

VALUE-LINER SPECIFICATIONS



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MACK - WE'RE ON THE MOVE

ENGINE & TRANSMISSION

ENGINE MODEL

MACK EA7-370 CCRS
12 litre, 6 cylinder
276 Kw (370 Hp) @ 1,800 rpm
1,979 Nm (1,460 lbs ft) torque @ 1,200 rpm

J-TECH (JAKE) ENGINE BRAKE

Engine retarding power 280 Kw (375 bhp) @ 2,100 rpm

AIR INTAKE & FILTER

DONALDSON 279 mm (11") Single dry type element with remote air intake at the rear of cab on LHS and air cleaner mounted air restriction indicator

FILTERS

Oil : Two spin-on full flow disposables and one Centri-max centrifugal filter
Fuel : Two spin-on disposable
All engine mounted

AIR COMPRESSOR

16.5 cfm capacity

ALTERNATOR

12 Volt, 140 Amp

STARTER

12 Volt - electric starter motor
Key type start & stop, Idle timer activation switch

BATTERIES

Three 12 Volt

FAN

Heavy duty viscous drive with 8 blade metal fan

RADIATOR

7,406 cm² (1,148 in²) frontal area

EXHAUST

Single 127 mm (5") vertical exhaust and muffler with heat shield, post mounted on RHS
Standard height above ground : 3,400 mm
(Isolation mounted to back of sleeper when sleeper specified)

TRANSMISSION MODEL

EATON FULLER RTLO-14913A without oil cooler
13 speed overdrive transmission
Forward gears : 13 Reverse gears : 2
High : 0.73 Low : 12.31
Torque rating : 1,966 Nm (1,450 lbs ft)
(Must be fitted with an oil cooler if used behind a 410 Hp engine)

CLUTCH

EATON FULLER 394 mm (15.5") Easy Pedal
Cable clutch control

FRONT & REAR AXLES

FRONT AXLE

MERITOR FG 941
Nominal capacity : 6,600 kg (14,520 lb)

FRONT SUSPENSION

Two 1,397 mm (55") long 3-leaf heavy duty parabolic springs with shock absorbers

FRONT BRAKES

MERITOR "Q Plus" 419 mm x 127 mm (16.5" x 5")
Front manual slack adjusters
Type 20 brake boosters

STEERING GEAR

SHEPPARD M110 Ratio 23 : 1

REAR AXLE

MERITOR RS 23-160 (single drive)
Nominal capacity : 10,433 kg (23,000 lb)
Front mounted carrier, Ratio 4.30 : 1

REAR SUSPENSION

MACK AL-231 air suspension
Nominal capacity : 10,433 kg (23,000 lb)

REAR BRAKES

MERITOR "Q Plus" 419 mm x 178 mm (16.5" x 7")
Rear manual slack adjusters, Type 24 / 30 brake boosters
Dual line air with spring emergency brakes and emergency release hand control brake valve and tractor protection valve

DIFFERENTIAL LOCK

Driver controlled inter-wheel differential lock on drive axle

DRIVELINE

SPICER 1810 HD main

WHEELS

Front & Rear: Cast 6-spoke hubs
22.5" x 8.25" silver steel tubeless rims

TYRES

Front & Rear : MICHELIN XZE-2 11R22.5 - 16 ply

CHASSIS

FRAME

Low alloy heat treated steel
258 mm x 88 mm x 8 mm (10.16")
Single Rail

WHEELBASE

3,683 mm (145") with turntable angles
Rear Overhang : 990.6 mm (39")

CAB MOUNTS

Front : Two metalastic pivot mounts
Rear : Air isolation with shock absorbers

FRONT BUMPER

Satin finish alloy bumper (without air dam)

AIR TANKS

Two steel tanks, one mounted under each battery box

FUEL TANK

One 360 litre satin finish alloy tank on RHS with steps only on LHS

BATTERY MOUNT

Single steel battery box with plastic cover mounted on LHS forward of the fuel tank

CAB

SHELL

CA 65 Conventional galvanised steel cab, Steel doors
S.M.C. bonnet and fenders with splash aprons
Bonnet tilts forward 75° with spring assist
Silver painted grille and charcoal painted headlight bezels
External sunvisor

