes	Yes
NTC350 (Cum.)	6	350	(261)	@2100	1006	(1 364)	@1500	Yes	No
NTCC350 (Cum.)	6	350	(261)	@2100	1006	(1 364)	@1500	Yes	Yes
Formula 350 (Cum.)	6	350	(261)	@1900	1065	(1 444)	@1300	Yes	Yes
NTC400 (Cum.)	6	400	(298)	@2100	1150	(1 559)	@1500	Yes	No
NTCC400 (Cum.)	6	400	(298)	@2100	1150	(1 559)	@1500	Yes	Yes
KT450 (Cum.)	6	450	(336)	@2100	1350	(1 831)	@1500	Yes	No
8V-92TT (DD)	8	365	(272)	@1950	1223	(1 658)	@1400	Yes	No
8V-92TTA (DD)	8	365	(272)	@1950	1230	(1 668)	@1400	Yes	Yes
8V-92N (DD)	8	360	(269)	@2100	983	(1 333)	@1400	Yes	No
8V-92N (DD)	8	340	(254)	@2100	945	(1 281)	@1400	Yes	No
8V-92T (DD)	8	430	(321)	@2100	1186	(1 608)	@1400	Yes	No
8V-92T (DD)	8	400	(298)	@2100	1120	(1 519)	@1400	Yes	No
8V-92TA (DD)	8	440	(328)	@2100	1230	(1 668)	@1400	Yes	Yes
3406PC (Cat.)	6	325	(243)	@2100	970	(1 315)	@1400	Yes	Yes
3406PCTA (Cat.)	6	360	(269)	@2100	1080	(1 464)	@1400	Yes	Yes
3406DI (Cat.)	6	280	(209)	@2100	1015	(1 376)	@1200	Yes	No
3406DI (Cat.)	6	325	(242)	@2100	1015	(1 376)	@1200	Yes	No

kW = Kilowatt (1 HP = 0.746 kW)

N.m = Newton-metre (1 lb.-ft. = 1.3558 N.m)

(DD) = Detroit Diesel

(Cum) = Cummins

(Cat.) = Caterpillar

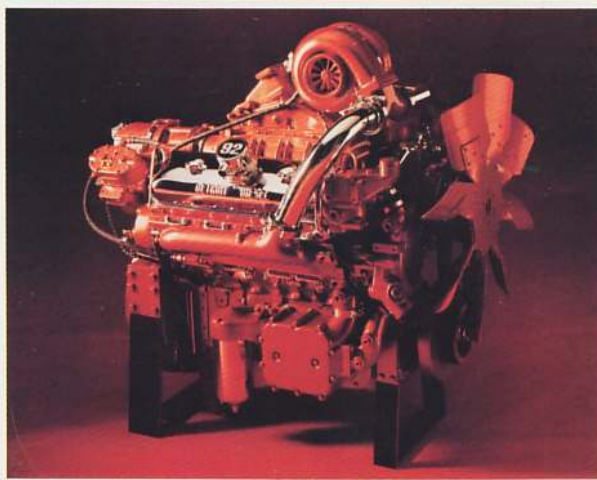
For a wide range of applications, the Cat 3406 is one of a whole series of big bore diesels first introduced in 1973. It is available in both high-torque-rise and conventional-torque-rise versions, with horsepower from 280 to 360.



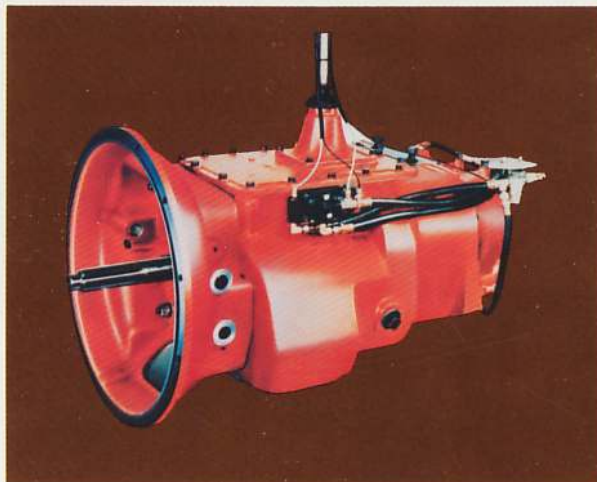
Cummins Formula engines offer lower operating speed ranges reducing parasitic losses and improving fuel economy. The formula 350 engine is governed at 1900 RPM and provides 1065 ft./lbs. of torque at 1300 RPM. Other available Cummins engines include the Formula 290, NTC 400, and the KT 450.



