



**Mack**<sup>®</sup>  
TRUCKS

# ***DMM Model***



# **The Mack DMM — designed as America's most versatile all-wheel-drive truck . . .**

Regardless of your line of work, it pays to use the best tools money can buy. In all-wheel-drive construction trucks, that means the Mack DMM Series.

The Mack DMM is a no-nonsense, heavy duty truck. Mack designed it that way for one reason: to haul maximum payload to and from the jobsite, over most terrain conditions.

The DMM is versatile too. The very features that give it toughness and tenacity as a mixer, block or dump truck also make the DMM an ideal choice for logging operations, oil fields, power lines, or any of a host of other heavy-duty jobs.

In fact, whatever you need in heavy duty specifications, the Mack DMM most likely has. There's a wide range of engine options . . . from 237 to 350 hp (177

to 265 KW) with transmissions to match . . . full time all-wheel-drive transfer case . . . wheelbases to suit any need . . . GVWs to 103,000 lbs.

No doubt about it — Mack, more than any other truck manufacturer, has built its outstanding reputation for quality squarely on its offerings to the construction industry. And that's as true now as in 1915 when Mack introduced its first construction truck — the famous chain-drive AC model Mack Bulldog®.

Today, the DMM all-wheel-drive series continues the Mack Bulldog tradition — delivering the highest productivity, performance and durability for the lowest "life cycle" cost of any truck made anywhere in the world. Take a good look at a Mack DMM — you'll agree it's the best.



## ***Designed to work harder for you.***

A construction truck should work with, not against its driver. That's why the Mack DMM Series cab is offset 11½ inches (292 mm) to the left. This arrangement gives maximum visibility, tight swing clearance for close-in maneuvering, and is lightweight — valuable assets on construction job sites.

Inside, a full selection of optional suspension-type seats, plus an adjusting steering wheel as standard, assure positive control with plenty of comfort, leg and belly room for virtually any size operator. The large two-piece windshield is tinted to reduce glare, and numerous air outlets along its base give quick defrost/defogging while wiper-mounted windshield washer nozzles provide really effective exterior cleaning.

A powerful heater/defroster unit ensures plenty of cold-weather snugness. And three fresh air vents (2-way roof, plus conventional cowl and left-hand side vents) and two cross ventilation windows give the best cab ventilation in the industry. Optional heater/

air conditioning and high-performance heater systems are available for summer cooling or severe winter weather duty.

Modular instrumentation is arranged according to TMC SAE recommendations for easy access and replacement. Standard instruments include speedometer, tachometer, voltmeter, air and oil pressure and fuel gauges. Instrument and control lighting is by single-bulb fiber optics for convenience in bulb replacement.

The cab itself is a strong, rigid, fully welded unitized structure of corrosion resistant galvanized steel. It features sturdy, concealed door hinges for clean appearance and long hinge life; trunnion mounting for isolation from road shock and chassis flex; plus a choice of stylish fiberglass tilt-hood/lender assembly or formed-steel butterfly hood and frame-mounted flat fenders both providing extra easy, preventive maintenance inspection.





***Mack has parts and service wherever you go***



Now, Bulldog Protection™ rides with your Mack truck wherever it goes. If you ever run into mechanical trouble, chances are you're just a phone call away from one of our hundreds of sales, parts and service centers, coast to coast.

The information in this brochure was accurate as of the date of publication. Mack Trucks, Inc. reserves the right to make changes in specifications, equipment or design, or to discontinue models or options without notice at any time.



## See for yourself how Mack fights the elements:

Maximum service with minimum maintenance demands a "tight" cab. And so do today's drivers who deserve a workplace that's both functional and comfortable.

Only Mack cabs are built with double-wall, galvanized steel construction for greater driver safety, and knife-edge door seals to lock out heat and cold. Mack puts plenty of the right kind of sound proofing material in the right places — like the closed-cell polyethylene foam that backs floor mats to cut down not only on noise but on moisture retention and floor rust too!

And speaking of rust protection, all exterior cab joints are plastisol sealed after welding. Then the whole galvanized cab is electro-dip primed for absolute maximum coverage, Tectyl<sup>®</sup> anti-rust coating is sprayed inside the windshield header, roof and door panels and then undercoated. All outside brightwork is stainless steel or anodized aluminum. And all attachments for door handles, grab rails, mirrors, and clearance lights, even emblems, are gasketed to prevent fretting damage to paint and eventual corrosion.

No wonder Mack cab integrity is legendary in the industry. No wonder people say: "BUILT LIKE A MACK TRUCK.™"

™Trademark of Ashland Oil, Inc.



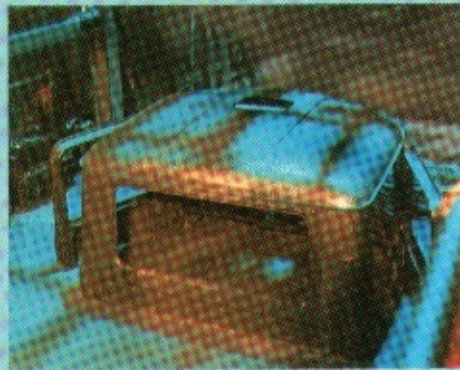
Cold . . .