INTERIOR

Trim : Medium Warm Grey vinyl
Dashboard : Wraparound with white face on black gauges
Floor : Black rubber mat
Sound system : PIONEER DEH 5450 Radio CD

INSTRUMENTS GAUGES - STANDARD

Speedometer / Odometer (Electronic)
Tachometer / Hourmeter (Electronic)
Voltmeter, dual Air pressure, Fuel level
Engine coolant temperature
Engine oil pressure

CLIMATE CONTROL

Heater / Demister
Integral cab air conditioner

COURTESY LAMPS

Dome lamp and door entry lighting

4 x 2 & 6 x 4 SPECIFICATION DATA

TARE WEIGHT	4 x 2	6 x 4
FRONT	3,990 kg	3,910 kg
REAR	1,990 kg	3,220 kg
TOTAL	5,980 kg	7,130 kg

Tare weights listed are with all fluids including 150L fuel and can vary plus or minus 2%
4 x 2 data is calculated from the base specification and the 6 x 4 data is calculated on a 169" wheelbase, 370 hp Engine, RTLO-14913A Transmission, RT 40-145G Rear Axle, HAS-400 Suspension & 1 x 360 Fuel Tank.

GROUND CLEARANCE	275 mm	275 mm
GVM	16,000 kg	24,380kg

GVM will vary according to the specified rear axle & suspension combination.

HEADLAMPS

Two HALOGEN 178 mm (7") round lamps with hinged covers

HORNS

Air : One rectangular single trumpet on RHS
Electric : Dual single tone

MARKER LAMPS

5 roof mounted amber lamps

MIRRORS

Heated 'West Coast' style with stainless steel arms and brackets
LH and RH spotter mirrors

SEATS

Driver : Standard ISRI air ride driver's seat
Passenger : ISRI fixed cushion seat

STEERING WHEEL

Soft touch 457 mm (18") diameter
Adjustable tilt and telescopic steering column

WINDSHIELD WIPERS

Electric variable speed and intermittent with washer reservoir mounted under bonnet

PAINT

TYPE & COLOUR

Cab / Sleeper: Single non-metallic cab colour
Chassis : Single non-metallic chassis colour

TRAILER CONNECTIONS

Semi connections at rear of the cab
Air : Service and emergency with blanking plugs
Electrical : 12 Volt 7-pin female base

FACTORY OPTIONS

ENGINE MODEL

MACK EA7-410 CCRS
305kW (410 hp) @ 1,800 rpm
1979 Nm (1,460 lbs ft) torque @ 1,200 rpm

AIR INTAKE

Remote air intake at the rear of cab on RHS
Under bonnet air intake

ALTERNATOR

12 Volt, 160 Amp

FAN

KYSOR DYNAIR on/off drive with 26" 9 blade nylon fan

EXHAUST

Single 127 mm (5") vertical exhaust and muffler with heat shield post mounted on LHS (day cab only)
Under frame Exhaust

TRANSMISSION MODEL

EATON FULLER RTLO-14913A (13 speed) with oil cooler
EATON FULLER RTLO-14918B (18 speed) with oil cooler
EATON FULLER RTLO-16918B (18 speed) with oil cooler

CLUTCH

EATON 'Easy Pedal' with VCT
EATON 'Solo' with VCT
EATON 'Solo' (< 50 tonne GCM)

FRONT SUSPENSION

Heavy duty shock absorbers and bump stops (available on single rail only)
Two 1,397 mm (55") long multileaf springs with shock absorbers (available on double rail only)

FRONT BRAKES

MERITOR DX195 disc brakes
Front automatic slack adjusters

STEER WHEELS

10-stud (285 mm or 335 mm PCD) steel disc
ALCOA 10-stud (285 mm or 335 mm PCD) polished alloy disc

STEER TYRES

MICHELIN XZE-2 295/80R22.5
MICHELIN XZY 275/70R22.5

REAR AXLES & SUSPENSIONS

MERITOR RT 40-145G on HEND. HAS-400 (air)
MERITOR RT 40-145G on MERITOR AC6P (6-rod)
MERITOR RT 40-145GP on HEND. HAS-461 (air)
MERITOR RT 46-160GP on HEND. HAS-461 (air)
MERITOR RT 46-160GP on MERITOR AC6S