Detroit Diesel 8V-92 Series engines retain relatively constant horsepower from approximately 1400 RPM to their governed RPM's of 1950 or 2100. The torque characteristics of the 8V-92TT engine shown permit less shifting and enable engine operation in an economical speed range.

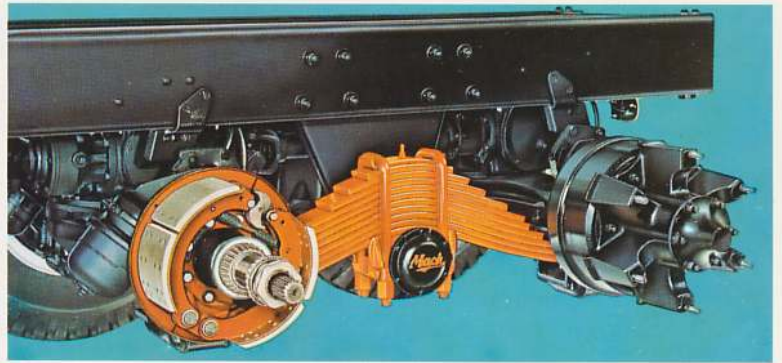


Fuller has a complete line of heavy-duty transmissions for every requirement. The popular RT 1110, shown here, is available in either direct or overgeared versions, as are other "Roadranger" Series transmissions from 9 to 15 forward speeds.



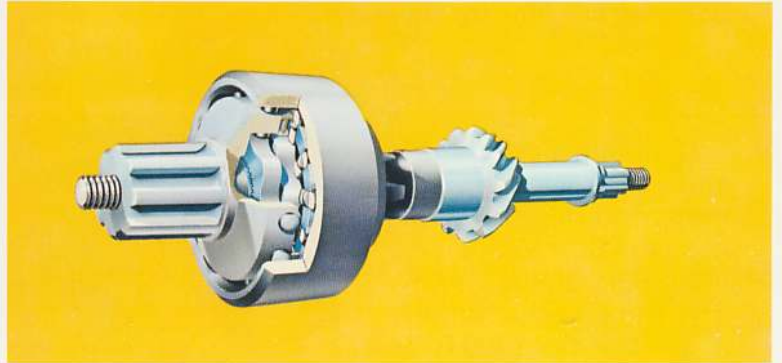
Mack-designed bogies increase stability

The parallelogram design maintains correct drive line angles through a wide range of articulation. Maximum stability is assured with wide, 39" spring center. The springs rest in rubber insulators at the end which reduces stresses upon the springs and chassis. Dual reduction axles are available in a wide range of capacities. Aluminum and iron carrier housings are offered.



Mack's power divider for positive traction

Simple and fully-automatic, the Mack Inter-axle Power Divider — standard on all Mack bogies — replaces conventional spider gear type inter-axle differentials. It divides the power between the forward and rear axles; delivers more torque to the axle with the greater traction.



Oil fill and dip stick

located for easy servicing from side of cab.



Greater tire protection with new, tough, lightweight bumper

Drop flanges at the ends help protect tires in the event of accident. 15½ inches deep, the bumper provides air flow openings, windshield cleaning steps, accommodates road lights and tow clevises which attach directly onto a frame mounted casting.

New 76" BBC short sleeper cab

for long-distance hauling of double or triple vans which otherwise would have to be hauled by non-sleeper trucks.



Mack design ideas

make truck operation easier, surer, safer

12 The backbone of a CRUISE-LINER . . . a custom-engineered aluminum or steel frame

Rugged 10½" x 3¼" x 9/16" x ½" heat-treated aluminum alloy rails or 10½" x 3¼" x ¼" heat-treated manganese steel rails are standard; each with an RBM of over a million inch-pounds per rail. Optional extra-heavy-duty ¾" steel rails have an RBM of almost 2 million inch-pounds per rail. All frames have a bolt-on, drop front section to accommodate the larger radiators—up to 1650 sq. in. frontal area—required by 400-500 horsepower diesels. This feature also provides maximum accessibility for engine and accessory servicing.