Heat . . .



Noise & moisture . . .



Rust . . .



Mack's exclusive all-welded galvanized steel cab.

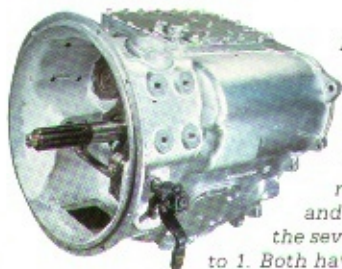
# Built on a foundation of strength and power

The DMM Series is built on the Mack Balanced Design concept, where from the inside out, all components—frame, suspension, axles, powertrain and cab—are Mack-engineered to work together for maximum efficiency.

Massive Mack DMM Series deep-profile 13 $\frac{3}{8}$ " frames offer some of the highest resistance-to-bending moments in the industry—from 3.59 to as much as 6.35 million in.-lb. (406,000 to 718,000 N•m) per rail, depending on model. Heavy-duty crossmembers, reinforced by strong keystone-shaped gussets, are tied into the main frame rails by hardened, force-fitted, body-bound bolts . . . for a chassis that

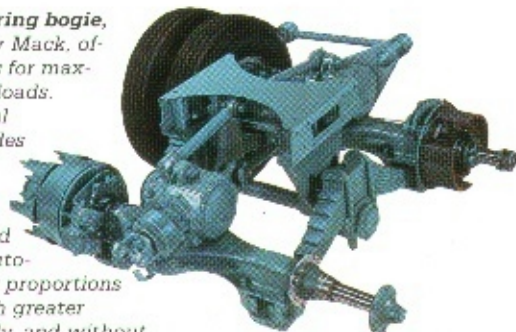
offers maximum joint integrity and twist-resistance, minimum maintenance, and long truck life.

Mack high-alloy steel, light weight leaf spring front and rear suspensions handle load, torsion and rebound with stability unequalled under all conditions. Optional right and left front spring build-up rates are available for applications (e.g. mixers) involving off-center loads. Mack precision steering geometry and parallelogram rear bogie suspensions provide excellent handling while ensuring smooth, chatter free braking without "axle hop" over the roughest of road surfaces. The DMM is tough, but not on the driver.



**Mack Maxitorque® transmissions** have the extra range needed for all types of heavy hauling jobs. The six speed overall reduction is 15.1 to 1, and for creeper operations the seven speed provides 23.7 to 1. Both have evenly spaced gearing to enable continuous progressive shifting when starting in the lowest gear. In addition to the main driveline output, there are numerous other PTO locations.

**Famous Mack camelback-spring bogie**, introduced many years ago by Mack, offers special anti-sway features for maximum stability with high-CG loads. High-mounted Durapoid® dual reduction drive gearing provides more load-pulling capacity, lower drive shaft angles and higher ground clearance than conventional axle designs. And our unique, highly effective automatic inter-axle power divider proportions driving torque to the axle with greater traction . . . smoothly, instantly, and without spin-out or driver attention. Power where you need it!



**Mack DMM Series frame** is formed from high-strength, low-alloy steel tempered to 110,000 PSI minimum yield strength. Deep-section frame rails measure 13 $\frac{3}{8}$ " x 3 $\frac{1}{4}$ " x  $\frac{3}{8}$ " (340 x 83 x 10 mm) for that extra measure of strength needed in rough terrain operations. Set-back front axle position gives short wheelbase and increased load on driving front axle, maximizing both maneuverability and traction.



**Mack trucks torque-proportioning transfer case** distributes positive driving power to all wheels at all times. Heart of the unit is a one-third/two-thirds center differential that divides torque in relation to axle weight, distribution and traction. Automatic friction biasing retards axle spinout on slippery surfaces.



**All-wheel-drive DMM models** offer front drive axle capacities from 16,000 lbs. to 23,000 lbs. (7258. to 10,433 kg). These axles feature long life open universal joints for easy accessibility and self-cleaning action, and are available with either single or double reduction carriers. Non-driving front axles are also available.



## Choose Your Powertrain Components

"Built Like a Mack Truck"®. It's more than a phrase, it's a philosophy. We build our trucks in the tradition of balanced design, with proven Mack components designed and built to work together for greatest efficiency.

Our heavy-duty models offer fuel-efficient

turbocharged intercooled engines; Mack power take-offs, axles, and bogies; and the advanced T-200 series of transmissions. Or specify selected powertrain and axle components from other manufacturers.

Either way, there is no finer truck for the long road ahead.

 Fuller  
Transmissions

 SPICER®  
DAMA

 CATERPILLAR

 Detroit Diesel Allison  
Division of General Motors Corporation

 Cummins