REAR BRAKES

MERITOR DX225 disc brakes (only with RT46-160 axles/HAS461 susp.)
Rear automatic slack adjusters
Type 30 / 30 brake boosters
WILLIAMS air ratio relay valve

DIFFERENTIAL LOCKS

Driver controlled cross wheel differential locks on both drive axles

REAR AXLE RATIOS

Ratio 4.30 : 1 (RT 46-160GP)
Ratio 4.33 : 1 (RT 40-145G or GP)
Ratio 4.56 : 1 (RS 23-160 or RT 46-160GP)
Ratio 4.63 : 1 (RT 40-145G or GP)

LIGHTWEIGHT HUBS & DRUMS

Rear alloy hubs & centrifuge brake drums (only available with 285 mm PCD disc wheels)

REAR WHEELS

10-stud (285 mm or 335 mm PCD) steel disc
ALCOA 10-stud (285 mm or 335 mm PCD) polished alloy disc

DRIVE TYRES

MICHELIN XDE-2 11R22.5
MICHELIN XDY 11R22.5
MICHELIN XDE-2 275/70R22.5

FRAME

254 mm x 86 mm x 6 mm (10") + 6 mm Double rail (Mandatory above 218" wheelbase or for GCM greater than 70 tonne)

TURNTABLE ANGLES

Full length turntable angles
(All wheelbases are available with or without turntable angles)

WHEELBASE

4,060 mm (160") for 4x2 only
4,293 mm (169")
4,496 mm (177")
4,724 mm (186")
4,902 mm (193")
5,029 mm (198")
5,182 mm (204")
5,334 mm (210")
5,537 mm (218")
5,537 mm (218") with 2,597 mm (102.25") afterframe
6,401 mm (252") with 2,953 mm (116.25") afterframe
6,985 mm (275") with 2,765 mm (108.86") afterframe

AFTERFRAME

1,422 mm (56") prime mover rear overhang (bogie)
1,700 mm (66.9") rigid rear overhang
(All chassis lengths can be specified with tapered ends)

BUMPER / BULLBAR

Delete satin finish alloy bumper
Polished alloy bumper with air dam (inner cut outs only)
Polished alloy bumper with air dam (inner and outer cut outs)
BOCAR fold down polished alloy bullbar

FUEL TANKS

One 510 litre alloy tank on RHS
Two 360 litre alloy tanks
Two 360 litre alloy tanks with LHS tank split (230 L oil and 130 L fuel)
Two 510 litre alloy tank
(Polished fuel tanks are available for all tank combinations)

BATTERY MOUNTS

Four 12 Volt batteries mounted in rear of sleeper (mandatory with sleeper)
Four 12 Volt batteries mounted behind fuel tanks on LHS (tipper style)
Four 12 Volt batteries mounted two each side inside chassis

INTERIOR

Elite door trim with vinyl pocket and carpet
Full set of instruments
(includes air application, engine oil, trans. oil and axle oil temp, manifold gauges)
Woodgrain Finish (Full Instruments Only)
Power Windows (LH and RH)
Power Windows (LH and RH) with Keyless Entry

DRIVER'S SEAT

Luxury ISRI air ride driver's seat with cloth head rest, upper and lower lumbar support and fore/aft seat cushion adjustment

V.I.P (VEHICLE INFORMATION PROFILER)

In-dash integrated driver information display

SLEEPER COMPARTMENTS

SuperCab 810 mm extended flatroof
1,015 mm (40") Mid-rise PREMIUM sleeper
(All sleepers have 4 access doors and cab extenders)