13 A quieter, cleaner cab

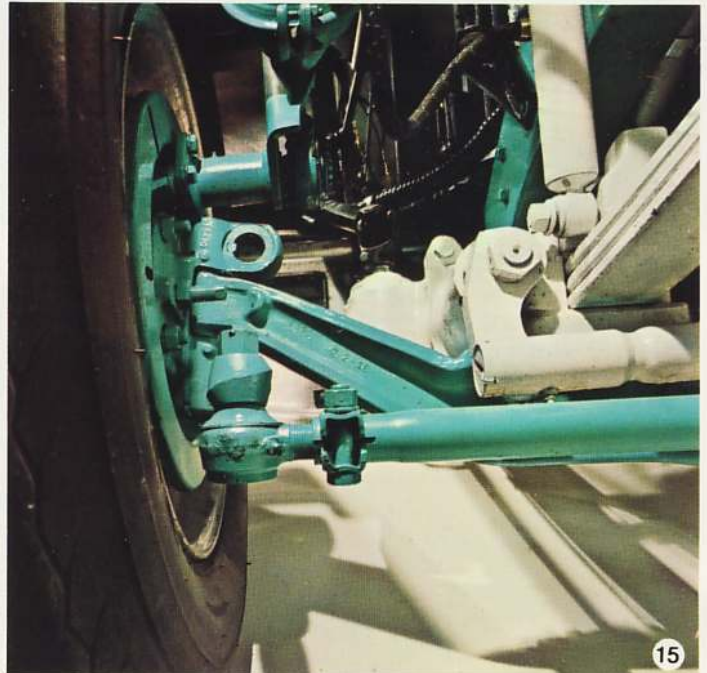
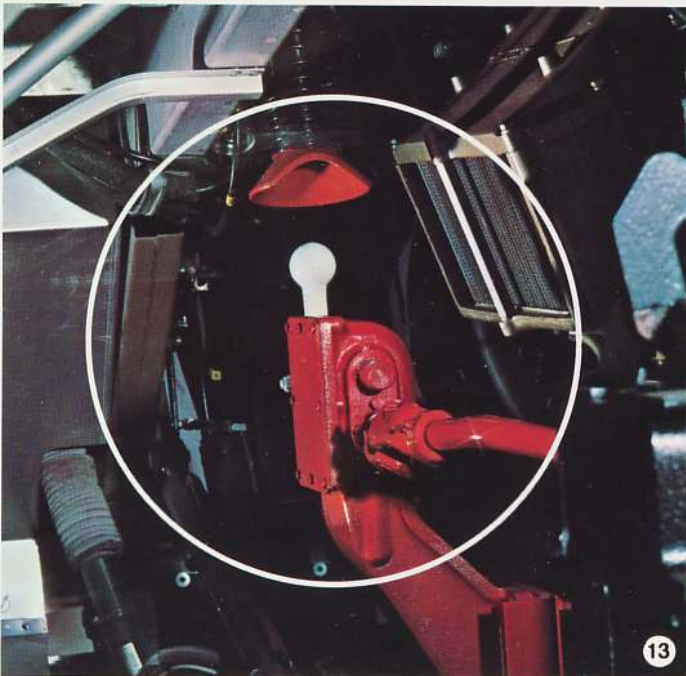
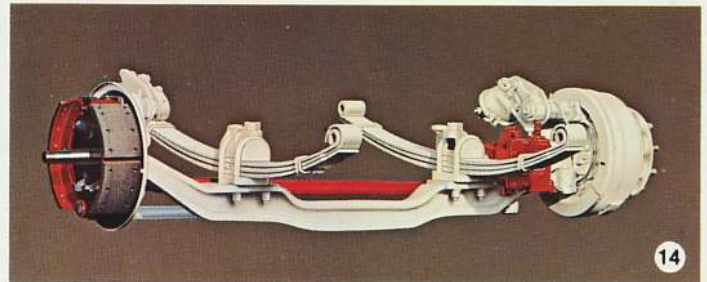
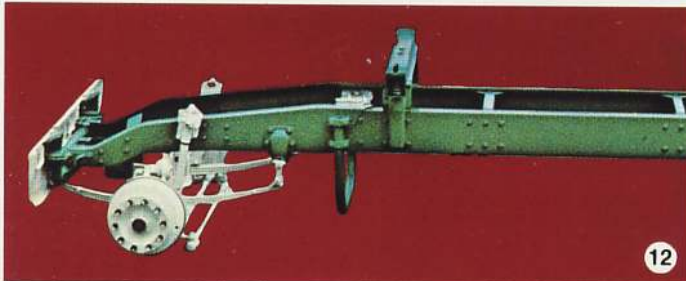
The CRUISE-LINER shift level stays in the cab, even when it tilts! Permanently attached to the cab floor, it is connected to the transmission by means of a ball and socket break-away linkage . . . a CRUISE-LINER exclusive. This eliminates the typical COE "shift tower," which requires a hole in the cab floor, and seals out engine heat, cold air, dirt, and noise.

