



## Mack® LE

Low-entry trucks that deliver loads of efficiency.



A strong combination of versatility and productivity.

The Mack® LE (low-entry) vehicle is one of the most versatile trucks in the refuse business. It can be configured to be loaded from the front, side or rear. Its dual-steer controls and instrumentation give it the ability to be driven from either the left or right side. And it's productive enough to be operated by one person and eliminate thousands of steps a day.



Built with your help.

Before we even started creating sketches for the Mack LE, we sought input from the people who own refuse trucks as well as people who drive them. Waste/refuse operators as well as body manufacturers all told us what they were looking for in a vehicle. We listened and put serviceability, durability, ergonomics and efficiency up front for streamlined, profitable operation.



Refuse is a tough business. Our cab makes it a little easier.

The Mack LE was engineered from the ground up to be driven from either the left or right side. All critical controls and instruments are duplicated on both sides, so drivers can feel comfortable and in command. The 74½ -inch-tall door opening on the right side of the LE is the widest in the industry. The one step, low-step entry is only a mere 17 inches from the ground. This design can save an operator 2,400 steps a day. That's equal to climbing up — and down — an 80-story building.

Drivers will see better with this truck.

In designing the Mack LE truck, we kept safety in the forefront. Mack gave this vehicle a dual mirror system that gives drivers an unobstructed view from both sides of the truck. If drivers are working close to the curb, they can still see passing traffic in the street. While driving in busy neighborhoods, you'll have great views all around this vehicle.





## Putting the brake on wear and tear.

The LE truck features a patented work brake — a refuse industry first — specifically designed to make curbside pick-ups quick and easy. One lever, one movement, one step is all that's required to activate the brake, putting the automatic transmission into neutral and parking the chassis on its service brakes. When the brake is released, the transmission is automatically engaged. This system saves wear and tear on both the operator and brake system components.

## Balanced Design™ for better performance

When your driveline components — engine, transmission and bogies — are all engineered to complement each other from the beginning, you get better performance. Fewer things can go wrong, you get greater efficiency and repairs are easier. That's the promise of Mack Balanced Design™. The Mack LE can be spec'd in exactly the right configuration to meet your needs without sacrificing performance or long life.

## A major shift in transmission design.

Mack transmissions complement the power and efficiency of Mack engines. The legendary triple countershaft design of the T300 series was specifically created to meet the demands of rugged service — get uniform torque distribution and provide the highest capacity in the shortest axial length. The aluminum housing is lighter and improves heat dissipation. Oil doesn't break down as quickly. The gears in Mack transmissions are evenly stepped to provide easier operation and reduced shifting.

## Electronics that do everything but drive.

Mack is the only OEM to fully-integrate vehicle and engine electronics. The result is a more reliable, advanced system because it was designed to work together right from the drawing board. Mack engines feature our proven Vehicle Management and Control system or V-MAC® for short. It puts you in precise control of PTO speed and body status while storing critical data for owner-operators and fleet managers. You can program more than 100 vehicle management functions to optimize efficiency.