FACTORY ACCESSORIES

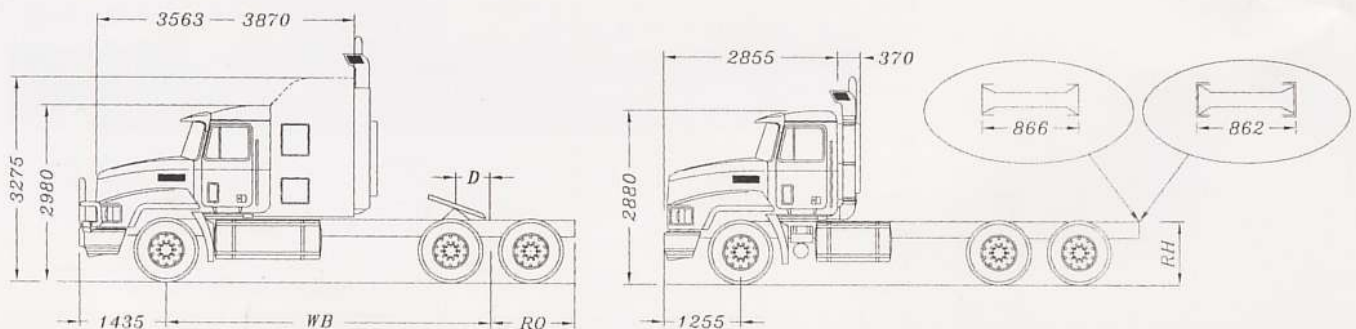
Many factory fitted accessories (lights, radios, turntables, etc) are also available. All customers are encouraged to see their Authorised Dealer for full details.

REAR AXLE	RATIO	SUSPENSION*				
		MACK AL231	HAS 400	HAS 461	NEWAY AD246	AC6P
MERITOR RS 23-160	4.30:1	38,000 kg	N/A	N/A	N/A	N/A
MERITOR RT 40-145G	4.33:1	N/A	47,000 kg	N/A	N/A	47,000 kg
MERITOR RT 40-145GP	4.33:1	N/A	N/A	50,000 kg	N/A	N/A
MERITOR RT 46-160GP	4.56:1	N/A	N/A	90,000 kg	90,000 kg	N/A
UNLADEN RIDE HEIGHT (RH)#		1,038 mm	1,038 mm	1,038 mm	1,041 mm	1,058 mm

- *Ratings shown are **maximum GCM's** allowed for the nominated axle & suspension combinations, these can be restricted by chassis rails and vehicle application. (eg: Single rail 70 tonne maximum & Double rail 90 tonne maximum). Ratio shown is the lowest numerical ratio available for the nominated GCM.
- Application approvals must be obtained for all off-road operations.**
- # Turntable angles are indicated in ride heights shown, deduct 4 mm if double chassis is fitted.

WHEELBASE (WB)	DISTANCE (D) AHEAD OF CENTRE			MAXIMUM FUEL CAPACITY	TURNING CIRCLE (KERB TO KERB)
	Non-Sleeper	Super Cab	40" Sleeper		
3,683 mm (145")	90 mm*	N/A	N/A	2 x 510 litres	13.6 metres
4,060 mm (160")	338 mm*	N/A	N/A	2 x 510 litres	15 metres
4,293 mm (169")	226 mm	N/A	N/A	2 x 510 litres	15.8 metres
4,496 mm (177")	428 mm	N/A	N/A	2 x 510 litres	16.5 metres
4,724 mm (186")	>450 mm	N/A	N/A	2 x 510 litres	17.4 metres
4,902 mm (193")	>450 mm	125mm	N/A	2 x 510 litres	18 metres
5,029 mm (198")	>450 mm	252mm	50 mm	4 X 360 litres	18.5 metres
5,182 mm (204")	>450 mm	405mm	200 mm	2 x 510 & 2 x 360 litres#	19 metres
5,334 mm (210")	>450 mm	>450mm	352 mm	2 x 510 & 2 x 360 litres#	19.6 metres
5,537 mm (218")	>450 mm	>450mm	>450 mm	2 x 510 & 2 x 360 litres	20.4 metres
5,690 mm (224")	>450 mm	>450mm	>450 mm	2 x 510 & 2 x 360 litres	20.9 metres
5,994 mm (236")	>450 mm	>450mm	>450 mm	2 x 510 & 2 x 360 litres	22 metres
6,400 mm (252")	N/A	N/A	N/A	2 x 510 & 2 x 360 litres	23.6 metres
6,985 mm (275")	N/A	N/A	N/A	2 x 510 & 2 x 360 litres	25.7 metres

- N/A indicates a trailer with a 4' 8" pin is unsuitable for this configuration.
- * Distances shown are maximum with a 3' pin while maintaining 8" swing clearance, all others shown are maximum with 4' 8" pin while maintaining 8" swing clearance.
- # When Neway suspension is specified the maximum fuel capacity is reduced to 4 x 360 litres.



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