14 For your load, there is a Mack front axle

Lightweight strength . . . axles are Mack-built, reverse-Elliott, drop forged, I-beam type in three capacities . . . 10,500; 12,000 and 18,000 pounds. Rockwell optional. Suspension system with taperleaf springs and shock absorbers is lightweight . . . depending on spring capacity, it is 90 pounds or more lighter than the multi-leaf spring arrangement.

15 Axle-mounted steering gear gives you full wheel cuts

This is a first—and a Mack exclusive—for manual and power steering in heavy-duty trucks. Permits full wheel cramp angles, minimum road shock to the steering wheel.





Factory trained technicians

Only the best is good enough for our customers. That's why our technicians are experts . . . factory trained to be among the best in the business. Moreover, Mack conducts continual Field Training Programs to keep them up to date on the latest techniques, tools, and diagnostic equipment.

New genuine Mack parts

Each Mack Sales, Parts and Service Center has a full line of new Genuine Mack Parts . . . as well as quality parts of other manufacturers. Also, every service outlet is constantly plugged into a nationwide network of distribution centers that carry thousands of different parts.

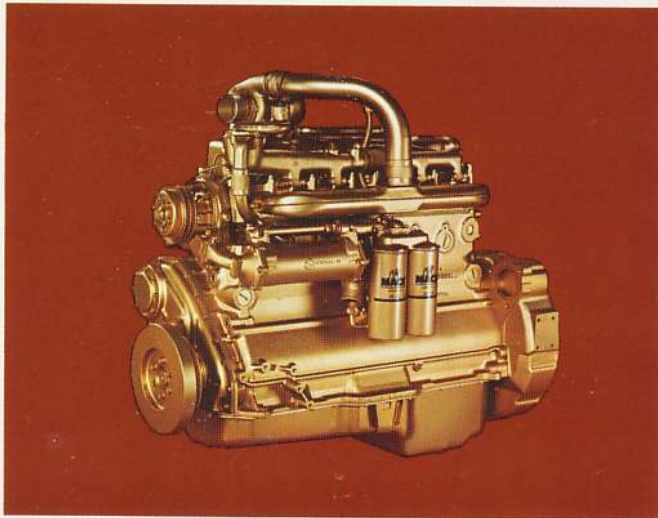


SERVICE: complete... convenient... fast... from more than 800 locations in North America

**Coast to coast, wherever you go,
complete Mack service is nearly always
close at hand. Look what this means:**

Pedigreed® Rebuilt/Exchange parts

Alternators, generators, starters, turbos, water pumps, clutches, brake components, entire engines—all Pedigreed custom-rebuilt by trained technicians who know all about truck components. A Mack Pedigreed Rebuilt/Exchange engine alone can save you 1/3 the cost of a new engine. Ask about our 100,000 mile conditional warranty, for the Pedigreed/Rebuilt Exchange engine.



Fully-groomed Glider Kits

Combine a CRUISE-LINER Glider Kit with your engine, transmission, and rear end and you've got a Mack that looks like new . . . at about half the price of a new truck. The cab is completely wired and instrumented, and is mounted on a rugged aluminum or steel frame. Kits also include a complete cooling system, front axle and suspension, steering gear, exhaust system, front wheels, and tires.



Quality accessories

Take your pick: high quality air horns, lights, reflectors, long lasting batteries, air conditioners, CB's, AM/FM stereo tape deck combinations, and much, much more. There's a world of Mack quality accessories to help make your truck distinctively your own.


The responsibility of CRUISE-LINER to you is a stronger bottom line



Depend on Mack quality to give you every opportunity to increase profitability . . . high performance, durability, and economy are designed into every CRUISE-LINER. Some of these characteristics include:

- The exceptional fuel economy of the Mack powertrain.
- Lightweight . . . means more payload.
- A spacious, comfortable cab . . . for greater driver productivity.
- Low operating and maintenance costs.
- The traditional high trade-in or resale value of a Mack.

It all adds up to a lower total operating cost over the life of a CRUISE-LINER . . . and more dollars in your pocket.

Mack Trucks, Inc., Allentown, PA 18105. The Truck Capital of the World. One of The Signal Companies. 

"Built Like a Mack Truck"® — it's part of the language



MACK[®]
The Greatest Name in Trucks

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